Council Agenda Report

City Council Meeting
05-13-24
Item 4.B.

To: Mayor Uhring and Honorable Members of the City Council

Prepared by: Adrian Fernandez, Assistant Planning Director

Reviewed by: Richard Mollica, Planning Director

Approved by: Steve McClary, City Manager

Date prepared: April 24, 2024 Meeting date: May 13, 2024

Subject: Appeal No. 23-004 - Appeal of Planning Commission Resolution No. 23-24 (22959 Pacific Coast Highway; Appellant: Malibu Township Council; Applicant: Burdge and Associates Architects, Inc.; Property Owner: Surfrider Plaza, LLC) (Continued from the March 25, 2024 meeting)

RECOMMENDED ACTION: Adopt Resolution No. 24-19 (Exhibit A) pursuant to the California Environmental Quality Act, adopting Mitigated Negative Declaration No. 20-003 and Initial Study No. 20-003, denying Appeal No. 23-004 and approving Coastal Development Permit No. 09-067 for the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop bar area, grading, retaining walls, landscaping, a new onsite wastewater treatment system and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; Conditional Use Permit No. 18-002 for a motel in the Commercial Visitor Serving-1 (CV-1) zoning district and sale of alcohol; including Variance (VAR) No. 18-030 for construction on slopes steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, VAR No. 20-035 for surface parking within the required front yard setback, and Site Plan Review (SPR) No. 18-025 for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof, located in the Commercial Visitor Serving-1 zoning district at 22959 Pacific Coast Highway (Surfrider Plaza, LLC).

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

WORK PLAN: This item is not included in the Adopted Work Plan for Fiscal Year 2023-2024. Processing this application is part of normal staff operations.

DISCUSSION: The matter concerns an appeal (Exhibit B) of CDP 09-067, CUP No. 18-002, VAR Nos. 18-030, 18-031, 20-035, and SPR No. 18-025, approved by the Planning Commission on July 17, 2023, for a new 20-room motel with a subterranean garage, surface parking lot, and other associated development. Planning Commission Resolution No. 23-24 and the related Commission Agenda Report for the May 31, 2023 Planning Commission meeting are included herein as Exhibits C and D, respectively.

A summary of the appellant's contentions are as follows:

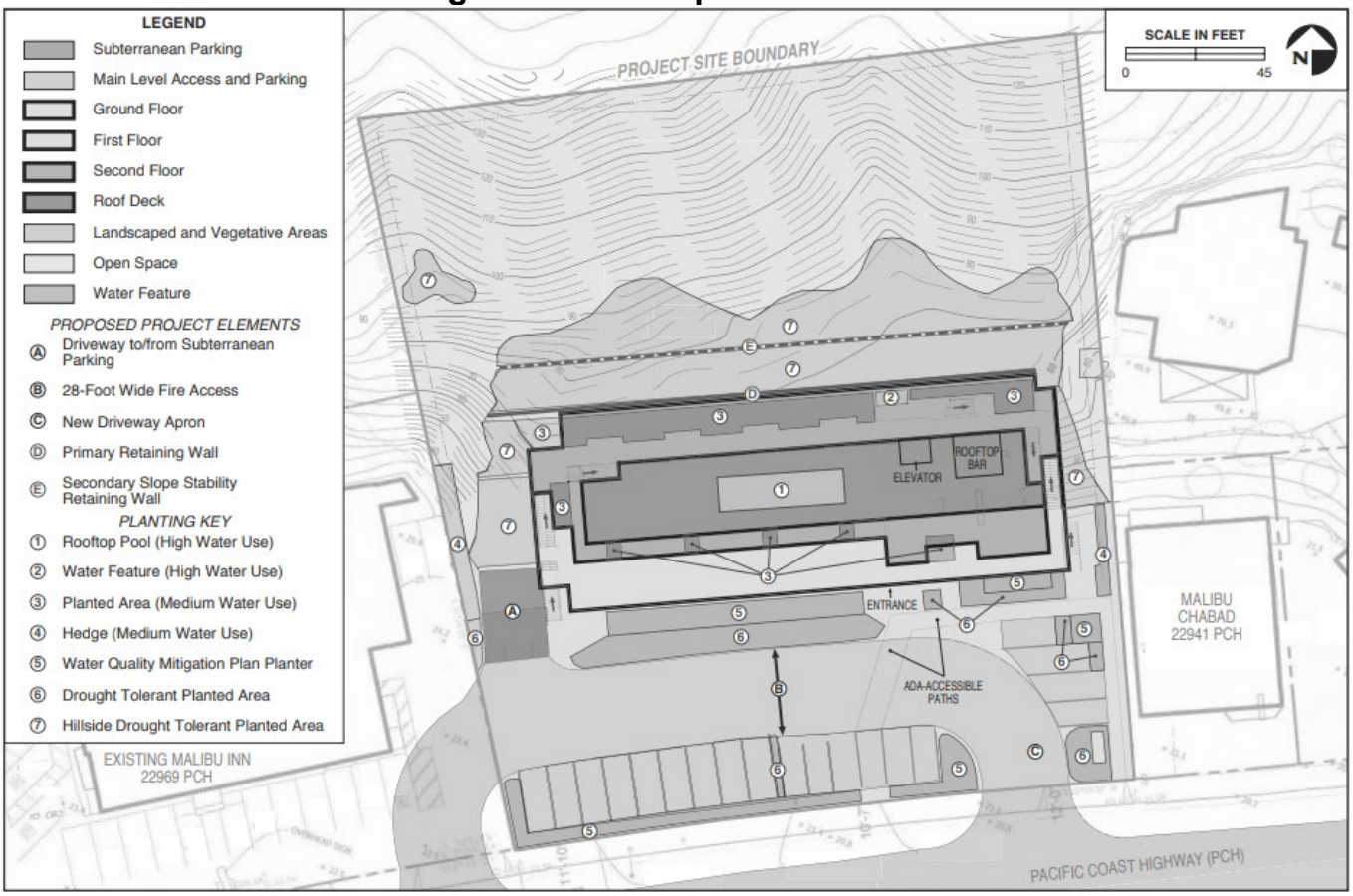
1. Violates zoning
2. Violates coastal bluff provisions
3. Excessive grading and violates related requirements
4. Violates building height restrictions
5. Violates retaining wall height restrictions
6. Violates rear yard and bluff setbacks
7. Requires traffic study
8. Violates parking provisions
9. Lack of EIR and general CEQA compliance
10. Requires noise study
11. Pool use is not permitted
12. Low cost accommodations mitigation is not addressed
13. Sale of alcohol is not permitted
14. Conditions do not protect cultural resources
15. Violates wastewater disposal requirements
16. Project is not consistent with the General Plan
17. Findings are not supported for two variances and other discretionary requests
18. Proposed project is not accurately reflected in the conditions of approval
19. Lack of impartial hearing
20. Planning Commission decision is contrary to law

The full text of the appeal is included as Exhibit B.

Project Description

The project involves the redevelopment of the project site with a two-story motel, providing 7,693 square feet of (floor area ratio) (0.15 FAR), with 20 motel rooms and suites, and 47 compliant surface and subterranean parking spaces, which may also be stacked to provide additional parking spaces beyond those required. The ground floor of the building consists of the lobby and a valet parking garage. The main and upper floors accommodate the rooms and suites. A rooftop deck with swimming pool, spa and bar is proposed (Figure 2 – Conceptual Site Plan).

Figure 2 – Conceptual Site Plan



Source: Project Plans

As proposed, the FAR, building setbacks, landscaping, open space, and number and dimensions of parking spaces conform to the development standards of the Malibu Municipal Code (MMC) and Local Coastal Program (LCP). The proposed parking in the front yard setback, retaining wall height and construction on slopes steeper than 3 to 1 are also designed to be compliant with the MMC and LCP development standards, and can be approved pursuant to the requested VARs, and SPR.

Table 4 – Proposed Development Plan Summary	
Site Area	51,352 square feet
Floor Area (0.15 FAR)	7,702.8 square feet
Motel Total FAR	7,693 square feet
Roof Deck	3,139 square feet
Subterranean Parking Garage	9,881 square feet
Total Landscape and Open Space	
Open Space Area	27,652 square feet
Landscaped Area	29,173 square feet
Total Onsite Parking	**47 spaces**
At Grade Surface Parking	18 spaces
Subterranean Parking	29 spaces

FAR: FAR establishes the total allowable square footage for commercial development pursuant to the commercial development standards contained in LCP Local Implementation Plan (LIP) Section 3.8. Pursuant to LIP Section 3.8(A)(5)(a), the gross square footage of all buildings on a given parcel shall be limited to a maximum FAR of 0.15, or 15 percent of the lot area (excluding any street rights of way). For the project site, that equates to:

- 0.15 FAR: The allowable FAR is 7,703 square feet. 7,693 square feet of FAR is proposed.

The development standards for commercial development regulate density based upon Lot Area and Floor Area, and the associated FAR calculation.

- Lot Area is defined as — the total area within the lot lines of a lot, excluding any street rights of way.

- Floor Area is defined as — the sum of the gross horizontal areas of the several floors of a building measured from the interior face of exterior walls, or from the centerline of a wall separating two buildings. Floor area does not include interior parking spaces, loading space for motor vehicles, vehicular maneuvering areas, or any space where the floor-to-ceiling height is less than 6 feet. (LIP Section 2.1)

- FAR is defined as — the formula for determining permitted building area as a percentage of lot area; obtained by dividing the above-ground gross floor area of a building or buildings located on a lot or parcel of land by the total area of such lot or parcel of land. FAR does not include interior parking spaces, including its maneuvering and loading space, and below ground floor area. (LIP Section 2.1)

Landscape and Open Space: The commercial development standards further regulate density by requiring that a certain percentage of lot area be devoted to landscaping and open space. Pursuant to LIP Section 3.8(A)(5)(b) 40 percent of lot area shall be devoted to landscaping and an additional 25 percent of the lot area shall be devoted to open space. For this project site, that equates to:

- Landscaping at 40% of lot area – The required landscaping area is 20,541 square feet and 29,173 square feet is proposed.

- Open Space at 25% of lot area – The required open space area is 12,838 square feet, which may include courtyards, patios, natural open space and additional landscaping, but not parking lots, buildings, exterior hallways and stairways, and 27,652 square feet is proposed.

Access and Parking: LIP Section 3.14 provides specific parking requirements and parking development standards, including location, access, screening and layout.

Access – The development proposes to use the existing, unused driveway on PCH at the eastern edge of the project site for direct access to the project site. The existing driveways at the adjacent Aviator Nation Site, including one signalized driveway, would also continue to provide vehicle access to the project site from the west. Since the project site will continue to provide shared parking to the Aviator Nation Site, internal access is provided, and the parking lots will remain connected so that shared parking operations do not require entering PCH.

Parking – The required number of parking spaces for the project, as per LIP Sections 3.14.2 and 3.14.3 is as follows: one parking space for each lodging unit (keyed room) is required, totaling 20 spaces; in addition to one space for the average, per-shift number of employees, totaling 4 spaces. A total of 24 spaces are required for the Project.

The project site would continue to be subject to a JUPA with the Aviator Nation Site, under which the project site is required to provide enough parking spaces to support land uses on both properties. The number of spaces allocated to the adjacent Aviator Nation Site is 24.

The project would provide 47 parking spaces, as detailed in Table 5, Proposed Parking Program.

Table 5 – Proposed Parking Program	
Required Parking	Number of Spaces
Lodging (20 units)	20
Average, per-shift number of employees	4
JUPA- Aviator Nation	24
Total Onsite Parking Required	**47 spaces**
Proposed Parking	Number of Spaces
Regular Parking	35 spaces
ADA Parking	3
Compact Parking	9
Total Onsite Parking Proposed	47 spaces

The onsite parking is located as follows:

- Subterranean Parking: 29 parking spaces are located in the proposed subterranean parking level, stacked parking space numbers in the subterranean parking have not been enumerated but would be additive to the minimum surface parking requirements of the LCP.

- Surface Parking: 18 spaces are provided in the at grade surface parking lot adjacent to PCH, which is located in the front yard setback. LIP Section 3.14.5(A)(2) provides that required parking spaces may only be located in interior side and rear setbacks, and no parking space for a commercial use, required or otherwise, shall not be located in any required front or street-side setback area, unless regulations

provide otherwise. The project requires VAR No. 20-035 for these parking spaces to remain within the required front yard setback.

Height: The motel would reach a height of two stories or up to 24 feet above finished or natural grade, with an elevator shaft at 23 feet, 8 inches from finished grade at perimeter exterior walls (lowest grade). The remaining 34 percent of the project site closest to the top of the slope would be maintained as undeveloped open space. The commercial development standards regulate mass and visual impacts by regulating height and number of stories. Pursuant to LIP Section 3.8(A)(1), building height shall not be higher than 18 feet above natural or finished grade, whichever results in a lower building height and that in no event shall the number of stories above grade be greater than two. LIP Section 13.27 provides that the Planning Commission may allow heights up to 24 feet for flat roofs.

- A 24-foot tall, two-story motel building with a rooftop deck and pool, and subterranean parking is proposed to be notched into the hillside. The motel would reach a height of two stories or up to 24 feet for a flat roof above the lowest grade.

- Site development would be enabled by construction of a retaining wall at the north side of the motel structure to retain the graded slope and would extend up to 46 feet in height above the surface parking lot (with a total height of 52.5 feet above the bottom of the subterranean parking level), constructed to secure the slope following excavation. However, most of the retaining wall is subterranean with a maximum height of 21 feet, 10 inches exposed above grade. Up to 11 feet, 10 inches of the exposed retaining wall projects above the rooftop deck. From a line-of-sight, only a small portion of the wall will be visible above the proposed motel from PCH.

Setbacks: A setback is the distance by which a structure or an addition to a structure must be separated from a parcel line, natural feature, other structure, road, right-of-way, or easement. Building setbacks are intended to provide open areas around structures for visibility, access to and around structures for safety and convenience purposes, access to natural light, ventilation and direct sunlight, separation of incompatible land uses, space for privacy and landscaping, protection of natural resources, and defensible space against fire.

The project's proposed setbacks are designed to be compliant with the City's LCP development standards. Pursuant to LIP Section 3.8(A)(2)(a)-(c), the required setbacks are as follows:

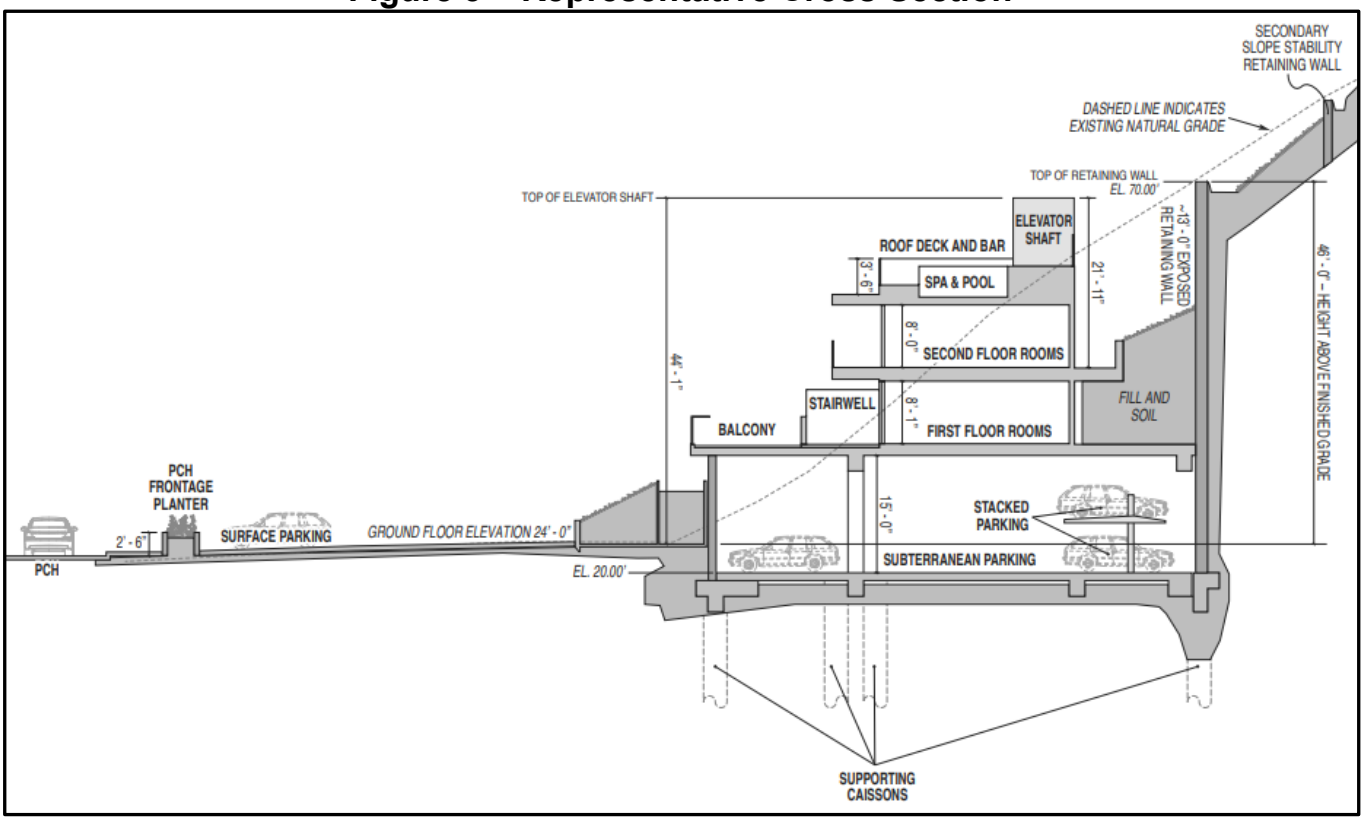
- Front yard: 20% of the total depth of the lot. The required setback is 47 feet, 5 inches. The proposed building setback is <u>61 feet and the surface parking is 5 feet. VAR No. 20-035 allows for the surface parking to be located within the required front yard setback.</u>

- Side yard: Cumulatively at least 25% of the total width of the lot but, in no event, shall a single side yard setback be less than 10% of the width of the lot or 5 feet, whichever is greater. The proposed setbacks of 21 feet, 7 inches and 32 feet, 5 inches meet this requirement.

- Rear yard: Setbacks shall be at least fifteen percent of the lot depth or fifteen feet whichever is greater. The required setback is 35 feet, 7 inches. The proposed setback is 104 feet, 1 inch.

Grading and Retaining Wall: Project development requires grading and excavation of approximately 0.77 acre of the existing lower portion of the slope and existing parking lot to accommodate the two-story motel building (with a single level of subterranean parking and surface parking lot). A proposed retaining wall would be installed at the north side of the motel structure to retain the graded slope and the retaining portion of the wall would extend up to 50 feet in height above the surface parking lot with an additional two feet of freeboard (total 52.5 feet, figure 3 below is section that was not drawn through the highest point of the wall), constructed to secure the slope following excavation and to provide a 15-foot setback between the building and the slope. The slopes proposed for grading and construction of a retaining wall are steeper than a 3 to 1 slope (Figure 3 – Representative Cross Section). As shown in Figure 3, the parking garage is subterrain because a retaining wall and fill do not allow the parking garage to daylight more than three feet.

Figure 3 – Representative Cross Section



Source: Project Plans

Grading – The project requires a total of 12,648 cubic yards of grading, with excavation of approximately 11,921 cubic yards of soil. Approximately 61 cubic yards of the excavated soil would be used as fill material onsite, while the remaining material (approximately 11,860 cubic yards) would be exported from the project site via roughly 581 to 847 heavy haul trucks, depending on the size of trucks utilized. Of the 12,648 cubic yards of total grading, 11,921 is understructure grading, which is an LIP exempt category from the total allowable grading amount. LIP Section 8.3(B) allows for 1,000 cubic yards of non-exempt grading per acre of commercial development, allowing 1,180 cubic yards of non-exempt grading on the project site. The total amount of non-exempt grading is 727 cubic yards, which is less than the maximum allowed non-exempt grading amount.

Retaining Wall – The project requires the construction of a retaining wall at the northern edge of the proposed motel building. The retaining wall would rise to a height of 46 feet above the surface parking lot. However, as the retaining wall is behind the proposed two-story motel building, the motel building will obstruct most of the retaining wall from a line-of-sight perspective taken from PCH. LIP Section 8.3(C) limits the height of vertical cut to a maximum of 12 feet for a retaining wall that is an integral part of the structure. VAR No. 18-031 is requested for the proposed installation of a retaining wall taller than 12 feet. VAR No. 18-030 is requested for the siting of structures on slopes steeper than a 3 (horizontal) to 1 (vertical).

Events: The rooftop deck and amenities would be used by motel guests on a daily basis. Per the MMC, events that would bring in visitors can be held onsite in the motel subject to City approval of a Temporary Use Permit (TUP).[1] Typical events include weddings, B'nai Mitzvahs, parties, corporate events, and other festivities. Pursuant to MMC Section 17.68.010, TUPs are limited to six events per calendar year.

Any noise caused by the operation of the project would be subject to the noise regulations contained in MMC Chapter 8.24, which prohibits unnecessary noises, sounds or vibrations which are physically annoying to reasonable persons of ordinary sensitivity.

The project site is buffered from surrounding residential areas by open space and the incorporation of additional landscaping. The design of the proposed building would also serve as a barrier that reduces noise transmission due to the patios facing away from residential areas and the building naturally containing vehicle noise within the subterranean parking garage amongst other features. The project does not propose amplified sound (music, concerts, etc.).

Site Lighting: In accordance with LIP Sections 4.6.2 and 6.5(G) and MMC Chapter 17.41, the project would include installation of low intensity, shielded light fixtures, including a color temperature of proposed lighting less than 3,000 Kelvin. Sources of

[1] Per the MMC, a special event is defined as a significant occurrence or happening which is arranged for a particular occasion or purpose.

lighting would include interior lighting, exterior wayfinding, and security lighting. Open public areas, such as parking lots, would be lit by both wall-mounted and free-standing path lights. Pathways immediately adjacent to buildings would generally be lit with free standing, downward facing LED light fixtures. Recessed, wall-mounted LED lighting would be used for step lighting and some narrower publicly accessible walkways and to enhance security. Certain areas (i.e., water features and the lobby entrance) would be accented with low wattage, shielded flood light fixtures.

OWTS: The project site is located in Phase 3 of the Civic Center Prohibition Area, which is subject to deadlines by which properties must cease discharging from individual septic systems and connect to the Civic Center Wastewater Treatment Facility (CCWTF) Project. The CCWTF Project was recently constructed approximately 1.3 miles west of the project site in Winter Canyon off of Civic Center Way. Phase 2 has been approved and will be under construction shortly, expanding the area being converted from OWTS to public sewer. Wastewater flows from the project site could eventually be accommodated by Phase 3 of CCWTF Project. Phase 3 is dependent upon certain thresholds being met after the construction of Phase 2.

New Luxury Overnight Accommodations: Pursuant to LIP Section 12.10, the City may approve new luxury overnight visitor accommodations if the project provides lower cost overnight accommodations consisting of 15 percent of the number of luxury overnight accommodations that are approved. Luxury overnight accommodations shall be defined as the point at which the cost of an overnight room exceeds 120 percent of the median cost of an overnight room for all overnight accommodations in the City of Malibu. The applicant has expressed that the exemption would apply, since the accommodations are not going to meet the definition of luxury overnight accommodations.

The lower cost overnight accommodations may be provided, either onsite, offsite, or through payment of an *in-lieu* fee to the City for deposit into a fund to subsidize the construction of lower cost overnight facilities in the Malibu-Santa Monica Mountains Coastal Zone area of Los Angeles County or Ventura County. A condition has been added for the property owner to pay the *in-lieu* fee in compliance with LIP Section 12.10.

ABC License: The applicant will later submit an application to the California Department of Alcoholic Beverage Control (ABC) for a license to sell alcoholic beverages for onsite consumption. ABC will not issue the license until the proposed CUP is approved. Therefore, a condition of approval has been included stating that the owner would be required to submit a copy of the ABC license to the Planning Department prior to alcohol sales. It is unknown at this time whether a Letter of Public Convenience or Necessity will be required prior to the issuance of the ABC license. In case this letter is required, the resolution authorizes the Planning Director the ability to issue it.

APPEALS TO THE CITY COUNCIL

The appeal outlines the specific findings and the grounds for the appeal, each of which are summarized below in *italics*. Following each point from the appeal are staff's responses in straight type. The full text of the appeal documents can be found in Exhibit B. The Planning Commission agenda report is included as Exhibit D. The Planning Commission agenda report includes a complete overview of the surrounding area, existing development, project conformance with the LCP and MMC, and a discussion of all required findings.

Appeal Item 1. Violates zoning

This project is in the CV-1 zone which lists motel uses as conditionally permitted. The proposed use does not meet the definition of a motel but that of a hotel which are not allowed in this zone. A hotel use would require a zone change and additional parking spaces.

Staff Response

Pursuant to the MMC and LIP, the definitions for "bed and breakfast inn", "motel", and "hotel" are provided in bullet points below. The proposed use includes transient lodging on a single, two-story building, swimming pool, kitchen to provide meals to guests only and rooftop bar. All of the rooms have separate entrances leading directly from the outside of the building to the parking lot. None of the definitions mention gyms, swimming pools, kitchen to prepare food for guests or bars. The proposed use does not include restaurants and meeting rooms that would be open to the general public. The definition for hotel states it provides "additional services". If the Council determines that the proposed swimming pool, kitchen and bar qualify as additional services specified in the hotel definition, then the proposed use would qualify as a hotel. However, these amenities may also be construed as services that can be customary and incidental to all transient lodging accommodations, including motels.

- "Bed and breakfast inn" means a facility offering transient lodging accommodations to the public and providing kitchen facilities adequate to provide meals to the guests of the facility only and not otherwise open to the public.
- "Motel" means a facility offering transient lodging accommodations to the public in a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, does not provide accessory uses such as restaurants or meeting rooms, and not otherwise open to the public.
- "Hotel" means a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants and meeting rooms.

The parking provisions for hotels are much more demanding compared to motels. This is due to the presumption that hotels, which would have amenities open to the public such as restaurants and meeting rooms, would generate additional parking demand beyond

the parking generated by guests only. Supporting the determination that the project constitutes a motel, and not a hotel, is that a swimming pool, bar, and kitchen would not generate the demand for additional parking spaces when they serve only guests that already stay at the facility.

Appeal Item 2. Violates coastal bluff provisions

This project meets the definition of a coastal bluff. To build this project, it requires cutting into a coastal bluff which the LCP does not allow. The fact that PCH and structures are between the ocean and the project is immaterial. PCH was built along the sand and this coastal bluff was historically affected by wave action.

Staff Response

Applicable coastal bluff definitions are listed in the bullet points below.

- Bluff edge - For coastal and canyon bluffs, the bluff edge shall be defined as the upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the cliff is rounded away from the face of the cliff as a result of erosional processes related to the presence of the steep cliff, the bluff edge shall be defined as that point nearest the cliff beyond which the downward gradient of the surface increases more or less continuously until it reaches the general gradient of the cliff. In a case where there is a steplike feature at the top of the cliff face, the landward edge of the topmost riser shall be taken to be the bluff edge. Where a coastal bluff curves landward to become a canyon bluff, the termini of the coastal bluff edge, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the coastal bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the canyon facing portion of the bluff. Five hundred feet (500′) shall be the minimum length of bluff line or edge to be used in making these determinations.
- Cliff – any high, very steep to perpendicular or overhanging face of rock, a precipice.
- Coastal bluff – a high bank or bold headland, ten feet (10′) or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face overlooking a body of water.
- Sea cliff - a cliff or slope produced by wave action, situated at the seaward edge of the coast or the landward side of the wave-cut platform, and marking the inner limit of beach erosion.

The definitions for cliff, coastal bluff and sea cliff are slightly different. A common thread in all definitions is that these slopes are steep and show characteristics that they were produced by wave action. There is a distinction between these slopes and canyon slopes (often referred to as canyon bluffs) and mountains that were formed through natural geological processes. The project geotechnical engineer, GeoConcepts Inc, provided a letter, dated January 11, 2024, examining the rear slope (Exhibit F). According to the letter, the slope is mantled with slope wash that is the result of terrestrial process and is

not associated with wave action. Slope wash deposits occur at the toe of most natural slopes and are the result of erosion and redeposition of bedrock materials and sediments. The slope is not very steep to perpendicular, it is not a cliff or slope produced by wave action and does not have any high bank or bold headland.

Appeal Item 3. Excessive grading and violates related requirements

The LCP does not permit development on a coastal bluff. According to a staff report, the net lot area is 1.18 acres. The project includes the excavation of 0.77 acre (over three-fourths of an acre) of the coastal bluff. More than 65 percent of the 1.18 acres site will be destroyed by cutting into this coastal bluff.

Staff Response

About half of the project's disturbed area is over a flat, existing surface parking lot to accommodate the proposed surface parking lot and about half of the building footprint. The toe of the slope is proposed to be cut to permit the other half of the building and restorative grading around the proposed building is necessary to improve slope stability and surficial erosion. As stated in staff response to *Appeal Item 2* above, the slope has not been considered a coastal bluff.

Variance No. 18-030 has been applied to the project for construction on steep slopes to accommodate a subterranean garage and structural setback to the proposed motel building. A proposed retaining wall would be installed north of the motel structure to secure the slope following excavation and to maintain a structural setback from the slope, which is also subject to a separate variance request related to height.

The total amount of proposed export is approximately 12,255 cubic yards of excavated soil. This is to accommodate the proposed building, including subterranean garage almost entirely below existing grade. Grading associated with accommodating a building is considered exempt understructure. The non-exempt grading around the proposed building does not exceed the allowable of 1,000 cubic yards per acre for commercial development. The export amount must be hauled to the nearest landfill. Should the Council decide to condition the project to utilize double trailer haul trucks, the total number of trips can be reduced by half. If double trailer haul trucks are used for the project, it would require approximately 600 to 875 heavy haul truck trips, assuming use of 14 to 20 cubic yard haul trucks. The project thus complies with the grading requirements of the LIP, and the appeal does not provide evidence that disputes this analysis.

Appeal Item 4. Violates building height restrictions

The maximum allowable height for a flat roof structure is 24 feet as measured from finished or natural grade, whichever is lower, and a building may not be more than two stories. In an attempt to meet the height requirement, the applicant boldly created a fiction by measuring height incorrectly from a higher elevation and staff buys into it. To

accomplish this, the applicant will place dirt behind the retaining wall at a higher elevation and then measure the structure from that point instead of finished grade.

If measured correctly, this would be a three-story building and the partially covered roof bar and elevator shaft is the fourth story per code. In another attempt to make this height fiction a reality, the applicant falsely states the enclosed parking garage is subterrain. It is not subterrain as claimed but clearly above ground level. To make the enclosed garage appear subterrain, the applicant places a berm around the above ground garage. Placing dirt around the above ground garage does not make it subterrain.

Staff Response

Relevant definitions are provided in bullet points below. As stated by the appellant, height is a measurement from both natural or finished grade, whichever results in a lower building height.

- height, non-beachfront lot - the vertical distance between the top of the structure and finished or natural grade, whichever results in a lower building height.
- grade (finished) - the finished ground level around the perimeter at all exterior walls of a building.
- grade (ground level) - the natural or finished ground level at all walls of a building, whichever results in a lower building height. In cases where walls are parallel to and within five feet of sidewalks, the above ground level shall be measured at the sidewalks.

Height from Natural Grade – Although natural grade is not defined in the MMC or LIP, it is commonly known in practice as the existing topography of a property before any land disturbance from a project. A topographic survey depicting the existing contour lines is required to establish natural grade. A height cloud, architectural elevations, cross-sections and/or a roof plan with superimposed contour lines may individually or collectively be used to determine compliance with the maximum building height limit from natural grade. These exhibits may be used to attain building height as measured from natural grade by subtracting the top of roof elevation from the natural grade elevation based on the surrounding contour lines. In no case shall any portion of a building/structure extend above the maximum height limit as measured from natural grade.

Height from Finished Grade – The difficulty in measuring height from finished grade is that the finished grade is defined as the “ground level around the perimeter at all exterior walls of a building”. The height of buildings on elevations plans is only evident around the perimeter of the building walls, and yet the highest point of a building may be a roof peak (or an elevator shaft as is the case for the proposed motel) in the middle of the structure. The finished grade at perimeter of exterior walls can be used to project a plane across interior portions of a building, for use together with architectural elevations, the grading plan and cross-sections. This method helps staff determine whether a building meets the height limit in cases where an architectural elevation shows a portion of a building set

back beyond a perimeter wall extending over the height limit. The architectural plans include elevations (Sheets A-2.4 and A-2.5) and cross-sections (Sheets A-3.2, and A-8.1 through A-8.6) that show no portion of the proposed building exceeds 24 feet in height as measured from finished grade, including elevator shaft, rooftop bar and rooftop railing.

The appellant suggests that the height of the building should be measured from an existing grade several feet from the exterior southern elevation of the building. The height definitions do not support measuring the height for the entire building from a single point or façade—or from a location not directly adjacent to the structure. The applicant provided exhibits (Exhibit G) to show the natural and finished grade lines around the building's perimeter walls and across the building through cross-sections. At no point does the proposed building project above the 24-foot height limit as measured from natural or finished grade, including elevator shaft, rooftop bar and rooftop railing.

The code does not prohibit rooftop decks. While rooftop decks have been controversial in some residential communities, many houses and commercial projects have been approved with rooftop decks, including the Sea View Hotel and Surfrider Malibu Motel. As described above, all portions of the structure (including the rooftop deck and canopy) are below the 24-foot height limit.

The definitions relevant to basements are below.

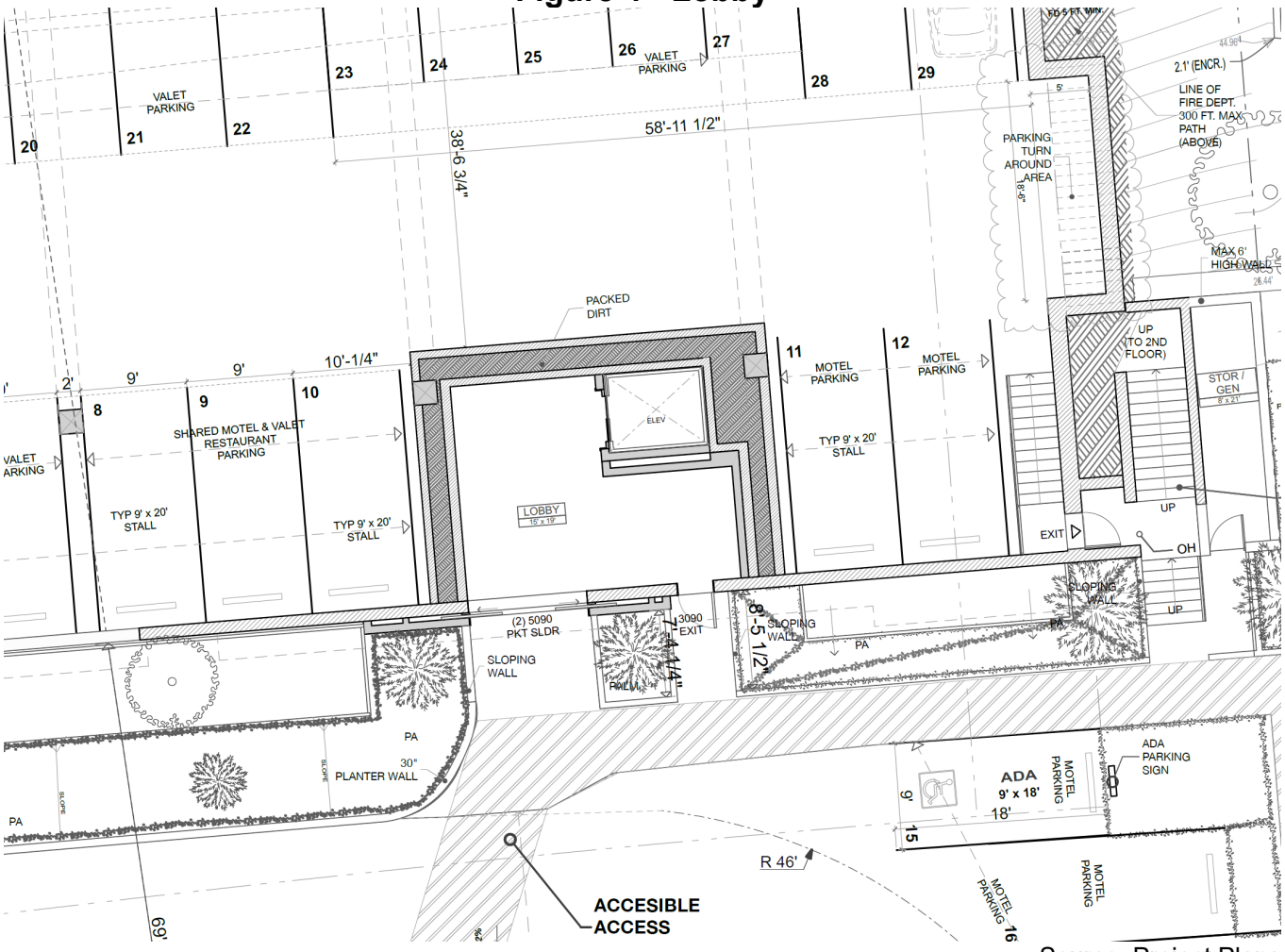
- basement – that portion of a building or an area enclosed by walls located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is no more than 3 vertical feet at all points around the perimeter of all exterior walls. A basement does not constitute a story.
- ground floor – the first floor of a building other than a cellar or basement.
- story - that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above. A basement shall not be considered a story if the finished first floor does not exceed 3 feet above the average natural grade of the parcel. An unfinished attic shall not be considered a story. A mezzanine shall be considered a story if it is not open to the floor below, if it contains any enclosed rooms, bathrooms, closets, and the like, or if it contains more than 33-1/3% of the total floor area of the room(s) onto which it opens.

The definition for basement states that a basement is not considered a story so long as it does not "daylight more than three vertical feet at all points around the perimeter of all exterior walls" from finished grade to the bottom of the finished floor above. The finished grade is the ground when the project is constructed. The project plans show a biofiltration system attached to the southern exterior wall of the motel. The finished grade at the biofiltration system is currently greater than three vertical feet to the bottom of the finished floor above. The Planning Commission added Condition No. 41 required a revision to the

plans prior to plan check demonstrating that the biofiltration system elevation was raised to comply with the daylighting requirement for a basement. The code does not prohibit the use of manufactured slopes (berming) or a biofiltration system to raise the ground next to a basement in order for the basement to comply with the three vertical feet to the bottom of the floor above.

The lobby is not considered a basement. The floor slab for lobby and the slab of the subterranean garage are on the same plane; however, there are two walls backfilled with dirt that separate the lobby from the subterranean garage thereby maintaining the subterranean garage from daylighting consist with the definition of a basement per the City's ordinances (Figure 4).

Figure 4 - Lobby



Source: Project Plans

Appeal Item 5. Violates retaining wall height restrictions

According to the staff report, the proposed retaining wall is required to hold the graded slope. It would extend up to 46 feet in height above the surface parking lot and 52.5 feet above the finished floor elevation of the subterranean parking level. A 52.5-foot retaining

wall, when the maximum allowed is 6 or 12 feet in height, is unallowable and does not meet the intention and general purposes of the LCP. Staff in recommending approval saying by granting a variance for this 52.5-foot high retaining will make it conform to the code but this is not accurate. This variance is clearly contrary and in conflict with the intention and general purposes of the LCP so this necessary finding cannot be made.

Another one of the findings that has to be made is the retaining wall variance will not constitute a special privilege to the applicant. Approving this variance will be granting a special privilege since there are no other retaining walls this high in the City. If the Council grants this variance, it is opening the door to exceedingly high retaining walls in the east end of Malibu. There are commercial retaining walls in the vicinity that exceed 12 feet but none as tall as the proposed wall.

Staff Response

The proposed development requires the construction of a retaining wall at the rear (north side) of the motel building. The retaining wall would be constructed to secure the graded slope following the excavation and to provide a 15-foot structural setback from the slope. The project structural engineer provided a statement and exhibit showing the required horizontal 15-foot structural setback from the slope (Exhibit G). The retaining wall is 21 feet, 10 inches in height above finished grade. The retaining wall would extend below finished grade to accommodate the subterranean parking level and provide for an adequate foundation.

The applicant provided other examples of similar retaining walls within the same commercial corridor (Exhibit H). The PC Greens shopping center was constructed with a 15-foot tall retaining wall surfacing above the rooftop parking lot. The original office buildings which will be repurposed for the Sea View Hotel were constructed with a 21-foot-tall retaining wall daylighting above the lower level. The Malibu Vista at Carbon Beach is another office building constructed with a 26-foot-tall retaining wall. All of these buildings are located on the landside of PCH and were built into the hillside similar to the proposed motel. Most of these walls may not extend underground or, at least, not as far below grade compared to the proposed retaining wall. However, as mentioned above, other buildings along PCH have retaining walls that have similar visual characteristics in that there are portions which daylight above the structure in excess of the code allowance. The portion of the proposed retaining wall below grade is to accommodate a subterranean garage in order to meet parking provisions.

Up to 11 feet, 10 inches of the proposed retaining wall projects above the rooftop deck. From a line-of-sight, only a small portion of the wall will be visible above the proposed motel from PCH. The use of earth-tones, faux-rock, and landscaping would be implemented to soften the wall's appearance. This is also similar to the other nearby development with similar retaining walls. Most of the retaining wall behind the PC Greens shopping center is entirely obstructed by the building even though the retaining wall projects 15 feet in height above the building rooftop.

The wall will be visually obstructed by the motel building and elevator shaft, and an approximately 180-foot wide terrace that would obstruct approximately half of the retaining wall. The wall will also be screened from view by proposed landscaping and roof deck elements. Giant Bird of Paradise, which is a plant that can reach a height of 20 feet and the clumps of long stalks can spread as far as 11 feet, are proposed to be planted in front of the retaining wall with the intent of visually screening the portions of the retaining wall above the roofline of the motel building. The retaining wall is also proposed to be cladded with earth-tone, faux-rock to mimic and blend with the natural hillside where visible through the proposed vegetation.

Findings related to the variance for retaining wall height are described in more detail in *Appeal Item 17* below. Variances should rarely be granted. To grant a variance, all findings must be made. If any of the findings cannot be made, the variance should not be granted and the project should be denied.

The code does not provide guidance on how the height of retaining walls should be measured, except that it includes the required freeboard[2]. LCP Section 3.3.3(A)(7) provides clarity on how height is measured for fences and walls as follows:

- Measurement of Fences and Wall Height: The height of a fence or wall shall be measured at the highest ground level within three feet of either side of said wall or fence. In order to allow for variation in topography, the height of a required fence or wall may vary an amount not to exceed six inches; provided, however, that in no event shall the height of such fence or wall exceed the maximum height specified.

Height of wall is measured from the highest ground level. Grade at ground level is defined above as the natural or finished ground level at all walls of a building. In past practices, the City has not considered the exterior wall of a basement or building as a retaining wall. The proposed retaining wall along the northern façade of the building is both an exterior wall for the subterranean garage and a retaining wall. The retaining wall is 21 feet, 10 inches in height above lowest ground level immediately adjacent to the wall. The retaining wall would extend below finished grade to accommodate the subterranean parking level and provide for an adequate foundation. The portion of the wall that functions as an exterior wall to the subterranean garage does not contribute to the overall visual aspect of the wall from PCH, or other scenic areas. LIP Section 8.3(C) permits for single cuts up to 12 feet in height which are an integral part of the structure. A variance is requested for the height of retaining wall over 12 feet, up to 21 feet, 10 inches, including two feet of freeboard.

The appellant stated that an architect formerly involved in the design of a shopping center on the subject property provided two conceptual perspective drawings demonstrating the site can be developed without a variance for retaining wall height. These conceptual

[2] Freeboard is the additional height in retaining walls above the highest adjacent grade typically used to drainage above the wall and for debris protection.

drawings were not reviewed by all applicable City department and County agencies and therefore, City staff cannot confirm whether they are viable options. These drawings also do not show dimensions or project details. Both drawings show retaining walls immediately behind the building over the toe of the slope. The two main differences between the retaining walls in the conceptual drawings versus the proposed retaining wall are that the proposed project includes: 1) a subterranean garage and a 28-foot fire lane, which pushes development lower and further into the toe of the slope; and 2) provides a 15-foot setback between the structure of the motel and the slope. The conceptual drawings show retaining walls up to the height of the second-story buildings.

Appeal Item 6. Violates rear yard and bluff setbacks

The required rear yard setback for commercial development is at least 15 percent of the lot depth or 15 feet, whichever is greater. All structures are also required to be set back at least 25 feet from a 45-degree angle slope (1 to 1) starting at the toe of an inland-bluff or coastal bluff.

Staff Response

The project is consistent with the rear yard setback. The proposed building is 104 feet, 1 inch from the rear property line and 35 feet, 7 inches is the required rear yard setback. The 45-degree slopes (1 to 1) on the property are narrow strips along the east and west extremities of the subject parcel. The proposed development is sited outside of 1 to 1 slopes and there are no 1 to 1 slopes immediately north or south of the proposed building. Even though the 1 to 1 slope setback does not apply as the project does not propose any development above these slopes, the proposed development is at least 25 feet from the top of 1 to 1 slopes.

Appeal Item 7. Requires a traffic study

There is no actual traffic analysis in the Negative Declaration (ND). In this part of Malibu, there is traffic gridlock and severe traffic backup on a regular and continuing basis during rush hour and on weekends and in the summer. It is significant and not mitigable. This project will create additional vehicle trips which should not be allowed making the traffic situation incrementally worse. The City's traffic studies do not reflect reality. The fire at Soho House last year caused terrible traffic backup during evacuation and emergency vehicles could not even enter their driveway. The California Department of Transportation (Caltrans) requires a right-turn only when exiting the project, if ignored, it will cause even worse delays and risk to patrons of the facility.

Staff Response

The potential traffic impact is addressed in the IS/MND in more detail and in the *Response to Comments* section. The project site currently holds a parking lot, which supports a limited number of trips to the site under existing conditions. It is disclosed that the project

would increase vehicle miles traveled (VMT) compared to this existing setting. Under CEQA, due to the project's location on the State Highway System, VMT is used for impact analysis purposes, overseen by Caltrans. As a project with a motel use, it is anticipated to generate approximately 68 average daily trips (ADT), which is well below the threshold of 110 trips per day set by Caltrans that would signify a significant impact. As the increase in trips is not considered significant under CEQA, the overall traffic conditions would not be significantly impacted from implementation of the project or on a cumulatively considerable basis.

Appeal Item 8. Violates parking provisions

Development standards in LIP Section 3.14.5 shall apply to all parking areas. Required parking facilities shall be on the same lot as the structure they are intended to serve, except that with proper legal agreement, the Planning Commission may approve parking on a separate lot. In no event shall require parking be farther than 300 feet from the use it is required to serve. The applicant cannot comply with this code provision.

The parking does not consider when the Malibu Inn/Aviator Nation parking was approved, Aviator Nation had use of an empty parking for overflow parking at night. If built, the project's parking will be only for the use of 20 registered guests and 3 employees. Aviator Nation is allowed to have over 300 guests plus staff for concerts and it too is grossly under parked. The proposed project has no provision for TUP events parking and there is no location in the immediate area within 300 feet where that parking can be provided. It must be noted that street parking on PCH for employees is not allowed and takes away much needed public parking. Parking lifts have never been allowed in Malibu commercial buildings. But are allowed for this project. Therefore, this constitutes a "special privilege" There is an undercount of employees for events and normal staffing. This is the most congested area of the entire length of Pacific Coast Hwy in Malibu. Needed public parking spaces on PCH will be eliminated by this project's overflow parking. This denies the general public parking needed to access to the beach, pier and nearby parks. This loss of parking is not acknowledged or analyzed in the ND and must be analyzed in an EIR.

Staff Response

On October 24, 2022, the City Council approved a CUP amendment for the Malibu Inn that would reduce the restaurant service area, to increase the space of an existing retail tenant space (Aviator Nation) and decrease the number of required off-site parking spaces in the JUPA to reflect the new number of required offsite parking spaces for the existing restaurant (Aviator Nation Dreamland). The CUP amendment reduced the total number of required offsite parking spaces from 31 to 23. The currently required 23 offsite parking spaces are provided at the Malibu Inn Motel site in conjunction with the required parking spaces for the proposed motel use. At the Council hearing for the CUP amendment, the overflow parking for the two large events per month permitted for Malibu Inn was discussed. The CUP amendment was approved with the relevant condition of approval, as follows:

13. All events authorized by Condition No. 19 of Resolution 10-59 must be approved by the Planning Director in advance as described in the following sentence and any condition approved by the Planning Director which may be added to mitigate impacts of the event must be complied with: A six-month event schedule shall be submitted for approval every six months and any changes to such approval must be approved at least a month in advance before the event.

The subject application is separate and apart from the Malibu Inn CUP amendment.

For motels, the code requires one parking space for each keyed room and one parking space for the average, per-shift number of employees. Unfortunately, the code does not define "average, per-shift number of employees". This could mean the average as calculated for every shift, per day or weekly. The applicant provided the following per shift breakdown:

- Night Manager Shift – 10 p.m. – 4 a.m. (1 person for 6 hours). 1 Manager
- Morning Manager Shift – 4 a.m. – 10 a.m. (1 person for 6 hours). 1 Manager
- Early Day Shift 10 a.m. – 4 p.m. (6 people for 6 hours). 2 maids, 1 chef, 1 server, 1 bartender and 1 manager
- Afternoon Shift – 4 p.m. – 10 p.m. (4 people for 6 hours). 1 manager, 1 chef, 1 server and 1 bartender

Based on this calculation, the average employee per shift is three (12 divided by 4). The project provides four parking spaces for employees in addition to 20 parking spaces for each keyed room. A condition of approval is included in the resolution for the project that no more than eight employees can be at the site at any one shift based on four parking spaces for employees. The Planning Commission added a condition to permit vehicle lifts if backup power is provided and these spaces are not counted as required parking. The lift parking spaces would replace the eight parking spaces that are currently available to the public.

The Planning Commission added a condition to the project that requires the property owner to secure offsite parking for special events that may require more parking spaces than are provided onsite. The site provides the required parking spaces for a motel use. The vehicle lifts are extra parking spaces that can be used for special events or general public parking and are not counted as required parking spaces. They also will be able to be accessed even if there is a power failure.

Appeal Item 9. Lack of EIR and CEQA compliance

An impartial EIR is needed and required under CEQA for this project. The ND is not sufficient. The required cumulative impact study was not done and the ND failed to take into account the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct impacts. If there are one or more "Potentially

Significant Impact an EIR is required. The ND failed to indicate any potentially significant impacts that are not mitigable such as cutting into a coastal bluff and parking. The fact that this project is a significant departure from the code requirements makes an EIR necessary. In the EIR more environmentally protective alternatives must be analyzed.

Staff Response

IS/MND No. 20-003 reflects the independent judgment of the Planning Commission. The Planning Commission found that the IS/MND was completed in compliance with CEQA and is adequate for this project. The Commission further found that the project is expected to have less than significant impacts on the environment, with implementation of mitigation measures. They found no substantial evidence that the project, as conditioned, will have a significant effect on the environment.

The project was not processed with an ND (Negative Declaration) but instead was processed with an MND (Mitigated Negative Declaration). An ND finds that a project will have a less than significant impact on the environment without any mitigation measures. Meanwhile, an MND finds that a project with mitigation measures will have a less than significant impacts on the environment. The inclusion of variances does not signify that an EIR under the California Environmental Quality Act (CEQA) is required. The project, with the variances, does comply with the City's zoning code and LIP. An EIR must be prepared whenever there is substantial evidence, in light of the whole record, that a project may have a significant effect on the environment, and the appellant has not presented evidence that this is the case.

Appeal Item 10. Requires a noise study

No sound study was performed for the Rabbi house, religious school and synagogue which are approximately 30 feet east of the project. The noise from the rooftop pool deck and bar would most likely significantly impact the school, synagogue, and Rabbi's residence. This study is needed and mitigation is required.

Staff Response

The IS-MND includes a detailed noise analysis that revealed no potential for significant impacts whereas the appellant has provided only unsupported speculation. Please refer to Section 3.13, Noise, which identifies potential for noise during construction and operation of the project and provides two mitigation measures to reduce noise related effects. Mitigation Measure NOI-1 which reduces construction noise through construction machinery and truck noise reduction accessories, staging area location, temporary sound barriers, and public noticing. Additionally, the project would be required to designate a noise control coordinator. Mitigation Measure NOI-2 prohibits amplified sound from the project. If amplified sound is later proposed outdoors, the applicant must prepare a noise study and must submit an amendment to the proposed conditional use permit.

Appeal Item 11. Pool use is not permitted

Swimming pools in both CV-1 and CV-2 must be open to the public. They both have a specific footnote #9 that states in the LIP Appendix 1 "pool uses permitted only if available to the general public".

Staff Response

The code is not clear on whether pools can be permitted on commercially zoned properties. The issue has been deliberated in past Planning Commission hearings on the proposed and other projects and swimming pools have been approved by the Planning Commission for both the proposed project and Sea View Hotel, and it made a recommendation to the Council to approve the Ryokan Bed and Breakfast Inn, which also includes a swimming pool. While the Sea View Hotel included an Overlay District that granted more flexibility on the types of uses it can authorize, swimming pools were not addressed in the permitted table for Sea View Hotel and therefore, the same land use provisions would apply to the Sea View Hotel as any other commercial zoned property.

The MMC does not specify whether pools are permitted, conditionally permitted or accessory to any primary use other than for residences. The LIP contains similar language but identifies pools for recreational facilities as a conditionally permitted use. Both the MMC and LIP permit health clubs and conditionally permit motels, which are known to include swimming pools. In this case pool use is not the primary use of the site, and is incidental to the motel use. Interpreting this type of pool as incidental to the motel use, and not subject to footnote #9, is consistent with prior determinations of the Planning Commission as described above. Staff raised this issue with the Planning Commission and it ultimately agreed to approve the proposed pool consistent with these other projects and its past interpretation.

Appeal Item 12. Low cost accommodations mitigation is not addressed

The applicant at the Planning Commission hearing stated that the City would receive up to $1,000,000 in TOT taxes a year. To achieve that amount the motel would have to have room rates exceeding $1,000 a night with 100 percent occupancy. Luxury rates require that low cost accommodations be provided. To meet the Coastal Act, an in-lieu fee is not sufficient. Adjustments for low income accommodations must be made according to the California Coastal Commission comments. None of their comments is in the conditions of approval

Staff Response

The applicant agreed to pay the *in-lieu* fee for low cost overnight accommodations. Pursuant to LIP Section 12.10, the lower cost overnight accommodations may be provided either onsite, offsite, or through payment of an *in-lieu* fee to the City for deposit into a fund to subsidize the construction of lower cost overnight facilities in the Malibu-

Santa Monica Mountains Coastal Zone area of Los Angeles County or Ventura County. The *in-lieu* fee amount is established in the LIP and must be increased to account for inflation. A condition has been added for the property owner to pay the *in-lieu* fee in compliance with LIP Section 12.10.

Appeal Item 13. Sale of alcohol is not permitted

Motels do not sell alcoholic beverages; therefore, their sale should not be allowed and this CUP denied.

The City should follow the ABC Control Act Section 23789 Rule 61.4 prohibiting sale of alcohol near schools or churches. This project site is adjacent to a synagogue and an early childhood education center. Therefore, a denial of the CUP is warranted.

The staff report says, when the CUP is approved, a condition of approval has been included stating: "If a Letter of Public Convenience or Necessity is required prior to the issuance of the ABC license. The resolution authorizes the Planning Director with the ability to issue it." This is obligating the City to aid this project in obtaining a license to sale alcohol. The City should not be obligated to do this ever and especially since religious school and synagogue within 30 feet of the project.

Staff Response

The MMC and LCP do not restrict motels from selling alcoholic beverages. However, the Council may decide that the sale of alcohol and other proposed amenities may result in the proposed use meeting the definition of a hotel. A more detailed discussion about the use is provided above under staff response to appeal basis 1. The Council also may deny the request if it cannot make the required CUP findings for the service of alcohol.

Business and Professions Code, Division 9, Section 23789 states as follows:

> (a) The department is specifically authorized to refuse the issuance, other than renewal or ownership transfer, of any retail license for premises located within the immediate vicinity of churches and hospitals.
> (b) The department is specifically authorized to refuse the issuance, other than renewal or ownership transfer, of any retail license for premises located within at least 600 feet of schools and public playgrounds or nonprofit youth facilities, including, but not limited to, facilities serving Girl Scouts, Boy Scouts, or Campfire Girls. This distance shall be measured pursuant to rules of the department.

The subject parcel is located immediately adjacent to Chabad of Malibu, a religious learning center and synagogue, and Gan Malibu Preschool. Such proximity on its own is not sufficient to warrant the denial of an ABC license. ABC may refuse issuance of a license based on the above code requirement. The Council may also deny the sale of

alcohol as it is subject to a conditional use permit, if it finds that the sale of alcohol is not compatible with any of the surrounding uses.

According to the ABC provisions, some applications require that a determination of Public Convenience or Necessity (PCN) is established. Based on an ABC determination, if the premise is located in a high crime area based on local crime statistics and/or if the number of similar license types exceeds the limit set forth by State law (over-concentration) then a PCN is required. After the review of the application, ABC would notify the applicant if a PCN is required based on these criteria. The subject application includes a conditional use permit for the consideration of the motel and sales of alcoholic beverages for onsite consumption.

Appeal Item 14. Conditions do not protect cultural resources

A condition of approval is included in the resolution which states in the event that potentially important cultural resources are found in the course of geologic testing or during construction, work shall immediately cease until the Planning Director can review this information. This wording of the condition fails to require work ceasing if a cultural resource is found during grading' excavation or any site disturbance.

It is likely that significant cultural resources or a Chumash burial could be found on this site. All along this area, east of Malibu Creek, at various times Chumash artifacts and burials have been found. Therefore, a phase one study needs to be done and a qualified Chumash monitor and archeologist must be on site during any soil disturbance. Please add this as a condition if you are going to approve this project.

Staff Response

The project site has been previously disturbed during construction of PCH and the existing parking lot and past grading and topsoil erosion on the hillside. The flat portion of the property location in an area that was likely subject to coastal processes and past disturbance from development limits the potential for encountering subsurface cultural resources. No archaeological resources are known to exist on the project site or immediate vicinity. In addition, the steep slope is unlikely to support cultural remains both due to its steepness and past disturbance for slope stabilization. In any event, local tribal representatives expressed concern during consultation that the project site is considered to be potentially sensitive for tribal cultural resources. Accordingly, Mitigation Measures TCR-1, -2, and -3 were added to the IS/MND to further prevent impacts that could occur from unanticipated encounters with tribal cultural resources, beyond those assured by the City's existing conditions of approval.

TCR-1 **Unanticipated Discoveries.** In the event that Tribal Cultural Resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 75-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Lead

Agency or Project manager shall contact the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians to consult if any such find occurs within areas culturally and traditionally affiliated with the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians.

TCR-2 **Soil Inspection.** During soil excavation activities beneath the proposed septic system extent, a Gabrieleno Band of Mission Indians-Kizh Nation representative shall be allowed to inspect these soils for evidence of tribal cultural resources. Should anything be uncovered during this soil inspection, soil disturbing activities shall be halted until the soil and potential artifacts are properly evaluated, recorded, and processed pursuant to City Standard Conditions of Approval and State requirements.

TCR-3 **Tribal Consultation.** The Lead Agency and/or applicant shall consult with the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during any ground disturbing or grading activities.

If concerns remain over potential cultural resources impacts, the Council may add a condition that requires archaeological and Chumash representative monitoring during grading.

Appeal Item 15. Violates wastewater disposal requirements

The project does not comply with wastewater ban in this area. OWTSs are not allowed there and the project should not be allowed to proceed until it hooks up to the civic center treatment plant. The environmental department states that a 10,000-gallon holding tank will handle the overflow usage above 1,760 gallons per day meeting the requirements of the Regional Water Quality Board. This assumption is incorrect in that the environmental engineer revealed before the Planning Commission that he calculated the water usage based on 100 percent occupancy for weekends in the summer and 20 percent on weekdays. This of course is not realistic. There simply will be no place for the wastewater overflow to be safely disposed of.

Staff Response

At the January 11, 2022 Special Planning Commission hearing, the Commission continued the item to permit staff time to verify with the Los Angeles Regional Water Quality Control Board (Regional Water Board) whether the proposed project is in compliance with the Memorandum of Understanding between the City and Regional Water Board. Staff met with Dr. Jim Kang, Groundwater Permitting Unit Supervisor of the Regional Water Board, to discuss the project on several occasions, including at the site. Dr. Kang concluded that the proposed project remains on the prohibition exemption list

despite the project changes since it was initially enlisted. However, he pointed out two major deficiencies in the project's OWTS design, which include average wastewater flow and future expansion dispersal area.

In a 2011 submittal to the Regional Water Board, the project estimated an average wastewater flow of 1,700 gallons per day (gpd). At the time of Dr. Kang's more recent review of the project, the average flow was 2,704 gpd. According to Dr. Kang, the average flow was not allowed to increase over the estimates provided in 2011. Additionally, the project's OWTS was designed without a future dispersal area expansion. Dr. Kang suggested that the dispersal area shall be designed with a 100 percent future expansion area. Dr. Kang concurred that it was the City's responsibility to administer the OWTS design standards for OWTSs in the prohibition area as established in the City's agreement with the Regional Water Board.

The OWTS design report and OWTS plans for 22959 Pacific Coast Highway had several revisions between March 2022 and January 2023 to meet the Regional Water Board recommendations with the advanced OWTS. This includes a 10,000-gallon equalization tank to collect daily flow and meter it at a maximum of 1,700 gpd, a future dispersal field, and an advance OWTS that is designed and operated to meet the most stringent effluent limits established for the site by the Ocean Plan, Basin Plan, and the General Waste Discharge Requirements (WDR) Order R4-2019-0024. The Regional Water Board recommended limits from the General WDR Order R4-2019-0024 for advance OWTS, which requires discharges from a secondary treatment system to meet bacteria standards for total coliform limitations of 23 MPN/100 mL (millilitres)[3] weekly and 240 MPN/100 mL monthly.

Aside from the Regional Water Board's recommendations, Tetra Tech, a third-party consulting firm that helps the City Environmental Health Division with complex project reviews, recommended effluent limits for biochemical oxygen demand, total suspended solids, and weekly/monthly effluent limits for total coliform. The final revision of the OWTS design report meets all recommendations from the City Environmental Health Division, Regional Water Board and Tetra Tech. On January 20, 2023, the Conformance Review for the project was deemed complete.

The project OWTS designer prepared a Flow Summary report, dated March 17, 2022. The Flow Summary report provides two occupancy estimates. The first estimate shows an occupancy of 40 percent for Sunday, 25 percent for Monday through Wednesday, 60 percent for Thursday and 100 percent for Friday and Sunday. The second estimate shows an occupancy of 50 percent for Sunday, 50 percent from Monday through Wednesday, 80 percent for Thursday and 100 percent for Friday and Saturday. The equalization tank was sized based on these estimates. The equalization tank was added to the project after the Reginal Water Board confirmed that the project was subject to a maximum wastewater flow of 1,700 gpd in order for the project to remain in the prohibition exemption list as this

[3] Formula to evaluate fecal coliform bacteria count in wastewater.

was the estimate provided at the time the original shopping center application was submitted. Should it be estimated that the motel occupancy is higher than the applicant estimates, the project would need to be substantially modified to reduce the wastewater flow to 1,700 gpm. The estimated daily wastewater flow for a 100 percent occupancy is 2,890 gpm. This would mean a close to 50 percent reduction to the project's wastewater flow. Another option may be to condition the project to the applicant's estimated occupancies until such time Phase 3 of the Civic Center Wastewater Treatment Facility is made available to the site.

Appeal Item 16. Project is not consistent with the General Plan

The proposed project clearly violates the following policy of the Malibu General Plan Land Use Element:

a. *Section I.1in the Introduction to the Land Use Element states: "Commercial areas are limited to small neighborhood serving and visitor serving uses interspersed throughout the City…." By contrast, the proposed project at unallowable four stories would create the fourth hotel/motel within approximately 500 feet of the Malibu Pier,*

b. *Section 1.5.4 of the Land Use Element states that the CV designation for this site provides for uses "that serve visitors and residents, such as hotels and restaurants "which respect the rural character and natural environmental setting." The imposing, four-story structure proposed would be urban in character.*

Staff Response

The entire second paragraph of General Plan Section I.1 states as follows:

> The Malibu area was settled in the 1890s by the Rindge Family who owned the Rancho Topanga Malibu Sequit, a large ranch. Its remote location between the ocean and the mountains led to the current small-town residential community development pattern. Malibu has remained a primarily residential community. Commercial areas are limited to small neighborhood serving and visitor serving uses interspersed throughout the City, but located primarily in the Civic Center area and the Point Dume area.

This is one of three paragraphs that provide a description of the City at the time the General Plan was prepared (circa 1994). This is not a General Plan policy.

General Plan Section 1.5.4 states as follows:

> The CV designation provides for visitor serving uses which serve visitors and residents such as hotels and restaurants which respect the rural character and natural environmental setting. Floor-to-Area Ratio (FAR) shall range from a maximum of 0.15 to 0.25. CV designations are divided into two levels of density.

Hotels are only permitted in CV-2 designations, the highest density designation. Visitor serving uses such as motels and hotels shall be consistent with compatible accessory uses, shall protect the surrounding properties, shall ensure safe traffic circulation and shall promote economically viable visitor serving areas of the City.

This is a description of the CV land use designation in the General Plan. This is also not a policy. However, General Plan Lan Use (LU) Goal 4 states, "Commercial uses and structures in harmony with the rural residential character and natural environment of the community". To implement Goal 4, the General Plan includes the policies as follows:

LU OBJECTIVE 4.1: COMMERCIAL STRUCTURES OF A LIMITED HEIGHT AND BULK EQUIVALENT TO THE ADJACENT RESIDENCES.

- LU Policy 4.1.1: The City shall encourage park-like settings by requiring that structures be oriented toward open plaza areas rather than streets and parking areas and incorporating additional amenities such as benches and play areas for children.
- LU Policy 4.1.3: The City shall prohibit strip center commercial development.
- LU Policy 4.1.6: The City shall promote extensive landscaping in new projects while emphasizing low volume irrigation and the use of native, fire-resistant and drought-tolerant plant materials.
- LU Policy 4.1.7: The City shall require visually aesthetic screening of service areas and well landscaped parking lots.

The General Plan further states that to implement these policies the City shall:

- LU Implementation Measure 68: Require that adjacent commercial centers provide reciprocal pedestrian access to reduce vehicle trips and integrate adjacent centers.
- LU Implementation Measure 69: Require non-automobile circulation within commercial developments.
- LU Implementation Measure 74: Require landscape plans designed by State-licensed landscape architects in connection with all new or remodel commercial developments.

These policies are also implemented through the City's zoning code and LIP, which are compliant with the General Plan, and the project complies with the zoning code and LIP requirements. The proposed motel includes a rooftop swimming pool and deck with tables and benches. The project is not a strip center commercial development and it includes 56.8 percent of natural open space and landscaping, and 53.8 percent of open space. The front yard fencing will be mostly visually screened with vegetation from PCH. A motel near the Malibu Pier, Malibu Lagoon, restaurants and other visitor-serving commercial facilities, is expected to reduce vehicle trips and encourage pedestrian circulation. The proposed project is consistent with the policies and implementation measures set forth to ensure consistency with General Plan LU Goal 4 for commercial uses and structures to

be in harmony with rural residential character and natural environment of the community. The subject property is located in a commercial area where the General Plan envisions motels and other similar uses.

Appeal Item 17. Findings are not supported for two variances and other discretionary requests

In good faith the necessary findings cannot be made to justify this project. Therefore, the project must be denied.

1. *The Planning Commission finds that the project does not have the potential to significantly degrade the quality of the environment, nor does it have impacts which are individually limited but cumulatively considerable. The cumulative impacts of this project are significant for many reasons, including, the traffic impact at this location, parking, project height and retaining wall height, cutting into a coastal bluff are all significant negative impacts.*
2. *For a Coastal Development Permit, the following finding cannot be made: This is the least damaging environmentally damage alternative. The applicant's previous application for a retail/office center is less damaging.*
3. *These required findings for a Variance cannot be made.*
    a. *The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located. This variance is detrimental to the public interest and possibly safety. And is detrimental to the property in that it destroys 0.77 acre of a coastal bluff face. It may also be a safety hazard to the residence above this slope.*
    b. *The granting of the variance will not constitute a special privilege to the applicant or property owner not shared by any other project in the vicinity. Approving this variance will be granting a special privilege to the owner since there are no other commercial retaining wall this high in the City. By granting a variance permitting such a high retaining wall of 52.5 feet, the Council would be granting a special privilege to the applicant not shared by any other project in the vicinity.*
    c. *The granting of such variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the LCP. This variance is clearly in conflict with the general purposes and intent of this Chapter and defeats the goals, objectives and policies of the LCP.*

Staff Response

The Planning Commission made findings to approve the project which are provided in the Commission Agenda Report, dated May 18, 2023 (Exhibit D). In summary, the appellant claims that most of the findings for the CDP and two variances cannot be made because

of traffic, parking, coastal bluff and all other reasons previous enumerated in the appeal bases. A staff response has been provided herein above for each of the enumerated appeal bases.

The previous project design for a shopping center was abandoned due to comments received during the IS/MND public review period related to the height of the retaining wall proposed for that project. The commercial shopping center required additional parking spaces and had a higher traffic count compared to the proposed motel. The proposed project requires less parking spaces which allowed the height of the retaining wall to decrease several feet compared to the previous shopping center design. The shopping center alternative was not found to be an environmental superior option.

A large surface of the site's slope contains loose soil deposits from years of erosion. The project will maintain 56.8 percent of the site as natural open space / landscaping and 53.8 percent of the site as open space. Much of the disturbed area will be restored and landscaped. The proposed grading and retaining wall would minimize surficial topsoil erosion and would otherwise be safer to surrounding properties compared to existing conditions.

Appeal Item 18. Proposed project is not accurately reflected in the conditions of approval

Staff Response

The appellant objects to many of the condition of approval mainly because of fundamental differences in how the appellant feels the code should be applied to the project. For example, the appellant disagrees with referring to the proposed use as a motel and disagrees with conditions related to the sale of alcohol because the appellant believes the applicant is not eligible for a liquor license, etc. These fundamental differences are outlined throughout the appeal bases. A staff response has been provided herein above for each of the enumerated appeal bases.

Appeal Item 19. Lack of impartial hearing

There was a lack of fair or impartial hearing. The Planning Department has been skewed to the developer since day one. It accepted an application one day before the water ban went into effect back, on November 5, 2009, and the application was not even deemed complete. Studies and OWTS reports needed to be submitted in order to be put on Table 4-ZZ but somehow this project placed on the list without these documents. Almost two years later, on September 27, 2011, the applicant's engineer finally submitted plans to develop a commercial retail/office facility with a total of 56 fixture units and 1,700 gpd discharge to the Regional Quality Water Board. Then, almost 10 years later, on June 11, 2018, they changed the project completely without starting a new application to a 20-room motel/hotel with now 271 fixture units and using 4,058 gpd. Somehow the project engineer has bent the rules of mathematics to try and allow only 1,700 gpd using a 10,000-gallon

holding tank. Of course, after three or four days, the holding tank would not continue to work anymore due to the buildup of effluent discharge. Yet, once again, it was allowed to pass through the approval process with ease and a lack of concern for polluting the nearby lagoon ocean and beach areas.

Oddly, all of the following are code violations supported by staff, which would not be allowed for other development projects. Allows off-site parking beyond 300 feet and allowing lifts. Yet, the Malibu Beach Inn across the street was allowed neither by City Council.

Approving a four-story project by purposely measuring the height incorrectly and stating the parking garage is subterrain when all but three feet are above ground level.

Allowing a 52.5 retaining wall when does not meet the intention of the LCP.

Staff calling this project a motel when it does not meet the definition of one.

Staff Response

In anticipation of the Malibu Civic Center Area Prohibition, a number of applicants submitted applications just before the effective date of the prohibition. At the time of the application submittal, it was standard practice for the City not to require studies or OWTS reports at the time of initial submittal. A new application today would require that these documents be included. In order for projects to be added to Table 4-zz, the Regional Water Board only required that applications be submitted prior to the deadline. As a result, all properties in the prohibition area with an open application submitted prior to the effective date of the prohibition were placed on Table 4-zz.

After the project was initially submitted, the owners changed architects and new project plans were prepared for a different commercial retail commercial development. In 2018, the project was redesigned once again for the proposed motel. As stated before, staff met with the Reginal Water Board and they concluded that the project remains on the list of projects exempt from the prohibition despite the project changes.

The offsite parking relates to temporary events where more parking spaces are generated than those provided. The Planning Commission added this condition to the project. While staff is responsible to verify compliance with this condition, it was not staff's decision to permit offsite parking for special events.

As conditioned, except for the Building Code-required egress and vehicular entrance, the basement will not daylight more than three feet as measured from the bottom of the floor above to exterior grade adjacent to the basement. As a basement, it is not counted as a story. While there are three levels, the lobby and two-story motel do not overlap.

The Planning Commission approved the project as a motel with the requested variance for the height of retaining wall. Appellant and all parties were provided a fair hearing where they were allocated the ability to submit evidence both orally and in writing, and the appeal contains no evidence of departures from these procedures or improper action by the Planning Commission. In addition, any inconsistency would be cured by the proceedings before the City Council in this appeal.

Appeal Item 20. Planning Commission decision is contrary to law

The decision is most obviously contrary to law given findings cannot be made due to so many code violations.

Staff Response

On July 17, 2023, the Planning Commission adopted Resolution No. 23-24, adopting the IS/MND and approving the proposed project. The project includes three variances. Variances are not code violations and are specifically allowed if the required findings are made. Pursuant to MMC Section 17.72.010 (Purpose), variances are intended to relieve the owner of property from standards or requirements of the code which make impractical or impossible reasonable use of a property in the same manner that other property of like character in the same vicinity and zone can be used. A variance shall not be granted which confers a special privilege inconsistent with the limitations upon other properties in the same vicinity and zone in which the subject property is situated. The Planning Commission may approve variances provided it makes specific findings. Variances are rarely granted, as the findings are difficult to make—but are proper when evidence supports the required findings.

CORRESPONDENCE: All public correspondence received during the Planning Commission public hearing process is included as an attachment to the Planning Commission Agenda Report herein included as Exhibit D and J. Exhibit J includes all the public correspondence submitted to the Planning Commission after the April 17, 2023 Commission Agenda Report was published.

Staff received a letter from the appellant, dated April 19, 2024. This letter is also included as Exhibit K. The appellant requested that this letter take precedence over previous comments in the appeal document related to cultural resources. The letter states that the City Public Works Director stated that Phase 2 of the Civic Center Wastewater Treatment Facility is in the process of removing Serra Retreat from the area covered in this phase due to the large amount of archaeological artifacts found buried 30 feet deep through the entirety of the neighborhood. The letter also includes correspondence with Ms. Barbara Tejada, Supervisor, Cultural Resources Program for the California State Parks. Ms. Tejada recommends that Phase I and II studies be conducted on the property to ensure that cultural deposits are not encountered. Ms. Tejada also provided a list of archaeological studies, mostly Phase I studies within a one-mile radius of the project site. If only a Phase I study was conducted, it typically means no sensitive archaeological

resources were found during the on-foot investigation and no sensitive cultural resources are known immediately next to the property.

Staff maintains a record of archaeological studies conducted for properties in the City. Based on these records, the nearest known archaeological site is over 1,000 feet north from the subject property. While there are a few known archaeological sites in Serra Retreat, staff does not have evidence to support that archaeological artifacts have been found through the entirety of the neighborhood. In fact, many of the Phase I studies conducted for properties in the area concluded that no known cultural resources were encountered during the archaeologists on-foot investigation and encountering these resources during construction would be unlikely. As stated in Appeal Item 14 above, Mitigation Measures TCR-1, -2, and -3 were added to the IS/MND to further prevent impacts that could occur from unanticipated encounters with tribal cultural resources, beyond those assured by the City's existing conditions of approval. If concerns remain over potential cultural resources impacts, the Council may add a condition that requires archaeological and Chumash representative monitoring during any land disturbance or grading activities.

PUBLIC NOTICE: On February 29, 2024, 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 L). At the March 25, 2024 City Council meeting, the Council continued the subject item to the May 13, 2024 Regular City Council meeting.

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. 22-43 denying Appeal Nos. 22-002 and 22-003 and approving CUPA No. 13-006 and JUPA No. 14-001, subject to the conditions of approval in the resolution.

EXHIBITS:

A. City Council Resolution No. 24-19 (Distributed under a separate cover)
B. Appeal No. 23-04
C. Planning Commission Resolution No. 23-24
D. April 17, 2023 Planning Commission Agenda Report Item 1.B.
E. Project Plans
F. GeoConcept, Inc. Bluff Memo
G. Architectural Exhibits
H. Structural Setback Memo
I. Nearby Retaining Walls
J. Additional Correspondence
K. Appellant Letter, dated April 19, 2024
L. Public Hearing Notice

Exhibit A

City Council Resolution No. 24-19 will be distributed under separate cover.

RECEIVED
JUL 27 2023
PLANNING DEPT.

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?_
   CDP 09-067
2. On what date was the decision made which you are appealing?____
   Approval May 31, 2023 Resolution approval July 17, 2023
3. Who made the decision you are appealing?

   ☐ Planning Director ☒ Planning Commission

4. What is the address of the project site at issue?

   _____22959 Pacific Coast Highway, Malibu, CA 90265

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) _____Malibu Township Council

   _____

2. If you are not the applicant, please indicant the applicant's name: ____Surfrider Plaza, LLC - Alex & Steven Hakim

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.)

      see attached

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 attached

   _____

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.)

_____see attached

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.

Malibu Township Council
PRINT APPELLANT'S NAME

[redacted]
TELEPHONE NUMBER

APPELLANT'S SIGNATURE
Jo Drummond - President

Julu 23, 2023
DATE

Appellant's mailing address: PO Box 803 Malibu, CA 90265

Appellant's email address: info@malibutownshipcouncil.org

OFFICE USE ONLY

Action Appealed: _____

Appeal Period: _____

Date Appeal Form and required documents submitted: _____ Received by: _____

Appeal Completion Date: _____ by: _____
(Name, Title)

Appeal Summary and Index

1. Violates zoning

2. Violates Coastal Bluff provisions

3. Grading is excessive and unallowable

4.Violation of retaining wall height

5. Violates Structure height restrictions

6 Traffic study required

7. Parking Requirements Violation of parking LIP and MMC

8. Lack of EIR

9. Noise Sound Study incomplete

10. Pool Violation

11. Low Cost Accommodations not addressed

12. Alcohol Not Allowed

13 Cultural Resources not Protected

14. Wastewater

15._Variances/Other Discretionary Approvals

16 General Plan Inconsistencies.

17. . Findings

18 Conditions of approval

19. Lack of Impartial Hearing

20. Decision Contrary to Law.

Zoning and Allowable Use

a. This project is in the CV1 Zone. *The CV designation provides for visitor serving uses that which respect the rural character and natural environmental setting.* This project does neither. Rural character height is limited to 2 stories while this project is 4 stories high. By unallowable excessive grading into the properties coastal bluff, this project does not respect the natural environmental setting.

b. As defined in the LCP Local Implementation Plan (LIP) and Zoning Code, a *"motel" is "a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, [and] does not provide accessory uses such as restaurants or meeting rooms".* (LIP 2.1; see also MMC 12.02.060.)

This project does not meet the LIP definition of a motel. None of the rooms have a separate entrance leading to an automobile parking space since none of the guest rooms are on the same level as the parking.
Motels don't have serve alcoholic beverages, a bar, a kitchen and food service.

This project is NOT a motel it meets the definition of a hotel. Therefore. before the project can go forward this project needs a LIP amendment

This project is a HOTEL that attempts to be a MOTEL to circumvent the Zone Change to CV2 which allows HOTEL use,

.Coastal Bluff

The natural coastal bluff as seen from the Pier will be destroyed if this project is approved. It will block more than half of the coastal bluff and likely further destabilize the slope. No other project along PCH has cut into the bluff. Grading a coastal bluff is not allowed.



6.5. DEVELOPMENT STANDARDS

A Coastal Bluff is defined term in the LIP as *a high bank or bold headland, ten feet (10') or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face overlooking a body of water.* Except for the existing parking lot this entire property is a coastal bluff.

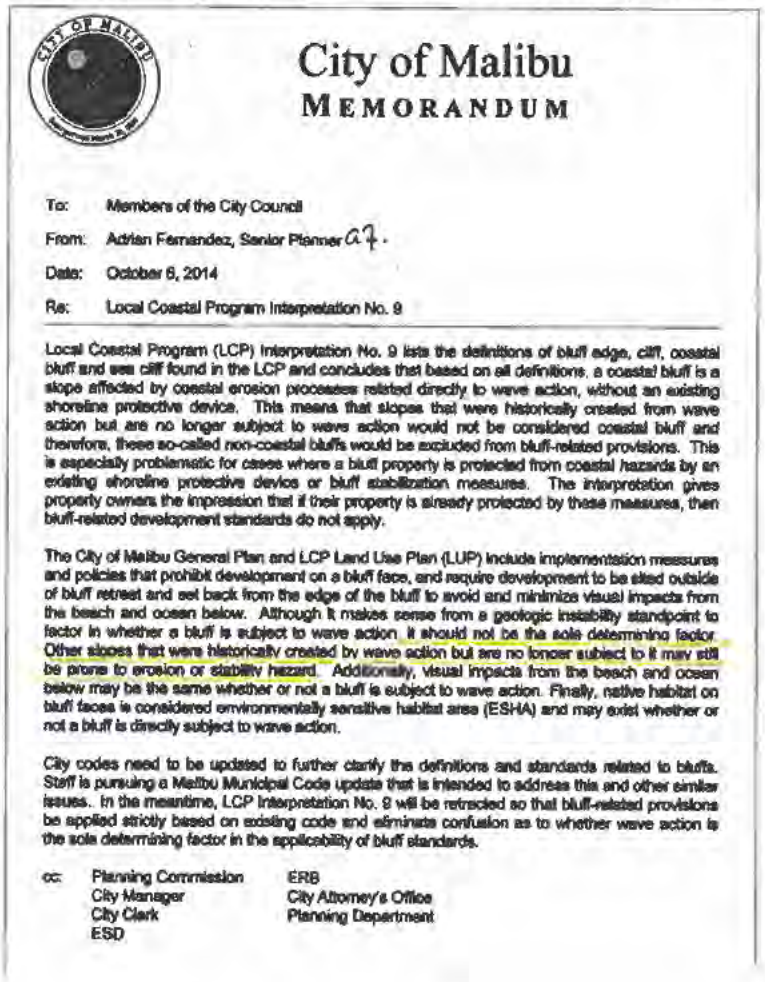
D. Bluff Development 2. No permanent structures shall be permitted on a bluff face, except for engineered stairways to accessways to provide public beach access. Such structures shall be designed and constructed to not contribute to further erosion of the bluff face and to be visually compatible with the surrounding area to the maximum extent feasible.

The Negative Declaration (ND) The MND on p 38 states: *"***4.5.1 Existing Setting** states: *'The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern bluff into the project site (Appendix B).*

Remember PCH in this was constructed along the beach. Just because the highway is there now, it still is a coastal Bluff.

The fact that PCH and structures are between the ocean and the project is immaterial. An example, Bluffs Park is on a coastal bluff where there are structures and a road between the coastal` bluff and the ocean.

See Below memo to City Council from Adrian Fernandez regarding a change in the interpretation of the codes adding the stipulation that bluffs no longer subject to wave action should still be considered a coastal bluff as it may still prone to erosion or stability hazard.



City of Malibu
MEMORANDUM

To: Members of the City Council

From: Adrian Fernandez, Senior Planner AF

Date: October 6, 2014

Re: Local Coastal Program Interpretation No. 9

Local Coastal Program (LCP) Interpretation No. 9 lists the definitions of bluff edge, cliff, coastal bluff and sea cliff found in the LCP and concludes that based on all definitions, a coastal bluff is a slope affected by coastal erosion processes related directly to wave action, without an existing shoreline protective device. This means that slopes that were historically created from wave action but are no longer subject to wave action would not be considered coastal bluff and therefore, these so-called non-coastal bluffs would be excluded from bluff-related provisions. This is especially problematic for cases where a bluff property is protected from coastal hazards by an existing shoreline protective device or bluff stabilization measures. The interpretation gives property owners the impression that if their property is already protected by these measures, then bluff-related development standards do not apply.

The City of Malibu General Plan and LCP Land Use Plan (LUP) include implementation measures and policies that prohibit development on a bluff face, and require development to be sited outside of bluff retreat and set back from the edge of the bluff to avoid and minimize visual impacts from the beach and ocean below. Although it makes sense from a geologic instability standpoint to factor in whether a bluff is subject to wave action, it should not be the sole determining factor. Other slopes that were historically created by wave action but are no longer subject to it may still be prone to erosion or stability hazard. Additionally, visual impacts from the beach and ocean below may be the same whether or not a bluff is subject to wave action. Finally, native habitat on bluff faces is considered environmentally sensitive habitat area (ESHA) and may exist whether or not a bluff is directly subject to wave action.

City codes need to be updated to further clarify the definitions and standards related to bluffs. Staff is pursuing a Malibu Municipal Code update that is intended to address this and other similar issues. In the meantime, LCP Interpretation No. 9 will be retracted so that bluff-related provisions be applied strictly based on existing code and eliminate confusion as to whether wave action is the sole determining factor in the applicability of bluff standards.

cc: Planning Commission, City Manager, City Clerk, ESD, ERB, City Attorney's Office, Planning Department

The Negative Declaration admits the project does not conform to Policy 6.9 which says the alteration of natural landforms should be minimized.

.Grading Plan

A .According to the staff report *the Net Lot Area* 51,352 square feet (1.18 acres) excavation of .77 acres* (over ¾ of an acre*) of his coastal bluff will take place. The Project requires a total of 12,648 cubic yards of grading, with excavation of approximately 11,921 cubic yards of soil. Approximately 61 cubic yards of the excavated soil would be used as fill material Project development requires grading and excavation of approximately 0.77 acre of the existing lower portion of the slope and existing parking lot to accommodate the project.* More than 65% of the 1.18 acres will be destroyed by cutting into this Coastal Bluff.

a. It is an enormous amount of cut grading considering that the ND says it is an admittedly unstable bluff and besides one is never allowed to grade a coastal bluff face.

b. Why was the removal of most of the excavated earth off site estimated to be only 600-800 cu. yds when a normal dump truck carries 10 cu. yds. of dirt? A more realistic calculation is (1200- 1600 cy) double this estimated amount truckloads have to be hauled off site.

c. The hauling of this dirt off site will make the traffic gridlock at this location even worse than it is today.
If the Commission is considering approval this project this situation needs to be studied in an EIR.

Retaining Wall

a. According to the staff report, the proposed retaining wall would be installed at the north side of the motel structure to retain the graded slope and would extend up to *46 feet in height above the surface parking lot (and 52.5 feet above the finished floor elevation of the subterraneanparking level), It will be constructed to secure the slope following excavation and to provide a 15-foot structural building setback from the slope.*

Instead of recommending the denial of this variance, staff recommended approval saying this nonconforming retaining wall is acceptable with this variance. This is incorrect. The granting of such variance is in in conflict with the general purposes and intent of the LCP.

A 52.5 ft. retaining wall when the maximum allowed is 6 or 12 feet height is so egregious this project must be denied.

b. All of the required findings cannot *be made. LIP section 13.26.5 lays out the required findings for a variance. The Commission may approve and/or modify an application for a variance in whole or in part, with or without conditions, only if it makes all of the following findings of fact supported by substantial evidence that:*

The following required findings for this Retaining Wall Variance cannot be made:

B. *The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located.* This variance is detrimental to the public interest and possibly safety. And is detrimental to the property in that it destroys .77 acres of a bluff face. It very well could be a safety hazard to the residence above this slope.

C. *The granting of the variance will not constitute a special privilege to the applicant or property owner.* Approving this variance will be granting a special privilege to the owner since there are no other retaining wall this high in the City of Malibu. Importantly, please be aware by granting a variance permitting such a high retaining wall 52.5 feet in height you are granting a special privilege to the applicant not shared by any other commercial project in the vicinity. Once you grant this Variance you are opening the door to exceedingly high retaining walls in the east end of Malibu.

D. *The granting of such variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the LCP.* Staff opines that once the variance is granted it conforms to the LCP. This is not true, This variance is clearly in conflict with the general purposes and intent of this Chapter and defeats the goals, objectives and policies of the LCP.

c. The fact that only 11ft. 10 in.is visible is not a valid reason to allow such an extremely high retaining wall. This proposed retaining wall height makes a mockery of our codes and if approved sets a dangerous precedent. By granting this variance the Planning Commission will be opening the door to allow retaining walls of this height on throughout east Malibu. Besides there is no substantial evidence to support this variance.

d. The applicant states there are other retaining walls along this portion of PCH. But the height of these commercial retaining walls were approved under the County prior to cityhood and they are all much lower than this proposed wall.

e. Just when you think the extreme height of the retaining wall cannot get any higher, the project then requires an additional 5 feet of free board above the retaining wall which the staff report fails to mention.

f. The retaining wall is needed to secure the safety of the project. But it doesn't protect the residence directly above. Cutting into this coastal bluff could destabilize the residence above which would have significant adverse impacts that need to be studies further under CEQA review. The geology of the sight has to be studied in an EIR.

The following are additional reasons why a Variance for Retaining Wall in Excess of 12 Feet in Height (LIP Section 13.26) should not be granted

1.There is NO structural setback AT ALL – the structure is attached to the wall of the above grade parking garage. This would be a special privilege to allow such a wall.
2.The geology of the hillside is known to be unstable and subject to erosion and the home above the project was not set back appropriately as it was built before proper safe City codes were established
3.No construction is ALLOWED period on a coastal bluff face therefore the site is NOT physically suitable for the proposed variance.
4.The project DOES NOT comply with all applicable requirements of State and local law

Structure Height

By measuring the height improperly staff's telling the Council this structure is only 2 stories, when it is actually 3 stories when measured correctly from the ground floor of the parking structure to the floor of the rooftop deck. It is actually 4 stories when one counts as required,the roof over the deck and the elevator shaft. It is being deceptive when the staff report says the parking garage is Subterrain when only 3 feet are below the earth. It is ACTUALLY a surface parking garage because it cannot be subterranean as it is more than 3 ft high from the finished floor level to the ceiling of the first floor. It attempts to conceal its ground-floor lobby and on-grade parking garage which constitute the 1st Floor.

a. The project 's height is far in excess of the maximum allowable height of 24 ft. for a flat roof setting a very dangerous precedent.

Section 17.40.080 MMC *Commercial development standards* the same for residential standards: (A.5.b)
LIP 3.8. COMMERCIAL DEVELOPMENT STANDARDS are not being adhered to.:
A. All commercial development shall be subject to the following development standards:

1. Height.

a. Non-Beachfront lots. Every building or structure, including satellite dish antenna, shall not be higher than 18 feet above natural or finished grade, whichever results in a lower building height, except for chimneys and rooftop antenna other than satellite dish antenna
b. *Notwithstanding any provision of this section, the Planning Commission, pursuant to Section 13.27 of the Malibu LIP, may allow heights up to 24 feet for flat roofs and 28 feet for pitched or sloped roofs. In no event shall the maximum number of stories above grade be greater than two.*

The height of the structure is not being measured from grade as is required:

Grade (finished) means the finished ground level around the perimeter at all exterior walls of a building. In this instance it is the bottom of the parking garage.

Grade (ground level) means the average of the finished ground level at the center of all walls of a building. In cases where walls are parallel to and within five feet of sidewalks, the above ground level shall be measured at the sidewalks. The perimeter of all exterior walls MEANS the area at ground floor elevation of 24' above which is the first level – the garage – as these are the walls above ground level.

Staff is measuring grade from several feet up the slope instead of from ground level. This is a clear violation of the code and then to call the

obviously above ground lobby and parking structure subterrain is creating a fiction which is an intentional abuse of the clear meaning of the code.

To repeat, the so-called subterranean parking is not subterrain since all but 3 ft. of it is above ground level. Building a berm around the above grade parking garage doesn't make it subterrain which is what the applicant is proposing. This above grade portion of the parking structure must be added to the height of the structure and must be included when measuring the height.
Please See
https://www.malibucity.org/DocumentCenter/View/27710/Malibu-Inn-Motel_Renderings
The first picture clearly indicates that the so called subterrain parking lot and lobby entrance is above grade and not subterrain.
On page 8/48 of the January 11, 2022 Staff report it states *there are 18 at grade parking spaces. Then it states there are 29 subterrain spaces.* Looking at an illustration of the project one will note that the so called 29 subterrain parking spaces are above grade. Placing a berm around an above grade structure, doesn't make it subterrain.

This project's grade is not being measured from its lowest point as required by code. The ND *states the motel would reach a height of two stories or nearly* ***36 feet above finished grade ground floor elevation, with an elevator shaft protruding just over 44 feet from finished grade above the ground floor elevation, with no structure portion exceeding 28 feet above finished grade.*** The motel portion of the project, excluding the above ground parking structure violates the allowable height limit of 24 ft for a flat roof. If the project was only 28 ft high as staff asserts, there would be no need to have a 52.5 ft. high retaining wall. We estimate the project is 44+ ft high at a minimum.

b. The current staff report states: ***The* ground floor of the building consists of the lobby and a valet parking garage**. *The main and upper floors accommodate the rooms and suites. A rooftop deck with swimming pool, spa and bar is proposed.* This statement that there is a ground floor lobby and a parking garage clearly shows the structure is 3 stories when only 2 stories is allowed.

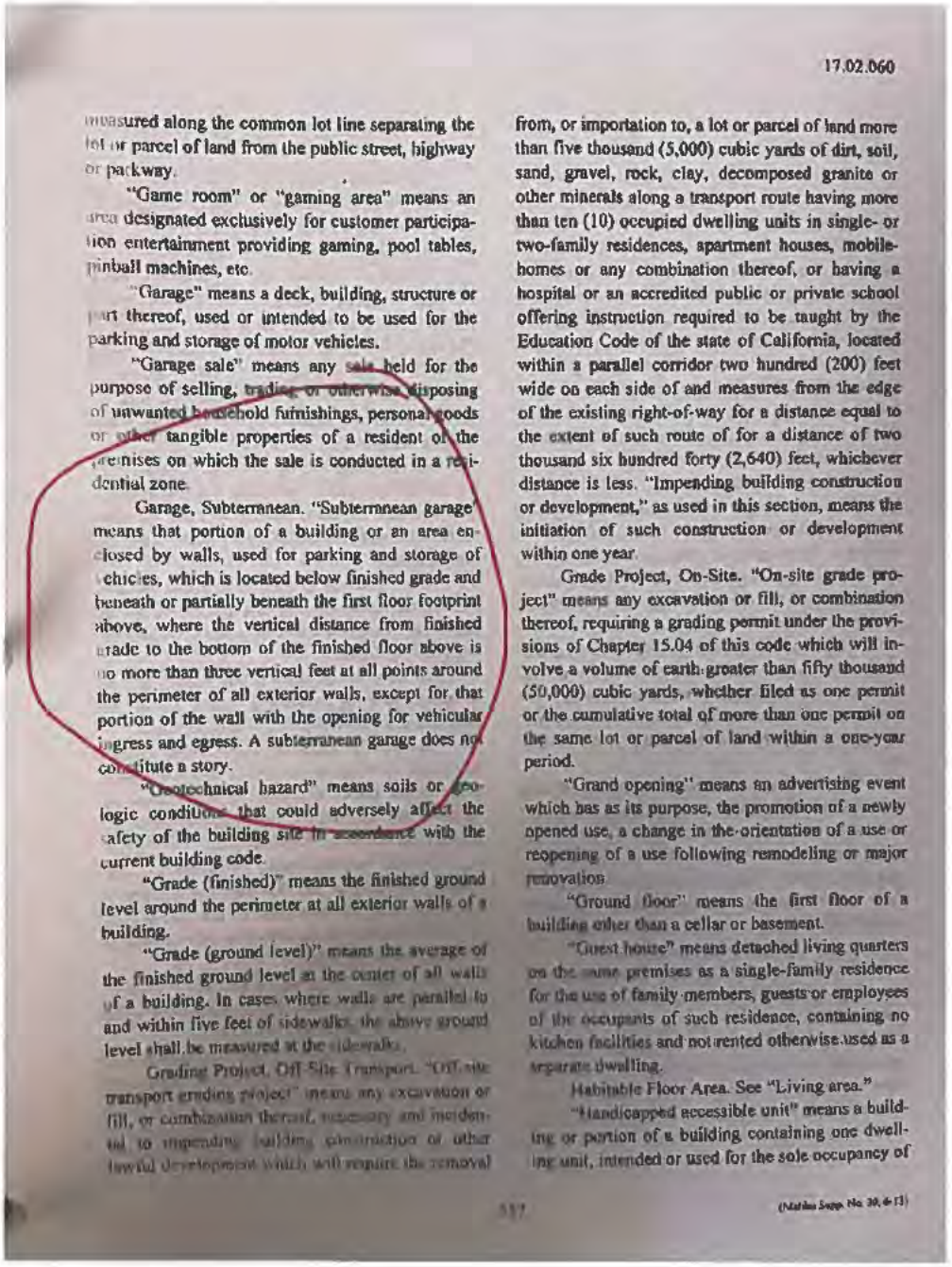
The first-floor lobby/parking lot and the top floor roof deck with a railing, elevator shaft, pool and roof over the bar constitute a fourth story. The code allows only chimneys and rooftop antenna on top of roofs.

Even the April 2020 Traffic Study Introduction states that this is a 3-story building. *"The site is currently used for parking and the proposed development will construct a **new three-story motel building. The ground floor of the building consists of the lobby and a valet parking garage.** The main and upper floors accommodate 20 motel rooms and suites."*

*The referenced OWTS design report and OWTS plans were reviewed by the City from a geotechnical perspective. The revised project includes constructing a 7,703 square foot **three-level motel.***

In Section 17.40.080 *Commercial development standards.* A5 b. it states the same for residential standards:

Regarding the Subterrain garages" it is MORE than three feet in vertical height from finished grade (11 ft!) to the bottom of the finished floor above - which makes it officially a "story" and not subterranean. Therefore, the height of the project is also calculated incorrectly as it should be calculated from that first story of the garage at the center line of the road on the land side making it over 27 ft tall. Three stories are not allowed in Malibu let alone four which this is obviously with its partially covered rooftop deck and elevator shaft . See excerpt from section 17.02.060 below which. Also see figure at bottom.



17.02.060

measured along the common lot line separating the lot or parcel of land from the public street, highway or parkway.

"Game room" or "gaming area" means an area designated exclusively for customer participation entertainment providing gaming, pool tables, pinball machines, etc.

"Garage" means a deck, building, structure or part thereof, used or intended to be used for the parking and storage of motor vehicles.

"Garage sale" means any sale held for the purpose of selling, trading, or otherwise disposing of unwanted household furnishings, personal goods or other tangible properties of a resident of the premises on which the sale is conducted in a residential zone.

Garage, Subterranean. "Subterranean garage" means that portion of a building or an area enclosed by walls, used for parking and storage of vehicles, which is located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is no more than three vertical feet at all points around the perimeter of all exterior walls, except for that portion of the wall with the opening for vehicular ingress and egress. A subterranean garage does not constitute a story.

"Geotechnical hazard" means soils or geologic conditions that could adversely affect the safety of the building site in accordance with the current building code.

"Grade (finished)" means the finished ground level around the perimeter at all exterior walls of a building.

"Grade (ground level)" means the average of the finished ground level at the center of all walls of a building. In cases where walls are parallel to and within five feet of sidewalks, the above ground level shall be measured at the sidewalks.

Grading Project, Off Site Transport. "Off-site transport grading project" means any excavation or fill, or combination thereof, necessary and incidental to impending building construction or other lawful development which will require the removal from, or importation to, a lot or parcel of land more than five thousand (5,000) cubic yards of dirt, soil, sand, gravel, rock, clay, decomposed granite or other minerals along a transport route having more than ten (10) occupied dwelling units in single- or two-family residences, apartment houses, mobilehomes or any combination thereof, or having a hospital or an accredited public or private school offering instruction required to be taught by the Education Code of the state of California, located within a parallel corridor two hundred (200) feet wide on each side of and measures from the edge of the existing right-of-way for a distance equal to the extent of such route of for a distance of two thousand six hundred forty (2,640) feet, whichever distance is less. "Impending building construction or development," as used in this section, means the initiation of such construction or development within one year.

Grade Project, On-Site. "On-site grade project" means any excavation or fill, or combination thereof, requiring a grading permit under the provisions of Chapter 15.04 of this code which will involve a volume of earth greater than fifty thousand (50,000) cubic yards, whether filed as one permit or the cumulative total of more than one permit on the same lot or parcel of land within a one-year period.

"Grand opening" means an advertising event which has as its purpose, the promotion of a newly opened use, a change in the orientation of a use or reopening of a use following remodeling or major renovation.

"Ground floor" means the first floor of a building other than a cellar or basement.

"Guest house" means detached living quarters on the same premises as a single-family residence for the use of family members, guests or employees of the occupants of such residence, containing no kitchen facilities and not rented otherwise used as a separate dwelling.

Habitable Floor Area. See "Living area."

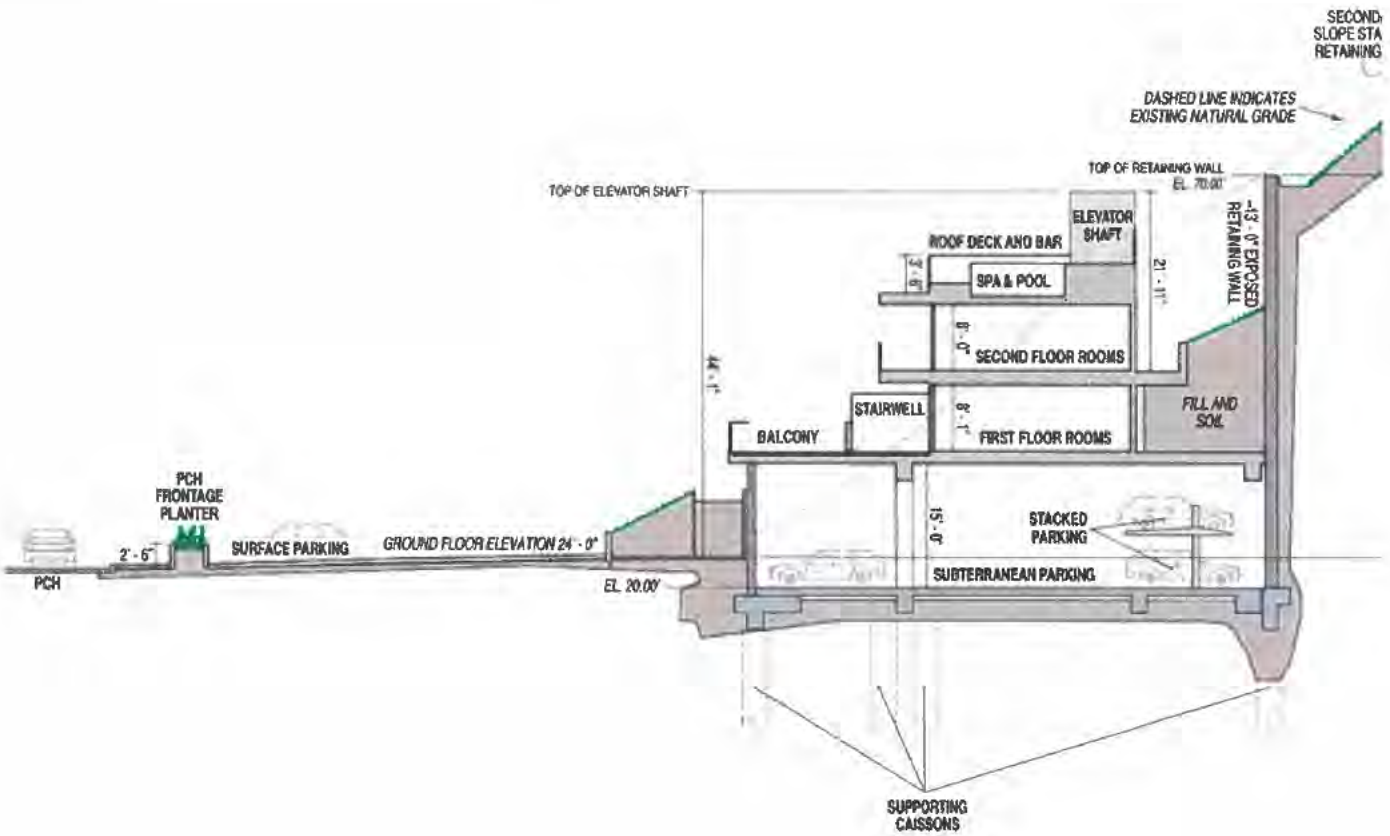
"Handicapped accessible unit" means a building or portion of a building containing one dwelling unit, intended or used for the sole occupancy of

Height & the number of stories is measured incorrectly and grossly exceeds those allowed in the MMC & LIP:

1. Height and stories are measured from the lowest of finished or natural grade. In this case soil has been piled up as a berm in front of the structure to claim that the parking lot is below grade which it clearly is not. The parking lot is only three feet below grade and is has over three feet of

daylighting on all four sides. The rear wall of the parking structure has been filled in with uncompacted soil that serves no purpose other than as a false "finished grade". There is no structural reason for the excess soil in the rear of the building that will be placed there after the construction of the garage. The natural grade CANNOT be the original slope (coastal bluff) that was cut into to build.

2. The height of the building in the rear is 46 ft, over 29 ft from the alleged first floor rooms – see image below. Uncompacted soil has been piled on top of the garage in the rear of the garage to make the false impression that the garage is a "cellar" in the rear which is not true. Piling dirt on the roof of a garage that is above finished grade does not make it an underground structure but rather a structure with dirt piled on top of it that has been previously removed.



17.40.080 Commercial development standards.

A. All commercial development shall be subject to the following development standards:

1. Height.

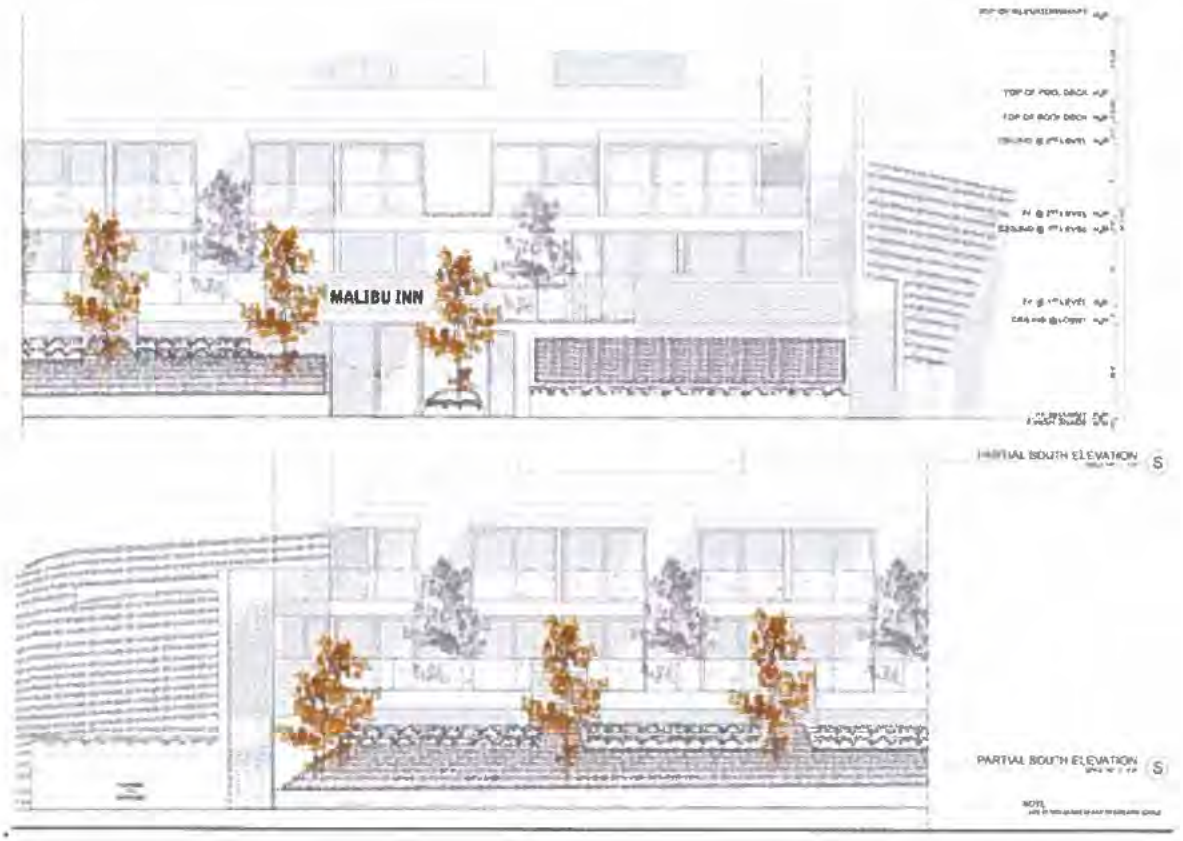
a. Except for beachfront lots, every residence and every other building or structure associated with a residential development, including satellite dish antenna, shall not be higher than eighteen (18) feet above natural or finished grade, whichever results in a lower building height, except for chimneys and rooftop antenna other than satellite dish antenna.

The elevator shaft is NOT a chimney or rooftop antenna and therefore MUST be counted in the height calculation making it over 24 ft tall.

At the base is the entry lobby and reception area, together with an enclosed parking garage. The second and third levels contain the guest rooms and commercial kitchen. The top floor contains the pool deck, elevator box, and a roofed bar area. Each of these four levels is a "story" under the LCP, which defines a "story" as: "that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above." (LIP 2.1; see also MMC 12.02.060.)

Contrary to the resolution's erroneous references to the project as a "two-story motel" the first-floor lobby/parking garage levels and the top floor pool and bar are also stories. Indeed, the top floor is the roof deck since portions are roofed (the elevator box and bar), and these roofed portions squarely meet all aspects of the code definition for a fourth "story." See photo above. Similarly, although the code states that a "basement" is not a story, the lobby/parking level does not meet the definition of a "basement," i.e. "that portion of a building or an area enclosed by walls located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is no more than 3 vertical feet at all points around the perimeter of all exterior walls." This is the SAME definition as subterranean garage. Although the proposed motel will be built into the hillside and the

lower level is partially below ground, the front (southerly) edge of the ground floor will be fully exposed and "daylighted" to at least a 10-foot height, as shown on the plan photo above. The architect's failed attempt to simulate a basement condition by flanking the exposed lobby frontage with dirt planters does not change the fact that the lower level includes at least a 10-foot height of exposed frontage and cannot be considered a "basement" as defined by code – see below.



The ND is justifying this project by stating it is the same height as the oversized county approved clock building. The Municipal Code and MLCP were enacted to prevent the continuation of this oversized **urban** county type of construction . The Clock Building, a county approved building, is higher than our codes allow. As is the proposed project. The building to the east and Aviator Nation to the west are one story and much smaller in size and they will be overwhelmed and dwarfed by this project.

Staff is recommending the Council approve the excessive height of the structure under the site plan review procedure.

Site Plan Review cannot approve this project because it is over 28 ft. in height.

LIP 13.27.1 states *A. The planning manager may consider only the following applications for site plan review:*

1. Height increases over the base district maximum of 18 feet up to a maximum of 28 feet in height.

If you grant this project height under site plan review it is a violation of the LIP and it will set a dangerous precedent.

Setbacks

Regarding setbacks in the same code:

Non-Beachfront Yards/Setbacks.

The following yard/setback requirements apply to all lots, except beachfront lots:

c. Rear yard setbacks shall be at least fifteen (15) percent of the lot depth or fifteen (15) feet whichever is greater.

e. All structures must be set back ***at least twenty-five (25) feet from the top of a forty-five (45) degree angle slope starting at the toe of an inland-bluff or coastal bluff****. For slopes greater than forty-five (45) degrees setback shall be twenty-five (25) feet horizontal as measured from the top of the slope at the end of the forty-five (45) degree line commencing at the base of the slope. For the purposes of this section, an inland or coastal bluff is a topographic feature not primarily composed of sand and at least twenty-five (25) feet from top to toe with a slope of 1:1 or greater.*

This is the ONLY structure along PCH to EVER be attached to the retaining wall proposed inside the bluff – so there is ZERO rear setback which is COMPLETELY against the codes and IS a privilege given SOLELY to the applicant, no other buildings along PCH have this.

Traffic

1.The ND traffic analysis doesn't reflect the reality of the traffic problem on this part of PCH. It talks around it. Realistically, there is traffic gridlock and severe traffic backup on a regular and continuing basis during rush hour, on weekends and in the summer and it is significant and not mitigable. This project will create additional car trips which should not be allowed making the traffic situation incrementally worse.
Despite what individual traffic studies state, this area of PCH is highly congested.
During rush hour westbound traffic often backed up all the way to Carbon Canyon. On a good day traffic is backed up during rush hour from the Malibu Beach Inn to Cross Creek Rd. Often, it is backed up going eastbound also.
On summer weekends and even during summer weekdays traffic does not move in this area. It is gridlocked. The city's traffic studies do not reflect reality. The fire at Soho House last year caused terrible traffic backup during evacuation and emergency vehicles could not even enter the driveway and this right-turn only set up will cause even worse delays and risk to patrons.
There is no real traffic analysis in the ND. Statements are simplistically made and expected to be accepted as true. The city's traffic studies do not reflect reality.

Parking

The parking calculations for this "Motel" are grossly undercounted due to the fact that the project clearly needs to be approved as CV-2 (Hotel) due to the fact that it does not meet the LIP definition of a "motel" which would require 20 more spaces than provided and does not count the extra employees involved.

The parking does not take into account when the Malibu Inn/Aviator Nation parking was approved it was adjusted for the fact that the adjacent use was an empty parking lot and therefore could allow extra overflow parking at night. This no longer is the case in that both venues will be operating at night and combined events could easily exceed the 47 spaces provided.

Note that the project's parking is only registered guest and no one else is allowed to park on site.

Code requires offsite parking within 300 feet of a commercial business. Just across the street the Malibu Beach Inn was turned down by City Council for the use of a parking lot only 320 approximate feet from its venue. The Malibu Inn Motel is planning on providing parking over 1500 ft away and due to the nature of concerts could not possibly handle valet parking for the amount of customers exiting a party or concert at the same time that far away. No provision for parking for valets is provided. It must be noted that on street parking on PCH for employees and customers is not allowed ant takes away public parking in a highly restricted zone. The Malibu Beach Inn was also denied lifts for additional parking yet this hotel was easily approved for this. The approval is INCONSISTENT with similar applications, i.e., permits OFF-SITE PARKING in excess of 300-feet walking distance.

Joint Use Parking

The joint use parking agreement with the Aviation Nation takes away parking spaces from Aviator Nation and this doesn't provide for sufficient onsite parking even when Aviator Nation is not at capacity.
How many employees will be employed by the Aviator Nation's restaurant, its event venue ? Where will these employees and Aviator Nation's customers park? Certainly, they, at certain times cannot all park on the Aviator Nation site and there is no public parking allowed on the project site. The parking situation needs to be analyzed in a EIR.

Parking 3.14.5 Development Standards

The following development standards shall apply to all parking areas with six or more spaces:

A. Location

1. Required parking facilities shall be on the same lot as the structure they are intended to serve, except that with proper legal agreement, the planning commission may approve parking on a separate lot. In no event shall required parking be farther ***than 300 feet*** *from the use it is required to serve. This distance shall be measured along a legal and safe pedestrian path from the parking space to the nearest entrance of the building or use for which the parking is required.*

The parking calculations for this "Motel" are grossly undercounted due to the fact that it clearly needs to be approved as CV-2 (Hotel) due to the fact that it does not meet the LIP definition of a "motel" which would require 20 more spaces than provided and does not count the extra employees involved.

Credit was given when Aviator Nation was approved to double count spaces because vacant parking lot was not used at night. The parking lot is now proposed to be used at night and therefore this double counting must be changed.

There is an undercount of employees for events and normal staffing. Public parking on PCH eliminated by overflow parking denies the general public the public parking needed to access to the beach, pier and nearby parks.

Loss of Parking for the Public

Today, this site provides much needed parking for visitors to the Malibu Pier and vicinity. This amenity will be lost and not replaced if this project is allowed to go forward. Visitors to the area will have fewer places to park.

The denial/loss of parking provided for visitors to the Malibu Pier and other nearby destinations will be significant and is not mitigable. The loss of public parking will negatively impact the existing businesses on the pier and surrounding area This loss of parking is not acknowledged or analyzed in the ND and must be analyzed in an EIR.

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As just mentioned, the site is massively under parked per code and therefore forces employees and patrons to take away public parking on pacific Coast Hwy used by the general public for access to Surfrider Beach, The Pier, Adamson House State Park , The Malibu Lagoon State Park and local businesses. This is the most congested area of the entire length of Pacific Coast Hwy in Malibu and there are not enough parking spaces on PCH to accommodate the project parking needs.

The proposed motel includes 47 parking spaces, of which 24 will continue to be used for the adjacent Aviator Nation property. This leaves only 23 spaces for the project and leaves zero spaces for beach parking. This represents an unmitigated loss of at least 16 spaces (from 40 to 24)

currently available for beach /pier parking. This loss of beach/pier parking violatesthe Malibu Local Coastal Program (LCP) creating a significant impact that must be analyzed in an EIR.

The Code requires offsite parking within 300 feet of a commercial business. Just across the street the Malibu Beach Inn was turned down by City Council for the use of a parking lot only 320 approximate feet from its venue. The Malibu Beach Inn was also denied lifts for additional parking yet this project was easily approved for this.

This project is planning on providing overflow parking over 1500 ft away and due to the nature of concerts could not possibly handle valet parking for the number of customers exiting a party or concert at the same time that far away. No provision for parking by valets is provided. It must be noted that on street parking on PCH for employees and customers should occur on site since it takes away needed public parking for surfers and beachgoers in a highly restricted zone.

Also, a variance shall not be granted that would allow reduction or elimination of public parking.

EIR

An impartial EIR is needed and required, The ND is both insufficient and deficient.
a. An EIR Must Study Cumulative Impacts as required by CEQA, why didn't this ND take into account the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct? The projects incremental impacts must be studied along with the incremental impacts of all the earlier approved projects mentioned below. The cumulative traffic and street parking impacts of this project must be studied in light of all the traffic congestion and parking impacts from recently approved development which residents are constantly upset about?
The project needs be studied in conjunction with the traffic circulation and offsite parking impacts created by the Sea View Hotel, the Malibu Beach Inn, Nobu, Soho House, Malibu Pier, The Farm Restaurants on the Pier, Malibu Ryokan, Surfrider Motel, Aviation Nation as well as Surfrider beach parking east of the Adamson house. The new projects in the Civic center

like Whole Foods and the Ranch's impact on traffic needs to be include in this study.
The traffic and the PCH parking impacts of all of these projects should be factored in when considering the impact of this project. This is a major reason why an EIR is needed. It is not right to add another project that will further impede traffic flow and take up street parking.
Since the cumulative impacts are not being studied in relation to recently past projects and potential future projects, This ND is fatally flawed.
b. This project as well as the many others in this vicinity have/are being piecemealed through with no thought given to the cumulative traffic, parking and other environmental impacts such as aesthetics, increased groundwater, urbanization of Malibu, safe evacuation and the failure to construct projects that meet the development criteria/standards set forth in the Municipal Code and MLCP.

c. An EIR is Required Under CEQA, if there is substantial evidence that the effect of this may be significant. If there are one or more "Potentially Significant Impact" when the determination is made, an EIR is required. In addition, as mentioned herein, other studies also are needed to be done.

The ND failed to indicate any potentially significant impacts but obviously there are some that are significant, not mitigable such as traffic and parking . An EIR needs to be done and if the city council still desires this project, it would have to make a finding of overriding consideration.
d.The very fact that this project is a significant departure from the code requirements makes an EIR necessary. In the EIR more environmentally protective alternatives must be analyzed such as "no project "and a smaller commercial project that doesn't need all these monumental variances.

No ingress/Egress traffic study has been prepared even though it is planned to have only one exit into a no left hand turn exit in the middle of a very busy traffic stop intersection that does not allow left turns with the nearest U turn at Webb Way over a mile away. A. EIR review is required and mitigation mandated.

Since this project was first proposed over 10 years ago no, EIR has been prepared although many projects have been planned or completed in the general area which require inclusion in an EIR .

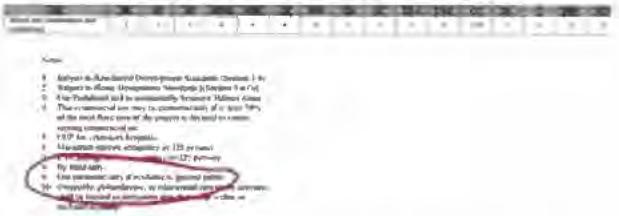
Noise

No sound study was performed for the Rabbi house, religious school and Synagogue directly east of the motel. This study and mitigation is required.

The noise from the rooftop pool deck and bar would most likely significantly impact the school, synagogue and Rabbi's residence. The height of the motel puts the roof top deck and swimming pool approximately thirty feet from the school and Rabbi house. The Synagogue is at ground level directly adjacent to the hotel entrance and parking lot.

Pool

Also any swimming pools in both CV-1 and CV-2 MUST be open to the public – see p 329 on at this link - https://www.coastal.ca.gov/ventura/malibu-lip-final.pdf - they both have a specific footnote #9 that states " pool uses permitted only if available to the general public".





Low Cost Accomodations

The applicant at the Planning Commission hearing stated that the city would receive up to $1,000,000 in TOT taxes a year. To achieve that amount the motel would have to have room rates exceeding $1000 a night with one hundred percent occupancy.as calculated:

354 days X $1000 per night at .15 TOT equals $54,750 per room TOT X 20 rooms equals $1,095,000 TOT total .
A thousand per night is the amount that must be charged per room at total occupancy BEFORE any costs of operation or investment are made.

Adjustments for low income accommodations must be made according to the Coastal Commission comments.
The proposed motel development does not meet section 30212 of the Coastal Act to provide lower-cost visitor facilities when feasible. In fact, there is nothing in the record here that speaks of the infeasibility of providing a lower-cost project instead of this proposed high-cost development. The Coastal Commission recommended that the resolution include additional information ("(i.e., proposed nightly room rate, the median cost of an overnight room in the City of Malibu, etc.) and analysis in order to fully address the project's consistency with the policies and provisions of the Malibu Land Use Plan and Chapter 12 (Public Access Ordinance) of the Local Implementation Plan." The applicant shall be required to provide lower cost overnight accommodations consisting of 15 percent of the number of luxury overnight accommodations that are approved." The payment of an in-lieu fee based on a 20-luxury room motel into a fund to subsidize the construction of lower-cost overnight facilities per required unit plus inflation is drastically insufficient to realistically supplant the option to provide lower-cost visitor accommodations on-site or off-site in Malibu, one of the highest priced California coastal real estate areas. None of the above is in the conditions of approval which states the Applicant must pay an in-lieu fee.

Alcohol

Conditional Use Permit for New Motel Use and Sale of Alcohol (MMC Section 17.66.080) is required.
1.The project is a hotel that needs different commercial zoning to obtain a CUP'
2-10. The City needs to follow the ABC Control Act Section 23789 Rule 61.4 prohibiting sale of Alcohol near schools or churches-this site is directly adjacent to a synagogue and an early childhood education center. It WILL be a detriment to their direct neighbors and this is not been considered in the surrounding development.

"On-sale retail license for premises located near church, hospital, schools and public playgrounds, or nonprofit youth facilities – (a) The department is specifically authorized to refuse the issuance, other than renewal or ownership transfer, of any retail license for premises located within the immediate vicinity of **churches** and hospitals. (b) The department is specifically authorized to refuse the issuance, other than renewal or ownership transfer, of any retail license for premises located **within at least 600 feet of schools** and public playgrounds or nonprofit youth facilities… This distance shall be measured pursuant to rules of the department."

P 226 of https://www.abc.ca.gov/wp-content/uploads/2022-CA-ABC-Act.pdf

a. The staff report states : *ABC License: The applicant will later submit an application to the California Department of Alcoholic Beverage Control (ABC) for a license to sale alcoholic beverages for onsite consumption. ABC will not issue the license until the proposed CUP is approved. Therefore, a condition of approval has been included stating that the owner would be required to submit a copy of the ABC license to the Planning Department prior to alcohol sales. It is unknown at this time whether a Letter of Public Convenience or Necessity will be required prior to the issuance of the ABC license. In case this letter is required, the resolution authorizes the Planning Director the ability to issue it.*

This is obligating the city to aid this project in obtaining a license to sell Alcoholic Beverages. The city should not be obligated to do this since the impacts of selling these beverages on the roof top deck have to be studied in an EIR especially since there is a religious school and synagogue within 30 feet of the project.

b. Furthermore, Motels do not sell Alcoholic Beverages. Hotels do.

Cultural Resources

This condition is deficient and designed not to find culture resources. A condition of approval is included in the resolution which states *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. This wording of the condition fails to require work ceasing if a cultural resource is found during grading' excavation or any site disturbance.

It is likely that significant cultural resources or a Chumash burial could be found on this site. When the clock tower building 2 properties to the east was under construction a Chumash burial site was found and excavated. All along this area east of the Malibu Creek at various times Chumash artifacts and burials have been found. It is therefore likely that this site could harbor a Chumash burial ground or in the very least Chumash artifacts. Therefore, a phase one study needs to be done and a qualified Chumash monitor and archeologist must be on site during any demolition, soil disturbance including , grading or excavation. Please add this as a condition if you are going to approve this project.

Wastewater Disposal

Two different septic systems in one lot is proposed on a lot that already has Aviator Nation's future septic expansion area allocated to this lot.

The Project doesn't comply with wastewater ban in this area. Septics are not allowed until there is a hook up to the Civic center treatment Plant.

The environmental department states that a 10,000 gallon holding tank will handle the overflow usage above 1760 gallons per day meeting the requirements of the Regional Water Quality Board. This assumption is incorrect in that the environmental engineer revealed at the planning commission that he calculated the water usage based on 100 precent occupancy for weekends in the summer and 20 percent on weekdays. This of course is not consistent with reality and the usage of other motel/hotels in the area. There simply will be no place for the wastewater to be safely disposed of. The water table at the location is from five to seven feet and dispersal of effluent into the ground will flow to the ocean across the highway and be in violation of the pollution laws for Santa Monica Bay and pose a danger to the public. It must be noted that the study did not include the Malibu Inn nightclub effluent since that project did not include a CDP. With a capacity of almost 400 people for events that project must be considered as a potential ocean pollutant.

Variances and other Discretionary Aapprovals

The requested variances 1.allowing a retaining Wall over 12 feet for a retaining wall 52.5 feet high, 2,allowing grading on slopes greater than 3:1 (cannot be granted because the required findings for a variance can't be met. These to variances are not the least environmental damaging alternative Hence the project must be denied.

Site Plan Review is not applicable since the height of the project more than 24 feet for a flat roof.

A CUP for the so called Motel can't be granted since this is not a motel but rather a hotel for which a LCP amendment is needed

A CUP for the serving of alcohol can't be granted because this project abuts a school and a synogoue.

General Plan Inconsistencies.

The CDP requires compliance with the general plan. It does not come close to the neighborhood serving requirements, the visitor serving requirements, the rural nature of Malibu development, and the preservation of access among other requirements.

The proposed project clearly violates the following policies of the City of Malibu General Plan Land Use Element:

a. Section 1.1 in the Introduction to the Land Use Element states: "Commercial areas are limited to small neighborhood serving and visitor serving uses interspersed throughout the City …." By contrast, the proposed project at four stories would be the tallest hotel approved to date in Malibu, and it would create the fourth hotel/motel in this immediate area (within approximately 500 feet of the Malibu Pier),
which is already congested with restaurants and tourist facilities. With the recent Sea View Hotel's recent approval which had to go through many many hoops to be approved unlike this actual "hotel" project this would make it the 5th one in the immediate area.

b. LU Implementation Measure 67 requires a commercial planned development permit for any commercial development or change of use of existing development to assure compliance with current codes. The applicant here has not sought a planned development permit and the project does not comply with current codes (stories, setbacks, parking, grading, etc.) as documented in this letter.

c. Section 1.5.4 of the Land Use Element states that the CV designation for this site provides for uses
that serve visitors and residents, such as hotels and restaurants "which respect the rural character and natural environmental setting." The imposing, four-story structure proposed here to be cut into the hillside would be entirely urban in character and—literally and figuratively—undercut the natural setting and terrain.

Findings

a. In good faith the necessary findings cannot be made to justify this project. If the staff findings are approved it will open the door for other projects of this nature further eroding the rural nature of Malibu and creating more gridlock.

b. **For a Coastal Development Permit the following findings must be made**

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

The project is the least environmentally damaging alternative.

Both of these findings in good faith can't be made and a coastal development project must be denied.

c. **Staff is recommending you make these 2 findings regarding the mitigated negative declaration which the Commission in good faith cannot make.**

1.The Planning Commission finds that the Project does not have the potential to significantly degrade the quality of the environment, nor does it have impacts which are individually limited but cumulatively considerable. The cumulative impacts of this project are significant for many reasons,

including, the traffic impact at this location, parking, project height and retaining wall height, are all significant impacts. This project will significantly degrade the quality of the environment.
2.*The Planning Commission further finds that less than significant impacts on the environment are expected from the Project, with implementation of mitigation measures. Based on the record as a whole, there is no substantial evidence that the Project, as conditioned, will have a significant effect on the environment.* The unallowable almost total environmental destruction of a coastal bluff face alone will have a significant effect on the environment. This environmental devastation is unheard of in the City of Malibu and is not allowed or acceptable.

d. To construct a project that is clearly an extreme deviation from the LIP and the municipal code allowable by changing what is permissible with so many discretionary approvals does not meet the intention of the MMC and LCP and therefore can't be made

e. So many of the staff findings are fictitious, flawed and are not accurate, it would take pages to name and explain them all. The ones mentioned above should suffice.

Requirement for the least damaging environmental alternative
This project is far from the least environmentally damaging – there were plans drawn by the original architect that did not cut into the bluff, uses less wastewater and had adequate parking– these plans need to be considered rather than all these plans with egregious variances where the findings CANNOT be made. The option below would provide much more parking for the public at over 30 spots.



All the required findings for a Variance cannot be made.
LIP section 13.26.5 lays out the required findings for a variance. *The Commission may approve and/or modify an application for a variance in whole or in part, with or without conditions, only if it makes all of the following findings of fact supported by substantial evidence that:*
The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located. This variance is detrimental to the public interest and possibly safety. And is detrimental to the property in that it destroys .77 acres of a bluff face. It may also be a safety hazard to the residence above this slope.
C. *The granting of the variance will not constitute a special privilege to the applicant or property owner. Approving this variance will be granting a special privilege to the owner since there are no other retaining wall this high in the City of Malibu. Importantly, please be aware by granting a variance permitting such a high retaining wall of 52.5 feet you are granting a special privilege to the applicant not shared by any other project in the vicinity.* Once you grant this Variance you are opening the door to exceedingly high retaining walls in the east end of Malibu.
D. The granting of such variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the LCP. This variance is clearly in conflict with the general purposes and intent of this Chapter and defeats the goals, objectives and policies of the LCP. The fact that only 11ft. 10 in of the retaing wall is visible is not a valid reason to allow such an extremely high retaining wall. This proposed retaining wall height makes a mockery of our codes and if approved sets a dangerous precedent. By granting this variance the Planning Commission will be opening the door to allow retaining walls of this height on throughout east Malibu. Besides there is no substantial evidence to support this variance. d. Despite staff's falsely saying this structure is only 2 5 stories, when it is actually 3 stories when measured from the above ground parking structure to the floor of the rooftop deck. It is 4 stories when one counts the roof over the bar and the elevator shaft. e. Just when you think the extreme height of the retaining wall cannot get any higher, the project then requires an additional 5 feet of free board above the retaining wall which the staff report fails to mention.
The findings or conditions NOT supported by the evidence, or the decision not supported by the findings.
Almost EVERY finding cannot be made for this project.

Conditions of Approval

2. Approval of this application is to allow for the Project described herein. The scope of work approved includes:

a. Construction of a new, 2-story, 7,693 square foot, 20-room motel above a new subterranean parking garage (0.15 FAR); **It is NOT a motel it is a HOTEL**.

b. Rooftop deck with a swimming pool, spa and bar; **not a motel because of these ancillary uses – rooftop deck, pool, spa and bar – the pool is also REQUIRED to be open to the general public**

c. Surface parking lot; **There is an exterior surface parking lot and an interior parking garage that is at grade**

f.Grading and retaining wall; **Grading a coastal bluff is NOT ALLOWABLE and a retaining wall over 50 ft cannot be approved since the findings for a variance can't be made**

g. Onsite wastewater treatment system; and **the OWTS does not comply to the water ban area and original plans**

g, Discretionary Requests:

i. CUP No. 18-002 for a new motel in the CV-1 zoning district and sale of alcohol; **Only allowed in CV-2 ii) it should NOT be able to build on ANY coastal bluff**

ii. VAR No. 18-030 for construction on slopes steeper than 3 to 1; **The slope is a coastal bluff and no construction can take place on it**

iii. VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height; **this is the ONLY retaining wall in the City that is over 50 ft tall and attached to the structure v) the height should be measured from the first level which IS the parking garage level.**

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, Los Angeles County Sheriff's Department, WD29, and LACFD, as applicable.

Notwithstanding this review, all required permits shall be secured.
Notwithstanding this review, all required permits shall be secured. **It does NOT conform to requirements of City of Malibu Departments with regard to the wastewater treatment system being over capacity for the original project, cutting into a coastal bluff, and not having a check valve in place for the water supply and also no disability ramps going from the rooftop deck to the bottom floor or underground garage access to the lobby which would be needed during a power outage**

. 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 Resolution No 23-24 Page 12 of 29 Project is still in compliance with the MMC and the LCP. Revised plans reflecting the minor changes and additional fees shall be required **The project is NOT in compliance with the MMC or LCP.**

12. 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. **Add lighting shall be 3000 kelvin or less**

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. String lights are allowed in occupied dining and entertainment areas only and must not exceed 3,000 Kelvin. **And turned off when not in use**

.

21. 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 will be rinsed off prior to leaving the property. **Illegally cutting into a coastal bluff causing the unreasonable need for over 1000 truck hauls from site.**

25. 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. **add ground disturbance before the word geologic testing**

27 off-site sale of alcohol shall be permitted. Alcohol shall only be served for room service and within the rooftop deck for motel guests.. **A liquor license cannot be issued to an establishment within close proximity to a church or school – this project is ADJACENT to an early childhood education center and a holy synagogue.**

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 10:00 a.m. to 10:00 p.m., Sunday through Thursday, and 10:00 a.m. to 11:00 p.m., Friday and Saturday **A liquor license cannot be issued to an establishment within close proximity to a church or school – this project is ADJACENT to an early childhood education center and a holy synagogue.**

33. No live entertainment is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No noise study was ever done for noise

impacts on the school, synagogue and residence to the east. As it will disturb them

35 and off-street parking spaces can be secured to accommodate the number of people expected in the event. Amplified sound may be permitted provide it is consistent with Condition Nos. 35 and 126. 34. The property owner / operator shall adhere to a "good neighbor" policy, meaning that the operator and employees must respect the rights of neighboring properties and, to the best of their ability, shall ensure their patrons' compliance with the City's noise and smoking regulations and all conditions of approval for the subject use relating to parking, smoking, litter, noise, loitering, etc. No noise study was ever done for noise impacts on the school, synagogue and residence to the east because of the disturbance it will cause.

35. Noise emanating from the premises shall not be plainly audible at a distance of five feet of any residential unit between the hours of 10:00 p.m. and 7:00 a.m., as required by MMC Section 8.24.050(L). Noise should not be heard within 5 ft of any residence whether it is plainly audible or not.

37. The motel operator must adhere to all laws related to the sale of alcohol. Violations of such laws may be cause for modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C). Resolution No 23-24 Page 15 of 29. **A liquor license cannot be issued to an establishment within close proximity to a church or school – this project is ADJACENT to an early childhood education center and a holy synagogue.**
40. The swimming pool may only be used by hotel guests no later than 10 pm. All pool lights must be turned off for the night no later than 10 pm. **40. The MMC states clearly that in CV-1 swimming pools MUST be open to the general public.**

41. Prior to Building Safety Division plan check submittal, the applicant / property owners must revise the project plans so that the soil abutting the subterranean garage does not daylight more than three vertical feet as measured from the bottom of the first floor. **41. the subterranean garage can in NO WAY be made to be less than three feet from the bottom of the "first floor" – it is its own story.**

43. Prior to the issuance of a development permit, the property owner must pay the in-lieu fee for the lower cost overnight accommodations in compliance with LIP **Coastal Commission not satisfied with this condition,** Section 12.10.

44. Prior to the issuance of a development permit, the property owner / applicant must provide a rooftop floor plan showing the location of the umbrellas in compliance with the height limit. **This is already a FOUR STORY structure out of compliance so the umbrellas on the roof will make it even MORE out of compliance.**

46. No more than eight employees can be at the site at any one shift. **This stipulation of only 8 employees max on site at any one shift is impossible as per the mitigated negative declaration which already stated that 22 employees would be on site during peak hours. There is NOT ENOUGH parking for staff let alone guests and potential pool patrons.**

55. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property. **. 55. Off-site parking is not allowed greater than 300 ft away from project in the LCP.**

74. 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 MMC Chapters 15.40, 15.42, 15.44, and LIP Chapter 18 related to continued operation, maintenance and monitoring of the OWTS. **The applicant has not complied to the original project's effluent flow per gallon in the water banned area. There is also another lot's future expansion area located on this lot which is not allowed. Two septic systems cannot be on one lot.**

75. Prior to final Environmental Health approval, a final OWTS plot plan 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). Resolution No 23-24 Page 19 of 29 . **The applicant has not complied to the original project's effluent flow per gallon in the water banned area. There is also another lot's future expansion area located on this lot which is not allowed. Two septic systems cannot be on one lot.**

92. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City Geologist 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 Geologist prior to the issuance of a grading permit. **Studies were all completed for the old original project NOT the new one**

95. The Project must comply with all applicable Caltrans requirements.. **A traffic study must be completed before complying with Caltrans requirements.**

96. Exported soil from the site shall be taken to the County Landfill or to a site with an active grading permit and the ability to accept the material in compliance with LIP Section 8.3. A note shall be placed on the project plans that addresses this condition. This soil is a coastal bluff's soil and therefore it can't be graded.

102. A Water Quality Mitigation Plan (WQMP) shall be submitted for review and approval of the Public Works Director. The WQMP shall be prepared in accordance with the LIP Section 17.3.3 and all other applicable ordinances and regulations. 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 following elements shall be included within the WQMP: a. Site Design Best Management Practices (BMPs); b. Source Control BMPs; c. Treatment Control

BMPs; d. Drainage improvements; e. Methods for onsite percolation, site re-vegetation and an analysis for off-site Project impacts; f. Measures to treat and infiltrate runoff from impervious areas; g. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure; 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 measures installed during construction prior to the issuance of grading or building permits; and i. The WQMP shall be submitted to the Building Safety Division 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. Once the plan is approved and stamped by the Public Works Department, the original signed and notarized document shall be recorded with the County Recorder. A certified copy of the WQMP shall be submitted prior to the Public Works Department approval of building plans for the Project. **The septic system is far too small for the hotel and employees especially when there is a large event like a wedding, etc. This will GUARANTEE a bad water quality report and cannot be mitigated.**

106. 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 (including tributaries). Discharges not meeting the above-mentioned methods must be trucked to a Publicly Owned Wastewater Treatment Works. **Discharge from a public pool is necessary and this condition cannot be met unless the pool is opened to the public**

107. 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 **Discharge from a public pool is necessary and this condition cannot be met.**

108. All commercial developments shall be designed to control the runoff of pollutants from structures, parking and loading docks. The following minimum measures shall be implemented to minimize the impacts of commercial developments on water quality: a. Proper design of loading and unloading docks. i. Cover loading/unloading dock areas or design drainage to minimize runon and runoff of storm water. ii. Direct connections to storm drains from depressed loading/unloading docks are prohibited. b. Properly design Repair/Maintenance Bays i. Repair/maintenance bays must be indoors or designed to prohibit storm water runoff or contact with storm water runoff. ii. Repair/maintenance bays shall be designed to capture all wash water, leaks, and spills. Connect drains to a sump for collection and disposal: Direct connection of the repair/maintenance bays to the storm drain is prohibited. Obtain an Industrial waste discharge permit if required. Resolution No 23-24 Page 26 of 29 c. Properly Design Vehicle/Equipment Wash Areas i. Self-contained and/or covered wash areas shall be equipped with a clarifier or other pretreatment facility and properly connected to a sanitary sewer. d. Properly designed Parking Lots (5,000 square feet of impervious surface or 25 parking spaces.) i. Minimize impervious surfacing for parking area. ii. Infiltrate runoff before it reaches a storm drain system. iii. Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used. iv. Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal system fouling and plugging prevention control. Restaurants **d. The parking garage is NOT properly designed as it is its own story and NOT subterranean.**

126. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited, except that ambient music is allowed in the swimming pool and hallway areas, as long as it is not audible within five feet of any neighboring building, and the applicant prepares a noise study. **No noise study ever completed for impacts to the neighbor residence, synagogue/school next door.**

Lack of Impartial Hearing

THERE WAS A LACK OF A FAIR OR IMPARTIAL HEARING
The planning department has been skewed to the developer since Day 1. It accepted an application one day before the water ban went into effect back on Nov 5, 2009 and the application was not deemed complete Studies and OWTS reports needed to be submitted in order to be put on Table ZZ but somehow this project got on there without these being completed. Almost two years later on September 27, 2011 the applicant's engineer finally submitted plans to develop a commercial retail/office facility with a total of 56 fixture units and 1700 gpd discharge to the Regional Quality Water Board. Then almost 10 years later on June 11, 2018 they changed the project COMPLETELY without starting a REQUIRED new application to a 20 room motel/hotel with now 271 fixture units and using 4058 gpd. Somehow the project engineer has bent the rules of mathematics to try and allow only 1700 gpd using a 10000 gallon holding tank – of course after 3 or 4 days this would not continue to work anymore due to the buildup of effluent discharge. Yet once again it was allowed to pass through the approval process with ease and a lack of concern for polluting the nearby lagoon ocean and beach areas.

Also, this project is allowed off-site parking over 1500 ft away when the code states it needs to be within 300 ft and allows lifts yet the Malibu Beach Inn across the street was allowed neither by City Council.

Decision Contrary to Law.
Given the fact that findings cannot be made due to so many code violations the decision is most obviously contrary to law.

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 23-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING MITIGATED NEGATIVE DECLARATION NO. 20-003 AND INITIAL STUDY NO. 20-003 AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 09-067 FOR THE CONSTRUCTION OF A NEW 7,693 SQUARE FOOT, 20-ROOM MOTEL ABOVE A NEW SUBTERRANEAN PARKING GARAGE, SURFACE PARKING LOT, ROOFTOP DECK WITH SWIMMING POOL, SPA AND BAR AREA, GRADING, RETAINING WALLS, LANDSCAPING, A NEW ONSITE WASTEWATER TREATMENT SYSTEM AND AUTHORIZATION FOR THE PLANNING DIRECTOR TO SUBMIT A LETTER OF PUBLIC CONVENIENCE OR NECESSITY FOR THE SALE OF ALCOHOL; CONDITIONAL USE PERMIT NO. 18-002 FOR A MOTEL IN THE COMMERCIAL VISITOR-SERVING-1 ZONING DISTRICT AND SALE OF ALCOHOL; INCLUDING VARIANCE NO. 18-030 FOR CONSTRUCTION ON SLOPES STEEPER THAN 3 TO 1, VARIANCE NO. 18-031 FOR A RETAINING WALL THAT IS AN INTEGRAL PART OF THE BUILDING IN EXCESS OF 12 FEET IN HEIGHT, VARIANCE NO. 20-035 FOR SURFACE PARKING WITHIN THE REQUIRED FRONT YARD SETBACK, AND SITE PLAN REVIEW NO. 18-025 FOR A BUILDING HEIGHT IN EXCESS OF 18 FEET, NOT TO EXCEED 24 FEET FOR A FLAT ROOF, LOCATED IN THE COMMERCIAL VISITOR SERVING-1 ZONING DISTRICT AT 22959 PACIFIC COAST HIGHWAY(SURFRIDER PLAZA, LLC)

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

SECTION 1. Recitals.

A. On November 4, 2009, an application for Coastal Development Permit (CDP) No. 09-067, was submitted for the Malibu Surfrider Plaza Project (Former Project) consisting of a new commercial plaza providing 7,713 gross square feet of floor area between two buildings and 82 surface and subterranean parking spaces, located at 22959 Pacific Coast Highway (PCH) in the Commercial Visitor Serving-1 (CV-1) zoning district, by Surfrider Plaza, LLC. The application was routed to the City Geotechnical consultant reviewers, City Environmental Health Administrator, City Biologist, City Public Works Department, Los Angeles County Fire Department (LACFD), and Los Angeles County Waterworks District No. 29 (WD29).

B. On November 5, 2009, the Los Angeles Regional Water Quality Control Board (LARWQCB) approved Resolution No. R4-2009-007, banning the use of onsite wastewater treatment systems (OWTS) in the area. On September 21, 2010, the State Water Regional Control Board (SWRCB) approved that same resolution, thereby amending the State Basin Plan. The adopted plan for a specific Prohibition Area includes the Project Site. Since an application for the Project Site was submitted prior to the adoption of Resolution No. R4-2009-007, the application is listed on Table 4-zz as being eligible for a new OWTS.

C. On June 15, 2017, a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Former Project was published in a newspaper of general circulation within the City of Malibu. The 30-day public review period ran from July 19, 2017.

EXHIBIT C

D. On June 27, 2017, the Environmental Review Board (ERB) reviewed and considered the Former Project, written reports, Initial Study (IS) No. 16-003/MND No. 17-001 and provided recommendations to the Planning Commission.

E. On June 11, 2018, the applicant submitted revised plans for a new motel instead of the previously submitted commercial retail plaza. The revised project plans were then routed to all applicable City departments and County agencies for review. Conditional Use Permit (CUP) No. 18-002, Variance (VAR) Nos. 18-030, 18-031 and 20-035, Site Plan Review (SPR) No. 18-025, and Joint Use Parking Agreement (JUPA) No. 18-001 were added to the Malibu Inn Motel Project (Project).

F. On June 17, 2020, staff deemed the application complete.

G. On February 19, 2021, a Notice of Intent to Adopt a MND was published in a newspaper of general circulation within the City of Malibu. The 30-day public review period ran from February 19, 2021 to March 22, 2021. The Draft IS/MND No. 20-003 was circulated again for another 30-day review period, directed towards agencies due to a file discrepancy, that began on March 29, 2021 and ended on April 28, 2021.

H. On June 10, 2021, a Notice of Coastal Development Permit Application was posted on the subject property.

I. On June 24, 2021, Planning Department staff conducted a site visit to document site conditions, the property and surrounding area.

J. On August 5, 2021, 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.

K. On August 26, 2021, a Notice of Adjournment was issued for the August 26, 2021 Special Planning Commission meeting and adjourned to the September 8, 2021 Adjourned Regular meeting to allow staff additional time to gather additional information and for the applicant to install story poles to represent the proposed motel building.

L. On September 8, 2021, the Planning Commission continued the item to the November 1, 2021 Regular Planning Commission meeting.

M. On November 1, 2021, the Planning Commission continued the item to the December 6, 2021 Regular Planning Commission meeting.

N. On December 6, 2021, the Planning Commission continued the item to the January 11, 2022 Special Planning Commission meeting.

O. On January 11, 2022, the Planning Commission continued the item to the April 4, 2022 Regular Planning Commission meeting.

P. On April 4, 2022, the Planning Commission continued the item to a date uncertain.

Q. On March 23, 2023, 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.

R. On April 17, 2023, the Planning Commission continued the item to the May 31, 2023 Special Planning Commission meeting.

S. On May 31, 2023, 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. In a 3-2 vote, Commissioners Hill and Mazza dissenting, the Planning Commission directed staff to bring back as a consent item an updated resolution approving the proposed project with revisions to several of the required findings and conditions of approval.

T. On July 17, 2023, the Planning Commission adopted revised Resolution No. 23-24 under the consent calendar.

SECTION 2. Adoption of Mitigated Negative Declaration

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed Project. The Planning Department prepared an initial study (IS No. 20-003) pursuant to CEQA Guidelines Section 15305. The initial study analyzed the Project and determined that it will not have a significant impact on the environment with implementation of mitigation measures; subsequently, MND No. 20-003 was prepared and circulated pursuant to CEQA Guidelines Section 15070.

On February 19, 2021, the City made IS/MND No. 20-003 available to the public for the required 30-day circulation period, which concluded on March 22, 2021. The Draft IS/MND was circulated again for another 30-day review period, directed towards agencies due to a file discrepancy, that began on March 29, 2021. The State Clearinghouse closed its review period on April 28, 2021. A total of twenty-seven pieces of correspondence were received during the public comment period, which are discussed in a Response to Comments (Section 2.0) added to the Final IS/MND.

The Planning Commission has considered IS/MND No. 20-003 together with the comments received during the public review process. IS/MND No. 20-003 reflects the independent judgment of the Planning Commission, and has been completed in compliance with CEQA, and is adequate for this Project.

The Planning Commission finds that the Project does not have the potential to significantly degrade the quality of the environment, nor does it have impacts which are individually limited but cumulatively considerable.

The Planning Commission further finds that less than significant impacts on the environment are expected from the Project, with implementation of mitigation measures. Based on the record as a whole, there is no substantial evidence that the Project, as conditioned, will have a significant effect on the environment.

SECTION 3. Coastal Development Permit Findings.

Based on the evidence contained within the record, including the agenda report for the project and the hearing on April 17, 2023, 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 Planning Commission makes the findings of fact below, and approves CDP No. 09-067 for the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop deck with swimming pool, spa and bar area, grading, retaining walls, landscaping, a new OWTS and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; including CUP No. 18-002 for a motel in the CV-1 zoning district and sale of alcohol, VAR No. 18-030 construction on slopes steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, VAR No. 20-035 for surface parking within the required front yard setback, and SPR No. 18-025 for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof, located in the CV-1 zoning district at 22959 PCH.

The Project is consistent with the LCP's zoning, grading, cultural resources, water quality, and wastewater treatment system standards requirements. With the inclusion of the proposed discretionary requests, 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, including submitted reports, project plans, visual analysis and site investigation, demonstrates that the Project, as conditioned, conforms to the LCP and MMC in that it meets all applicable development standards inclusive of the requested discretionary requests. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29, and LACFD.

2. IS/MND No. 20-003 was prepared in accordance with CEQA and the CEQA Guidelines. Other alternatives were analyzed. This analysis assesses whether alternatives to the Project would significantly lessen adverse impacts to coastal resources. Evidence in the record demonstrates an alternative project will not have a significant environmental or visual advantage as the development is sited within the property dimensions of legal lots and the footprint of existing and previously existing development. As a result, the Project, as proposed and conditioned, is the least environmentally damaging alternative.

3. The Project and IS/MND No. 20-003 were not reviewed by the ERB. However, as a matter of policy, the Former Project for a commercial shopping center and associated IS/MND were reviewed by ERB. The potential environmental impacts as a result of the Project are considered less significant than the former Project. The ERB recommendation and comment were addressed in IS/MND No. 20-003 and a condition has been added requiring a rootball barrier for the Sycamore trees to minimize potential root damage to the adjacent sidewalk and parking lot.

B. Variance for Retaining Wall in Excess of 12 Feet in Height (LIP Section 13.26)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. In order to place a building on

the Project Site, the northern slope must be stabilized, and a structural setback is required from the slope to the proposed motel building. The retaining wall would be constructed to secure the graded slope following the excavation and to provide a 15-foot structural setback from the slope. The retaining wall is 21 feet, 10 inches in height above finished grade. The retaining wall would extend below finished grade to accommodate the subterranean parking level and provide for an adequate foundation. The applicant provided evidence showing other nearby commercial developments were constructed with similar retaining walls. Therefore, the strict application of the zoning ordinance would deprive the subject property owner of privileges enjoyed by other properties in the vicinity under similar zoning and site constraints.

2. The proposed variance will allow construction of a motel. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project as conditioned will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or welfare.

3. Other nearby commercial development has been constructed with similar retaining walls, which support the toe of the slope. The site's topography is predominantly characterized by a steep slope. The proposed development is consistent with surrounding properties and in the CV-1 zoning district. The proposed variance would not constitute a special privilege to the applicant or property owner in that there are other examples of similar retaining walls constructed for nearby development and, without the variance, a commercial development on the property would not be feasible.

4. The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are conditionally permitted in the CV-1 zoning district.

5. The variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site. The variance request is to allow for the construction of a retaining wall that exceeds 12 feet in height to allow for the development of the proposed motel in the CV-1 zoning district.

6. The subject site is physically suitable for the proposed variance. The proposed development is primarily sited on the disturbed portion of the subject site; however, given that the site is predominantly on a slope, the proposed retaining wall in excess of 12 feet in height cannot be avoided. The proposed retaining is a building code requirement to maintain a horizontal structural setback to the toe of the slope. The proposed retaining wall is necessary for any new building on the subject parcel.

7. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development are conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

C. Variance for Construction for Surface Parking within the Required Front Yard Setback (LIP Section 13.26)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. Without allowing the required

parking within the front yard setback, there would not be sufficient space to site for the required parking. The proposed variance would allow for the parking required for the use to be provided onsite as required by the LCP.

2. The proposed variance will allow construction of the proposed motel in compliance with the minimum required parking spaces. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project as conditioned will not result in any significant adverse impacts to the environment, and will not be detrimental to the public interest, health, safety, convenience or welfare.

3. Almost all other commercial development on this stretch of PCH is developed with parking within the required front yard setback. There is no alternative development pad on the property that would avoid encroachment of the required parking in the front yard setback. The proposed development is consistent with surrounding properties and in the CV-1 zoning district. Therefore, the granting of the variance will not constitute a special privilege to the applicant or the property owner as it is consistent with other surrounding development subject to similar site constraints.

4. The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are conditionally permitted in the CV-1 zoning district.

5. The variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site. The proposed uses are consistent with the allowed uses in the applicable CV-1 zoning district.

6. The subject site is physically suitable for the proposed variance. The proposed development is utilizing the disturbed portion of the subject site, and there is an existing surface parking lot located within the front yard setback. Locating the surface parking lot within the front yard setback cannot be avoided due to the steep slope to the north of the parking lot.

7. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

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

1. Evidence in the record, including submitted reports, project plans, visual analysis and site investigation, demonstrates that the Project, as conditioned, conforms to the LCP and MMC in that it meets all applicable development standards inclusive of the requested discretionary requests. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29, and LACFD.

2. The Project would alter the visual appearance of the Project Site, but would not substantially degrade the visual character or quality of the Project Site or introduce any aesthetic elements incompatible with the surrounding land uses, and the height of the proposed building has been limited to minimize impacts to visual character. The Project Site is buffered from surrounding

residential areas by open space and the incorporation of additional landscaping. The design of the proposed building would also serve as a barrier that reduces noise transmission, as patios would face away from residential areas and the building would contain some vehicle noise within the subterranean parking garage. The Project does not propose amplified sound (music, concerts, etc.).

3. Photo simulations to show the design and scale of the proposed development from three vantage points were submitted instead of story poles. As demonstrated in the photo simulations, due to the size, shape, and topography of the lot, the proposed development will blend into the hillside, will be minimally visible from public viewing areas or scenic roads, and is not located within primary views of neighboring properties.

4. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

5. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. As discussed herein, based on submitted reports, Project plans, visual analysis and site investigation, the Project, as conditioned, complies with all applicable provisions of the MMC and the LCP, inclusive of the VARs and SPR.

E. Hazards (LIP Chapter 9)

1. Evidence in the record demonstrates that the Project, as conditioned, will incorporate all recommendations contained in the above cited geotechnical report and conditions required by the City geotechnical consultant reviewers, City Public Works Department, and the LACFD, including foundations, OWTS, and drainage. As such, the proposed Project will not increase instability of the site or structural integrity from geologic, flood, or any other hazards.

2. The Project, as designed, conditioned and approved by the applicable departments and agencies, will not have any significant adverse impacts on site stability or structural integrity from geologic, flood or fire hazards due to Project modifications, landscaping or other conditions.

3. Evidence in the record demonstrates that the Project, as designed and conditioned, is the least environmentally damaging alternative.

4. Evidence in the record demonstrates that there are no feasible alternatives to the proposed development that would avoid or substantially lessen any adverse impacts on site stability or structural integrity as none are expected as a result of the Project.

5. Evidence in the record demonstrates that the Project, as designed and conditioned, is the least environmentally damaging alternative and no adverse impacts to sensitive resources are anticipated.

F. Conditional Use Permit for New Motel Use and Sale of Alcohol (MMC Section 17.66.080)

1. The Project Site is zoned for commercial use, and the proposed motel use is conditionally permitted in the CV-1 zoning district and is consistent with existing land uses in the vicinity.

2. The proposed motel use is consistent with the commercial zoning designation and consistent with existing commercial land uses in the vicinity. The Project is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development and will not impair the integrity and character of the zoning district.

3. The subject site is physically suitable for the proposed motel land use. The Project is located within the developed commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development and will not impair the integrity and character of the zoning district.

4. The proposed use is compatible with the land uses presently on the subject property and in the surrounding neighborhood. The existing legal non-conforming commercial parking lot as a stand-alone use is being replaced with a commercial use that in contrast is authorized with a conditional use permit in the CV-1 zoning designation.

5. The proposed use will be compatible with the existing and future land uses within the zoning district and surrounding area, as it is a commercial use contemplated by the zoning district. The Project is located within the commercial corridor of the City and the proposed motel is a conditionally permitted use in the CV-1 zoning district, which is compatible with the commercial zoning in the general area.

6. There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety. Adequate public services and utilities are available to serve the Project. The Project does not affect solar access or adversely impact existing public and private views.

7. Adequate public access is available to serve the Project. Access to the Project is from PCH, an existing public highway. The public, as well as emergency vehicles, would enter and exit the Project Site via PCH. The Project Site is designed with throughput access from PCH to the Aviation Nation Site parking lot, negating any need for vehicles to turnaround. The modified driveways would require review and approval of an Encroachment Permit by Caltrans. During its review of the permit, Caltrans would ensure the driveways are properly designed to ensure adequate emergency access. All roadway connections would be constructed in conformance with City and Caltrans standards, and would be consistent with LACFD access requirements.

8. Evidence in the record demonstrates the proposed use is consistent with the goals, objectives and policies of the General Plan.

9. The Project will be in full compliance with all applicable State, County and City of Malibu ordinances and laws.

10. As designed and conditioned, the proposed use will not be detrimental to the public interest, health, safety, convenience or welfare, and will provide the public benefit of a potable water supply for domestic use and fire protection.

11. There is clear and compelling evidence that the Project is not located in an area determined by the City to be at risk from earth movement, flooding or liquefaction. With the implementation of the recommendations of the Project geotechnical engineer and City geotechnical consultant reviewers, less than significant impacts on structural integrity from geologic or flood hazards are expected. The Project, as conditioned, will not increase instability of the site or structural integrity from geologic, flood, fire or any other hazards.

G. Variance for Construction on Slopes Steeper than 3 to 1 (MMC Section 17.72.060)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. The proposed development requires grading and excavation of approximately 0.77 acre of the Project Site, which includes a portion of the slope that is steeper than 3 to 1, to accommodate a subterranean garage and structural setback to the proposed motel building.

2. The proposed variance will allow construction of the proposed motel. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project, as conditioned, will not result in any significant adverse impacts to the environment, and will not be detrimental to the public interest, health, safety, convenience or welfare.

3. The granting of the variance will not constitute a special privilege to the applicant or the property owner. The required grading and excavation of the lower portion of the 3 to 1 slope within the site boundary and adjacent to the existing parking lot is necessary to provide a level building area for the motel building, subterranean parking level, and at-grade surface parking lot adjacent to PCH.

4. The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are conditionally permitted in the CV-1 zoning district.

5. The variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site. The variance request is consistent with the intent and purpose of the CV-1 zoning district. The motel is a conditionally permitted use in the CV-1 zoning district and development on slopes steeper than 3 to 1 is necessary so that the motel development can be constructed in the CV-1 zoning district.

6. The subject site is physically suitable for the proposed variance. The proposed development is primarily sited on the disturbed portion of the subject site.

7. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and

associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

8. The Project is conditioned for all recommendations of the project engineering geologist or geotechnical engineer, and the City geotechnical consultant reviewers to be incorporated into the final design. Among other conditions, the project was also conditioned to provide a construction staging plan, adhere to limited construction hours, construction management techniques, and dark sky lighting requirements, fuel modification plans, and grading and water quality provisions. With these conditions, the requested variance will not be detrimental to health, safety and welfare of the City.

SECTION 4. Determination of Public Convenience or Necessity.

According to the State Department of Alcoholic Beverage Control, a Letter of Public Convenience or Necessity may be required for the overconcentration of licenses. Based on CUP findings in Section 3(G) of this resolution, the Planning Commission finds that the proposed use will not be detrimental to the public health, safety, or general welfare and is compatible with the land uses presently on the subject property and in the surrounding neighborhood. The Planning Commission hereby recommends that the City Council authorizes the Planning Director to prepare and submit a Letter of Public Convenience or Necessity for the proposed use to the State Alcoholic Beverage Control Department.

SECTION 5. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby adopts IS-MND No. 20-003 and approves CDP No. 09-067, CUP No. 18-002, VAR Nos. 18-030, 18-031, and 20-035, and SPR No. 18-025, subject to the following conditions.

SECTION 6. Conditions of Approval.

Standard Conditions

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:
    a. Construction of a new, 2-story, 7,693 square foot, 20-room motel above a new subterranean parking garage (0.15 FAR);
    b. Rooftop deck with a swimming pool, spa and bar;
    c. Surface parking lot;
    d. Hardscape and landscaping;
    e. Grading and retaining wall;

f. Onsite wastewater treatment system; and
g. Discretionary Requests:
    i. CUP No. 18-002 for a new motel in the CV-1 zoning district and sale of alcohol;
    ii. VAR No. 18-030 for construction on slopes steeper than 3 to 1;
    iii. VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height;
    iv. VAR No. 20-035 for surface parking within the required front yard setback; and
    v. SPR No. 18-025 for a building height in excess of 18 feet not to exceed 24 feet for a flat roof.

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial compliance with plans on-file with the Planning Department, date-stamped **May 18, 2020** and **March 20, 2023**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event the Project plans conflict with any condition of approval, the condition shall take precedence.

4. This conditional use permit and rights conferred in this approval shall not be effective until all appeals are exhausted, and the property owner executes the Affidavit of the Acceptance of Conditions. Said documents shall be recorded with the Los Angeles County Recorder and a certified copy of said recordation shall be filed with the Planning Department within 10 days of the effective date of the approval.

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. This CDP shall expire if the Project has not commenced within three (3) years after issuance of the permit. 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, Los Angeles County Sheriff's Department, WD29, and LACFD, as applicable. Notwithstanding this review, all required permits shall be secured. 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 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 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.

11. The applicant must submit payment for any outstanding fees payable to the City prior to issuance of any building or grading permit.

Lighting

12. 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.

13. Night lighting for sports courts or other private recreational facilities shall be prohibited. Pool lighting may be permitted provided such lighting is the minimum necessary to comply with applicable safety regulations.

14. 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.

15. 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.

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

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

18. Three sequential 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.

Construction / Framing

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

20. 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.

21. 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 will be rinsed off prior to leaving the property.

22. When framing is complete, a site survey shall be prepared by a licensed civil engineer or architect that states the finished ground level elevation and the highest roof member elevation. 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.

23. Prior to issuance of a building/demolition permit, an Affidavit and Certification to implement a Waste Reduction and Recycling Plan (WRRP) shall be signed by the Owner or Contractor and submitted to the Environmental Sustainability Department. The WRRP shall indicate the agreement of the applicant to divert at least 50 percent of all construction generated by the Project.

24. 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.

Cultural Resources

25. 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.

26. If human bone is discovered, the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These require 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.

Site-Specific Conditions

27. No off-site sale of alcohol shall be permitted. Alcohol shall only be served for room service and within the rooftop deck for motel guests.

28. This CUP permits the sale and consumption of alcoholic beverages. The property owner / motel operator shall obtain all necessary approvals from ABC. Once obtained, the applicant is required to provide the Planning Department a copy of the issued ABC license.

29. A copy of the current ABC license shall be kept on the premises of the establishment and be presented to City staff, including the City's Planning Director and Code Enforcement staff, law enforcement officers or their duly authorized representatives, upon request.

30. At all times during the conduct of the permitted use, the permittee shall maintain and keep in effect valid licensing approval from ABC. Should such licensing be denied, expire or lapse at any time in the future, the approval of alcohol sale pursuant to this permit is subject to modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C).

31. Prior to the commencement of alcohol service, the property owner / operator shall install small signs in the interior of the business, as depicted on the project plans, requesting that patrons be courteous and quiet when occupying outdoor areas and stating that alcohol may only be consumed in compliance with the motel's ABC license.

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 10:00 a.m. to 10:00 p.m., Sunday through Thursday, and 10:00 a.m. to 11:00 p.m., Friday and Saturday.

33. No live entertainment is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 35 and off-street parking spaces can be secured to accommodate the number of people expected in the event. Amplified sound may be permitted provide it is consistent with Condition Nos. 35 and 126.

34. The property owner / operator shall adhere to a "good neighbor" policy, meaning that the operator and employees must respect the rights of neighboring properties and, to the best of their ability, shall ensure their patrons' compliance with the City's noise and smoking regulations and all conditions of approval for the subject use relating to parking, smoking, litter, noise, loitering, etc.

35. Noise emanating from the premises shall not be plainly audible at a distance of five feet of any residential unit between the hours of 10:00 p.m. and 7:00 a.m., as required by MMC Section 8.24.050(L).

36. The onsite kitchen may only serve food and beverages to motel guests.

37. The motel operator must adhere to all laws related to the sale of alcohol. Violations of such laws may be cause for modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C).

38. No other new signage is permitted under this application; a sign permit shall be submitted and approved by the Planning Department prior to installation of any new sign.

39. The landscaping plan must be revised to include a detail depicting a barrier encircling root balls to be used for all the California Sycamore trees in order to minimize potential root damage to the sidewalk and parking lot. The planting of the California Sycamore trees must be in compliance with this detail.

40. The swimming pool may only be used by hotel guests no later than 10 pm. All pool lights must be turned off for the night no later than 10 pm.

41. Prior to Building Safety Division plan check submittal, the applicant / property owners must revise the project plans so that the soil abutting the subterranean garage does not daylight more than three vertical feet as measured from the bottom of the first floor.

42. The third driveway curb cut on the Aviation Nation Site from west to east must be removed.

43. Prior to the issuance of a development permit, the property owner must pay the in-lieu fee for the lower cost overnight accommodations in compliance with LIP Section 12.10.

44. Prior to the issuance of a development permit, the property owner / applicant must provide a rooftop floor plan showing the location of the umbrellas in compliance with the height limit.

45. Vehicle lifts are allowed, but not to satisfy required parking, and only if backup power sufficient to operate lifts is provided to the satisfaction of the Building Official.

46. No more than eight employees can be at the site at any one shift.

47. Special events involving non-guests shall require a temporary use permit.

48. Pursuant to MMC Section 17.49, the property owner or applicant must record a covenant agreement requiring a covenant of easement to be recorded immediately after any of the two properties is sold to a different buyer in a form and manner approved by the City Attorney (based upon advice of the City Engineer and Planning Director) to provide egress at the property located at 22969 PCH (Malibu Inn) to benefit the property located at 22959 PCH (Malibu Inn Motel).

Mitigation Monitoring and Reporting Program

49. The Project shall comply with all the mitigation measures included in the MMRP of IS/MND No. 20-003.

Colors and Materials

50. 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 Planning 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, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.

c. All windows shall be comprised of non-glare glass.

51. Retaining walls visible from beaches or public viewing areas shall incorporate veneers, texturing and/or colors to blend with the surrounding earth materials. The colors shall be reviewed and approved by the Planning Director and clearly indicated on the grading and building plans.

52. All driveways shall be a neutral color that blends with the surrounding landforms and vegetation. The colors shall be reviewed and approved by the Planning Director and clearly indicated on the grading and building plans.

Conditional Use Permit

53. This conditional use permit may be reviewed by the Planning Director (predecessor and/or designee) and/or Planning Commission on an as-needed basis at the discretion of the Planning Director (predecessor and/or designee) or Planning Commission. Should it be determined that a review is required, the applicant shall pay the Planning Department staff site inspection fee in effect at the time of request for a site inspection. A staff planner will conduct a site visit to verify compliance with the provisions set forth in this resolution. If necessary, the Planning Director will determine whether the conditional use permit may be brought back to the Planning Commission for additional conditions to mitigate and/or prevent nuisances that were identified during the site inspection or made aware of by members of the public. Possible mitigation measures can include:

a. Modifying the hours of operation;
b. Incorporating noise mitigating measures/devices;
c. Traffic safety measures;
d. Land use intensification or reconfiguration of shared parking that would result in a parking demand greater than approved under this application; or
e. Other measures deemed necessary by the Planning Commission.

54. The property owner / tenant shall not use the parking lot for any use other than the uses and activities explicitly permitted for the subject parcel or as permitted by a temporary use permit or filming permit.

55. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.

56. The conditional use permit may be modified by the Planning Commission and/or City Council pursuant to the procedures designated in the Malibu Municipal Code.

57. A conditional use permit that is valid and in effect, and was granted pursuant to the provisions of the MMC, shall run with the land and continue to be valid upon change of ownership of the land or any lawfully existing building or structure on the land.

58. This conditional use permit shall no longer be valid and in effect with the demolition of all buildings, including a major remodel constituting new development requiring a new CDP.

59. The conditional use permit may be revoked if the Planning Commission finds that one or more of the following conditions exists:
    a. The conditional use permit was obtained in a fraudulent manner;
    b. One or more of the conditions found within this resolution have not been substantially met; or
    c. The use for which the CUP was granted ceased for six successive calendar months after the start of operations, except in the case of natural disaster.

60. The Planning Commission may revoke the conditional use permit should the conditionally permitted use cease for six successive calendar months, except in the case of a natural disaster.

Building Plan Check/Department Conditions

Water Quality/Water Service

61. Prior to the issuance of a building permit, the applicant shall submit a Will Serve Letter from WD29 to the Planning Department indicating the ability of the property to receive adequate water service.

Biology/Landscaping

62. The use of pesticides, including insecticides, herbicides, rodenticides or any toxic chemical substance which has the potential to degrade biological resources shall prohibited throughout the City of Malibu. The eradication of invasive plant species or habitat restoration shall consider first the use of non-chemical methods for prevention and management such as physical, mechanical, cultural, and biological controls. Herbicides may be selected only after all other non-chemical methods have been exhausted. 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 use for a limited time.

63. 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 Chapter 9.22). 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 Chapter 9.22.

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

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

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

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

68. Prior to a final plan check approval, the property owner /applicant must provide a landscape water use approval from the WD29.

69. Vegetation forming a view impermeable condition serving the same function as a fence or wall (also known as a hedge) located within the side or rear yard setback shall be maintained at or below a height of six feet. A hedge located within the front yard setback shall be maintained at or below a height of 42 inches. Three sequential violations of this condition will result in a requirement to permanently remove the vegetation from the site.

70. Vegetation in excess of six feet in height shall not obstruct the primary view of existing residences located within a 1,000-foot radius at any given time (given consideration of its future growth).

71. Plantings required for fuel modification must be native, drought-tolerant species and shall blend with the existing natural vegetation and natural habitats on the site.

72. Use of wood chips and shredded rubber is prohibited anywhere on the site. Flammable mulch material, including shredded bark, pine needles, and artificial turf, are prohibited between zero and five feet of a structure. Non-continuous use of flammable mulch (excluding wood chips and shredded rubber) is allowed between 5 and 30 feet from the eave/overhang of a structure with limited application areas. Any mulch materials (excluding wood chips and shredded rubber) are allowed 30 feet or more from a structure with no limitation on application area.

73. Delete Dragon tree (*Dracaena draco*) from the planting plan along the PH frontage. All street frontage trees are limited to species natives to the Santa Monica Mountains.

Environmental Health

74. 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 MMC Chapters 15.40, 15.42, 15.44, and LIP Chapter 18 related to continued operation, maintenance and monitoring of the OWTS.

75. Prior to final Environmental Health approval, a final OWTS plot plan 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).

76. 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 final OWTS design drawings shall be submitted to the City Environmental Health Administrator with the designer's wet signature, professional registration number and stamp (if applicable).

77. Any above-ground equipment associated with the installation of the OWTS shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall not be higher than 42 inches tall.

78. 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 fixture equivalents, and/or the subsurface effluent dispersal system acceptance rate. The 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. 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;

c. 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 fixture units and building occupancy characteristics; and

d. 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.

79. Prior to final Environmental Health approval, the construction plans for all structures and/or buildings with reduced setbacks must be approved by the City Building Safety Division. The architectural and/or structural plans submitted to Building and Safety plan check must detail methods of construction that will compensate for the reduction in setback (e.g., waterproofing, concrete additives, etc.). For complex waterproofing installations, submittal of a separate waterproofing plan may be required. The architectural/structural/ waterproofing plans must show the location of OWTS components in relation to those structures from which the setback is reduced, and the plans must be signed and stamped by the architect, structural engineer, and geotechnical consultants (as applicable).

80. Prior to final Environmental Health approval, the applicant shall provide engineer's certification for reduction in setbacks to buildings or structures: All proposed reductions in setback from the OWTS to structures (i.e., setbacks less than those shown in MMC Table 15.42.030(E)) must be supported by a letter from the project structural engineer and a letter from the project soils engineer (i.e., a geotechnical engineer or civil engineer practicing in the area of soils engineering). Both engineers must certify unequivocally that the proposed reduction in setbacks from the treatment tank and effluent dispersal area will not adversely affect the structural integrity of the OWTS, and will not adversely affect the structural integrity of the structures for which the Table 15.42.030(E) setback is reduced. Construction drawings submitted for plan check must show OWTS components in relation to those structures from which the setback is reduced. All proposed reductions in setback from the OWTS to buildings (i.e., setbacks less than those shown in Table 15.42.030(E)) also must be supported by a letter from the project architect, who must certify unequivocally that the proposed reduction in setbacks will not produce a moisture intrusion problem for the proposed building(s). If the building designer is not a California-licensed architect, then the required architect's certification may be supplied by an engineer who is responsible for the building design with respect to mitigation of potential moisture intrusion from reduced setbacks to the wastewater system. In this case, the engineer must include in his/her letter an explicit statement of responsibility for mitigation of potential moisture intrusion. If any specific construction features are proposed as part of a moisture intrusion mitigation system in connection with the reduced setback, then the architect or engineer must provide associated construction documents for review and approval during Building Safety Division plan check. The wastewater plans and the construction plans must be specifically referenced in all certification letters.

81. All project architectural plans and grading/drainage plans shall be submitted for Environmental Health review and approval. The floor plans must show all drainage fixtures, including in the kitchen and laundry areas. These plans must be approved by the Building Safety Division prior to receiving Environmental Health final approval.

82. 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 onsite wastewater treatment system serving subject property is an advanced method of sewage disposal pursuant to the MMC. Said covenant shall be provided by the City of Malibu Environmental Health Administrator. Submit a certified copy issued by the City of Malibu Recorder.

83. A covenant running with the land shall be executed by the property owner and recorded with the Los Angeles County Recorder's Office. Said covenant shall serve as constructive notice to any successors in interest that: 1) the private sewage disposal system serving the development on the property does not have a 100 percent expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)), and 2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in the use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair. Said covenant shall be in a form acceptable to the City Attorney and approved by the City Environmental Sustainability Department.

84. Proof of ownership of subject property shall be submitted to the City Environmental Health Administrator.

85. An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed OWTS.

86. Prior to final Environmental Health approval, 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 OWTS after construction shall be submitted. Only original wet signature documents are acceptable and shall be submitted to the City Environmental Health Administrator.

87. 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 City of Malibu Recorder's Office. 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 MMC. Said covenant shall be provided by the City of Malibu Environmental Health Administrator.

88. The City geotechnical consultant reviewers final approval shall be submitted to the City Environmental Health Administrator.

89. The City Biologist's final approval shall be submitted to the City Environmental Health Administrator. The City Biologist shall review the OWTS design to determine any impact on Environmentally Sensitive Habitat Area if applicable.

90. In accordance with MMC Chapter 15.44, prior to Environmental Health approval, an application shall be made to the Environmental Sustainability Department for an OWTS operating permit.

91. The applicant/property owner must submit wastewater plans, and all necessary supporting forms and reports to the Los Angeles Regional Water Quality Control Board (RWQCB) to assure compliance with the California Water Quality Control Plan, Los Angeles Region

(Basin Plan). Prior to the issuance of any City-issued development permits, RWQCB Waste Discharge Requirements shall be obtained and submitted to the City of Malibu Environmental Health Administrator.

Geology

92. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City Geologist 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 Geologist prior to the issuance of a grading permit.

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

Public Works

Street Improvements

94. The Project proposes to construct a new driveway and other improvements within Caltrans' right-of-way. Prior to the Public Works Department approval of the grading or building permit, the applicant shall obtain encroachment permits from Caltrans for the proposed improvements.

95. The Project must comply with all applicable Caltrans requirements.

Grading/Drainage

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

97. A grading and drainage plan containing the following information shall be submitted to the Public Works Department for approval, 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 is 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;
g. Private 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; and
h. 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.

98. 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.

99. 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 grading or building permit issuance. 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 street and any drainage easements.

Stormwater

100. 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
	Sandbag 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 with 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.

101. A Storm Water Management Plan (SWMP) shall be submitted for review and approval of the Public Works Director. The SWMP shall be prepared in accordance with the LIP Section 17.3.2 and all other applicable ordinances and regulations. The SWMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the pre-development and post-development drainage of the site. The SWMP shall identify the site design and source control BMPs that have been implemented in the design of the project. The SWMP shall be reviewed and approved by the Public Works Department prior to the issuance of the grading or building permit for this project.

102. A Water Quality Mitigation Plan (WQMP) shall be submitted for review and approval of the Public Works Director. The WQMP shall be prepared in accordance with the LIP Section 17.3.3 and all other applicable ordinances and regulations. 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 following elements shall be included within the WQMP:
    a. Site Design Best Management Practices (BMPs);
    b. Source Control BMPs;
    c. Treatment Control BMPs;
    d. Drainage improvements;
    e. Methods for onsite percolation, site re-vegetation and an analysis for off-site Project impacts;
    f. Measures to treat and infiltrate runoff from impervious areas;
    g. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure;
    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 measures installed during construction prior to the issuance of grading or building permits; and
    i. The WQMP shall be submitted to the Building Safety Division 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. Once the plan is approved and stamped by the Public Works Department, the original signed and notarized document shall be recorded with the County Recorder. A certified copy of the WQMP shall be submitted prior to the Public Works Department approval of building plans for the Project.

Miscellaneous

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

104. 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.

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

Swimming Pool and Spa

106. 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 (including tributaries).

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

107. 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.

Commercial Development

108. All commercial developments shall be designed to control the runoff of pollutants from structures, parking and loading docks. The following minimum measures shall be implemented to minimize the impacts of commercial developments on water quality:
    a. Proper design of loading and unloading docks.
        i. Cover loading/unloading dock areas or design drainage to minimize run-on and runoff of storm water.
        ii. Direct connections to storm drains from depressed loading/unloading docks are prohibited.
    b. Properly design Repair/Maintenance Bays
        i. Repair/maintenance bays must be indoors or designed to prohibit storm water runoff or contact with storm water runoff.
        ii. Repair/maintenance bays shall be designed to capture all wash water, leaks, and spills. Connect drains to a sump for collection and disposal: Direct connection of the repair/maintenance bays to the storm drain is prohibited. Obtain an Industrial waste discharge permit if required.

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

d. Properly designed Parking Lots (5,000 square feet of impervious surface or 25 parking spaces.)
    i. Minimize impervious surfacing for parking area.
    ii. Infiltrate runoff before it reaches a storm drain system.
    iii. Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used.
    iv. Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal system fouling and plugging prevention control.

Restaurants

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

Trash Storage Areas

110. Trash container areas must have drainage from adjoining roofs and pavement diverted around the area.

111. Trash container areas must be screened or walled to prevent off-site transport of trash.

Outdoor Material Storage

112. Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as a cabinet shed or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.

113. The storage areas must be paved and sufficiently impervious to contain leaks and spills.

114. The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

Prior to Final Sign-Off/Prior to Occupancy

115. Prior to the issuance of a Certificate of Occupancy, the City Biologist shall inspect the Project site and determine that all planning conditions have been implemented to protect natural resources in compliance with approved plans and this resolution.

116. Prior to a final Building inspection, the applicant shall provide the Environmental Sustainability Department a final Waste Reduction and Recycling Summary Report

(WRRP Summary Report). The final Summary Report shall designate all materials that were land filled or recycled, broken down by material types. The Environmental Sustainability Department shall approve the Final Summary Report.

117. Prior to, or at the time of a Planning final inspection, the property owner / applicant shall submit to the Planning Department the plumbing permit for the irrigation system installation signed off by the Building Safety Division.

118. The applicant shall request a final Planning Department inspection prior to final inspection by the City of Malibu Environmental and Sustainability Department. A final approval and Certificate of Occupancy shall not be issued until the Planning Department has determined that the Project complies with this CDP. 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.

119. 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.

Deed Restrictions

120. The property owner(s) are 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 approval.

121. 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. 13-19. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval.

Fixed Conditions

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

123. 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.

Mitigation Measures

124. Worker Education and Unanticipated Discovery Response. A qualified paleontologist as approved by the City of Malibu and the Los Angeles County Natural History Museum Vertebrate Paleontology Department shall be retained prior to ground-disturbing activities associated with construction of any individual project phase. Prior to ground-disturbance,

the qualified paleontologist shall provide the construction crew(s) a brief summary of the paleontological potential of the underlying geology, the rationale behind the need for protection of paleontological resources, information on the initial identification of paleontological resources, and procedures to implement in the event paleontological resources are discovered.

In the event paleontological resources are uncovered at any point during construction activities, the Construction Contractor shall halt ground-disturbing activities and notify the Paleontologist and City, at which time the Paleontologist shall conduct an on-site inspection of the discovery, make a preliminary taxonomic identification, determine whether further action is required, and recommend measures for further evaluation, and/or collection of the resource as appropriate.

a. Ground-disturbance shall not resume in the vicinity of the of the discovery until the Paleontologist has assessed the resource.
b. The Paleontologist hall have the authority to halt and/or redirect construction activities to allow a reasonable amount of space and time to evaluate potential resources.
c. Significant resources shall be collected, prepared, and curated with an accredited institution as determined necessary by the Paleontologist.

125. Construction Noise Control. All construction machinery and delivery trucks shall be maintained to the highest level of performance, and shall be outfitted with all noise reduction accessories, e.g., mufflers, enclosures, etc., that are offered by the equipment manufacturers. The construction site shall be laid out such that materials are stored and staged near the southwestern edge of the site to maximize the distance from the residence and daycare. A temporary barrier capable of reducing the intensity of sound shall be erected between the project site and the school during the construction period. Prior to construction, all residences within 500 feet of the property line shall be individually notified of the project's construction schedule. Prior to construction, a sign shall be posted on the site that is legible from at least 50 feet off-site. The sign shall include a telephone number that residents can call to inquire about the construction process and to register complaints. The project applicant shall designate a "noise control coordinator" who will reply to all construction noise-related questions and complaints. Pile driving shall not be conducted on-site unless approved by the City.

126. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited, except that ambient music is allowed in the swimming pool and hallway areas, as long as it is not audible within five feet of any neighboring building, and the applicant prepares a noise study.

127. In the event that Tribal Cultural Resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 75-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Lead Agency or Project manager shall contact the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians to consult if any such find occurs within areas culturally and traditionally affiliated with the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians.

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

PASSED, APPROVED AND ADOPTED this 17th of July 2023.

SKYLAR PEAK, Planning Commission Chair

ATTEST:

REBECCA EVANS, Recording Secretary

LOCAL APPEAL – Pursuant to LIP Section 13.20 (Appeals), 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 10 days and shall be accompanied by an appeal form and filing fee, as specified by the City Council. Appeal forms and fee schedule may be found online at www.malibucity.org/planningforms, in person at City Hall, or by calling (310) 456-2489, extension 245.

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. 23-24 was passed and adopted by the Planning Commission of the City of Malibu at the special meeting held on the 17th of July 2023 by the following vote:

AYES:	3	Commissioners: Jennings, Peak and Smith
NOES:	1	Commissioner: Hill
ABSTAIN:	1	Commissioner: Mazza
ABSENT:	0	

REBECCA EVANS, Recording Secretary

Commission Agenda Report

Planning Commission Meeting
04-17-23
Item 5.B.

To: Chair Smith and Members of the Planning Commission

Prepared by: Adrian Fernandez, Assistant Planning Director

Approved by: Richard Mollica, Planning Director

Date prepared: April 4, 2023 Meeting date: April 17, 2023

Subject: Malibu Inn Motel - Coastal Development Permit No. 09-067, Mitigated Negative Declaration No. 20-003 and Initial Study No. 20-003, Conditional Use Permit No. 18-002, Variance Nos. 18-030, 18-031, and 20-035, and Site Plan Review No. 18-025 – An application for development of a motel project

Location: 22959 Pacific Coast Highway, within the appealable coastal zone
APN: 4452-019-005
Owner: Surfrider Plaza, LLC

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 23-24 (Attachment 1) pursuant to the California Environmental Quality Act (CEQA), adopting Mitigated Negative Declaration (MND) No. 20-003 and Initial Study (IS) No. 20-003 and approving Coastal Development Permit (CDP) No. 09-067 for the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop bar area, grading, retaining walls, landscaping, a new onsite wastewater treatment system (OWTS) and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; Conditional Use Permit (CUP) No. 18-002 for a motel in the Commercial Visitor Serving-1 (CV-1) zoning district and sale of alcohol; including Variance (VAR) No. 18-030 for construction on slopes steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, VAR No. 20-035 for surface parking within the required front yard setback, and Site Plan Review (SPR) No. 18-025 for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof, located in the Commercial Visitor Serving-1 (CV-1) zoning district at 22959 Pacific Coast Highway (PCH) (Surfrider Plaza, LLC); and request direction from the Planning Commission about whether the rooftop swimming pool and spa are uses authorized in the CV-1 zoning district.

DISCUSSION: This agenda report provides a Project overview, summary of the Project setting and surrounding land uses, description of the Project, an analysis of the Project's consistency with applicable 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 Project is consistent with the LCP and MMC.

In a 2011 submittal to the Regional Water Board, the project estimated an average wastewater flow of 1,700 gallons per day (gpd). At the time of Dr. Kang's more recent review of the project, the average flow was 2,704 gpd. According to Dr. Kang, the average flow was not allowed to increase over the estimates provided in 2011. Additionally, the project's OWTS was designed without a future dispersal area expansion. Dr. Kang suggested that the dispersal area shall be designed with a 100 percent future expansion area. Dr. Kang concurred that it was the City's responsibility to administer the OWTS design standards for OWTSs in the prohibition area as established in the City's agreement with the Regional Water Board.

The OWTS design report and OWTS plans for 22959 Pacific Coast Highway had several revisions between March 2022 and January 2023 to meet the Regional Water Board recommendations with the advanced OWTS. This includes a 10,000-gallon equalization tank to collect daily flow and meter it at a maximum of 1,700 gpd, a future dispersal field, and an advance OWTS that is designed and operated to meet the most stringent effluent limits established for the site by the Ocean Plan, Basin Plan, and the General Waste Discharge Requirements (WDR) Order R4-2019-0024. The Regional Water Board recommended limits from the General WDR Order R4-2019-0024 for advance OWTS, which requires discharges from a secondary treatment system to meet bacteria standards for total coliform limitations of 23 MPN/100 mL (millilitres)[2] weekly and 240 MPN/100 mL monthly.

Aside from the Regional Water Board's recommendations, Tetra Tech, a third-party consulting firm that helps the City Environmental Health Division with complex project reviews, recommended effluent limits for biochemical oxygen demand, total suspended solids, and weekly/monthly effluent limits for total coliform. The final revision of the OWTS design report meets all recommendations from the City Environmental Health Division, Regional Water Board and Tetra Tech. On January 20, 2023, the Conformance Review for the project was deemed complete.

The project includes a rooftop swimming pool. The swimming pool was brought to question at the last public hearing; specifically, whether the swimming pool is a permitted, conditionally permitted or not permitted use in the CV-1 zone. The code is not clear on this matter. The Malibu Municipal Code (MMC) does not mention whether pools are permitted, conditionally permitted or accessory to any primary use other than for residences. The LIP

[2] Formula to evaluate fecal coliform bacteria count in wastewater.

is similar but identifies pools for recreational facilities as a conditionally permitted use. Both the MMC and LIP permit health clubs and conditionally permit motels, which are known to include swimming pools. The commercial office building, the Tide Pool, across the street was granted a CDP for the construction of a swimming pool without a CUP. It is possible that the pool was approved because as a use that is incidental to commercial development it was not necessary to be listed as its own separate land use. Staff is seeking direction from the Planning Commission about whether it finds the pool to be a permitted, conditionally permitted or not permitted use. If the Commission finds that the pool is a permitted or conditionally permitted use, the resolution can be adopted as is. If the pool is found not to be a permitted use, the Commission may request staff to bring back a revised resolution as a consent item.

The project civil engineer re-evaluated the grading plans and grading quantities. In the process, they found an error in the grading quantities. Originally, there was a large amount of soil displaced to accommodate access into the subterranean garage. However, the applicant revised the design to both keep most of that soil while providing access to the garage through a tunnel and for the motel to comply with the height limit as measured from finished grade, but the grading sheet was not updated to reflect this revision. Revised grading plans and grading certificate have now been provided (Attachment 2). These revisions reduced the total non-exempt grading amount to 727 cubic yards, which is less than the maximum allowed. Therefore, VAR No. 18-029 was removed from the project.

The code requires one parking space for each keyed room and one parking space for the average, per-shift number of employees. Unfortunately, the code does not define “average, per-shift number of employees”. This could mean the average as calculated for every shift, per day or weekly. The applicant provided the following per shift breakdown:

- Night Manager Shift - 10 p.m. – 4 a.m. (1 person for 6 hours). 1 Manager
- Morning Manager Shift - 4 a.m. – 10 a.m. (1 person for 6 hours). 1 Manager
- Early Day Shift 10 a.m. – 4 p.m. (6 people for 6 hours). 2 maids, 1 chef, 1 server, 1 bartender and 1 manager
- Afternoon Shift - 4 p.m. – 10 p.m. (4 people for 6 hours). 1 manager, 1 chef, 1 server and 1 bartender

Based on this calculation, the average employee per shift is three (12 divided by 4). The project provides four parking spaces for employees. The applicant has agreed not to pursue vehicle lifts or stacked parking with this application. A condition of approval is included in the previous resolution for the project that no more than five employees can be at the site at any one shift. The condition has been revised to permit up to six employees based on the shift breakdown above. While lifts and stacked parking would provide extra parking spaces, these parking spaces are not permitted to count towards required parking spaces and additional employees/required parking spaces would be needed to operate valet services. The applicant also did not pursue an approval from the Public Works

Department to demonstrate safe operation of valet services onsite. Therefore, stack and valet parking are not part of this application.

Project Overview

The proposed Malibu Inn Motel (Project) is a 20-room motel with associated amenities, including a rooftop deck with a swimming pool, spa and bar (Attachment 2 – Project Plans). The Project Site is the 51,352 square foot (1.18 acre) parcel located adjacent to the north (inland) side of PCH, and across the highway from the Malibu Pier (Figure 1 – Project Site Vicinity Map/Aerial). The Project Site is located in the CV-1 zoning district and the proposed motel is a conditionally permitted use in the CV-1 zone.

Figure 1 – Project Site Vicinity Map/Aerial



Source: Bing Maps

On November 4, 2009, the subject application was submitted for a former project consisting of a new commercial plaza providing 7,713 gross square feet of floor area

between two buildings and 82 surface and subterranean parking spaces. This former project also included a retaining wall of up to 62 feet, 2 inches in height above finished grade (with a total height of 77 feet, 5 inches above the bottom of the subterranean parking level).

On November 5, 2009, the Los Angeles Regional Water Quality Control Board (LARWQCB) approved Resolution No. R4-2009-007, banning the use of OWTS in the area. On September 21, 2010, the State Water Regional Control Board (SWRCB) approved that same resolution, thereby amending the State Basin Plan. The adopted plan for a specific Prohibition Area, which includes the Project Site, included the following mandates:

- All commercial properties must cease wastewater discharge by 2015;
- All residential properties must cease wastewater discharge by 2019; and
- No new wastewater discharge is allowed from any property in the prohibition boundary, except for those listed within the Resolution under Table 4-zz.

Since an application for the Project Site was submitted prior to the adoption of Resolution No. R4-2009-007, the application is listed on Table 4-zz as being eligible for a new OWTS.[3]

An IS/MND was prepared and published for the former project. On June 27, 2017, the Environmental Review Board (ERB) review the former project and the IS/MND and provided recommendations.

On June 11, 2018, the applicant submitted revised plans for a new motel instead of the previously submitted commercial retail plaza. The revised project plans were then routed to all applicable City departments and County agencies for review. IS/MND No. 20-003 was prepared and published for the revised project.

A CDP and CUP are required to permit the Project. The Project also requires approval of four variances from development standards established under the MMC Section 17.40.080 and LCP Local Implementation Plan (LIP) Sections 3.5, 3.8 and 8.3(C). With City approval of the requested entitlements, including VARs, SPR and CUP, the would be consistent with the MMC and LCP. Table 1 provides a summary of the required entitlements.

Table 1 – Required Project Entitlements	
Application	**Description**

[3] At its February 2, 2017 Board Meeting, the LARWQCB approved an updated Memorandum of Understanding (MOU) with the City that extends the deadlines by which properties must cease discharging from septic systems and connect to the CCWTF. The updated MOU extends the schedule for the Phase 3 area from 2025 to November 2028.

CDP No. 09-067	Required for development in the Coastal Zone in accordance with LIP Section 13.3
CUP No. 18-002	For a new motel in the CV-1 zoning district and sale of alcohol
VAR No. 18-030	For construction on slopes steeper than 3 to 1
VAR No. 18-031	For a retaining wall that is an integral part of the building in excess of 12 feet in height
VAR No. 20-035	For surface parking within the required front yard setback
SPR No. 18-025	For a building height in excess of 18 feet not to exceed 24 feet for a flat roof.
IS/MND No. 20-003	Adoption as required by CEQA

Project Setting and Surrounding Land Uses

Table 2 provides a summary of the lot dimensions and lot area of the Project Site.

Table 2 – Total Project Site Data	
Lot Depth	237 feet, 2 inches
Lot Width	215 feet, 10 inches
Gross Lot Area	51,352 square feet (1.18 acres)
Area Comprised of 1:1 Slopes	0 square feet
Area Comprised of Easements	0 square feet
Net Lot Area*	**51,352 square feet (1.18 acres)**

*Net Lot Area=Gross Lot Area minus the area of public or private future street easements and 1:1 slope.

The Project Site's land use designation pursuant to the Malibu General Plan is Commercial Visitor Serving (CV), and the zoning designation pursuant to the MMC and LCP is CV-1. The CV-1 district is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting. The allowable Floor Area Ratio (FAR) is 0.15.

Project Jurisdiction: The Project Site is located within the Appeal Jurisdiction of the California Coastal Commission (CCC) as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map, so the Project is appealable to the CCC. The Project Site has no trails on or adjacent to it according to the LCP Park Lands Map and is not within a designated Environmentally Sensitive Habitat Area (ESHA) or ESHA buffer as shown on the LCP ESHA and Marine Resources Map, which would trigger ERB review.

Project Setting: The Project Site is located in a commercial area of the City. The highest densities of development occur in the strip between the eastern City boundary and Pepperdine University. East of the Malibu Civic Center area, the land use pattern is characterized by a single lot depth of single-family and multi-family residential development. The Malibu Civic Center area contains the largest aggregation of existing and planned commercial uses in the City as well as Santa Monica College (under construction), regional administrative offices of the County of Los Angeles, library, and the

City of Malibu's offices. Uses included in the commercial area are food stores, restaurants, small general clothing and specialty shops, financial institutions, and entertainment establishments.

Surrounding Land Uses: The Project Site is situated on the north side of PCH, bordered on the south by PCH and commercial land uses zoned CV-1 on the west and east. The Aviation Nation restaurant/retail establishment is located to the west and a single-story commercial building containing Chabad of Malibu preschool and the Traveler Surf Club and Coastal Outpost to the east. The Malibu Plaza, a contemporary three-story commercial mixed-use building, is located 175 feet east of the Project Site, adjacent to the north side of PCH and east of the Malibu Surf Shack. A single-family home is located to the north on Sweetwater Mesa Road on the top of the slope overlooking the Project Site. A public parking lot is located across PCH from the Project Site, adjacent to the Malibu Pier, the beach, and the Pacific Ocean (see Figure 1).

PCH, bordering the Project Site, is approximately 85 feet wide from curb to curb and supports five lanes, including two travel lanes in both directions and a center left-turn lane. Curbside parallel parking is available along the Project Site frontage with more limited available curbside parking located across PCH. Complete sidewalks are present on both sides of the roadway. The nearest signalized intersection along PCH, at its intersection with the Malibu Pier approximately 150 feet west of the site, supports a pedestrian crosswalk and access to the Malibu Pier and driveway access to the Malibu Inn.

In the span between Malibu Beach and 22445 PCH (within approximately 1 mile to the east) there are currently 20 properties zoned CV-1 and one property zoned CV-2.

Table 3 summarizes the immediate surrounding land uses.

Table 3 – Surrounding Land Uses

	Address/ APN	Size	Zone	Land Use
North	3556 Sweetwater Mesa	2.49 acres	RR-1	Single-Family Residence
East	22941 PCH	0.12 acre	CV-1	Chabad of Malibu
West	22969 PCH	0.69 acre	CV-1	Restaurant (Aviation Nation Dreamland); and Retail (Aviation Nation)
South	23000 PCH	1.57 acres	POS	Malibu Pier/Public Parking Lot

Source: City GIS

Existing Development

The southern 30 percent of the Project Site is currently improved with a privately operated, commercial, stand-alone surface parking lot that maintains 40 parking spaces. The northern 70 percent of the Project Site consists of a steep slope that rises approximately 190 feet above PCH, with the parking lot situated at the base of this slope. The slope face is sparsely vegetated, supporting primarily non-native grassland and weedy vegetation.

The existing parking lot on the Project Site currently has no direct access to PCH. There is an existing curb cut east of the Project Site but the lot's boundary abutting PCH is fenced off with a chainlink fence. The parking lot is accessed from PCH via a shared driveway that crosses the westerly adjacent property at 22969 PCH. The property at 22969 PCH is developed with a commercial building which is currently occupied by a new restaurant, Aviation Nation Dreamland (formally Casa Escobar and Malibu Inn), and a retail store, Aviation Nation ("Aviation Nation Site"). Twenty-three of the required parking spaces for the Aviation Nation Site are located on the Project Site pursuant to a Joint Use Parking Agreement (JUPA).

The Project Site is subject to two covenants:

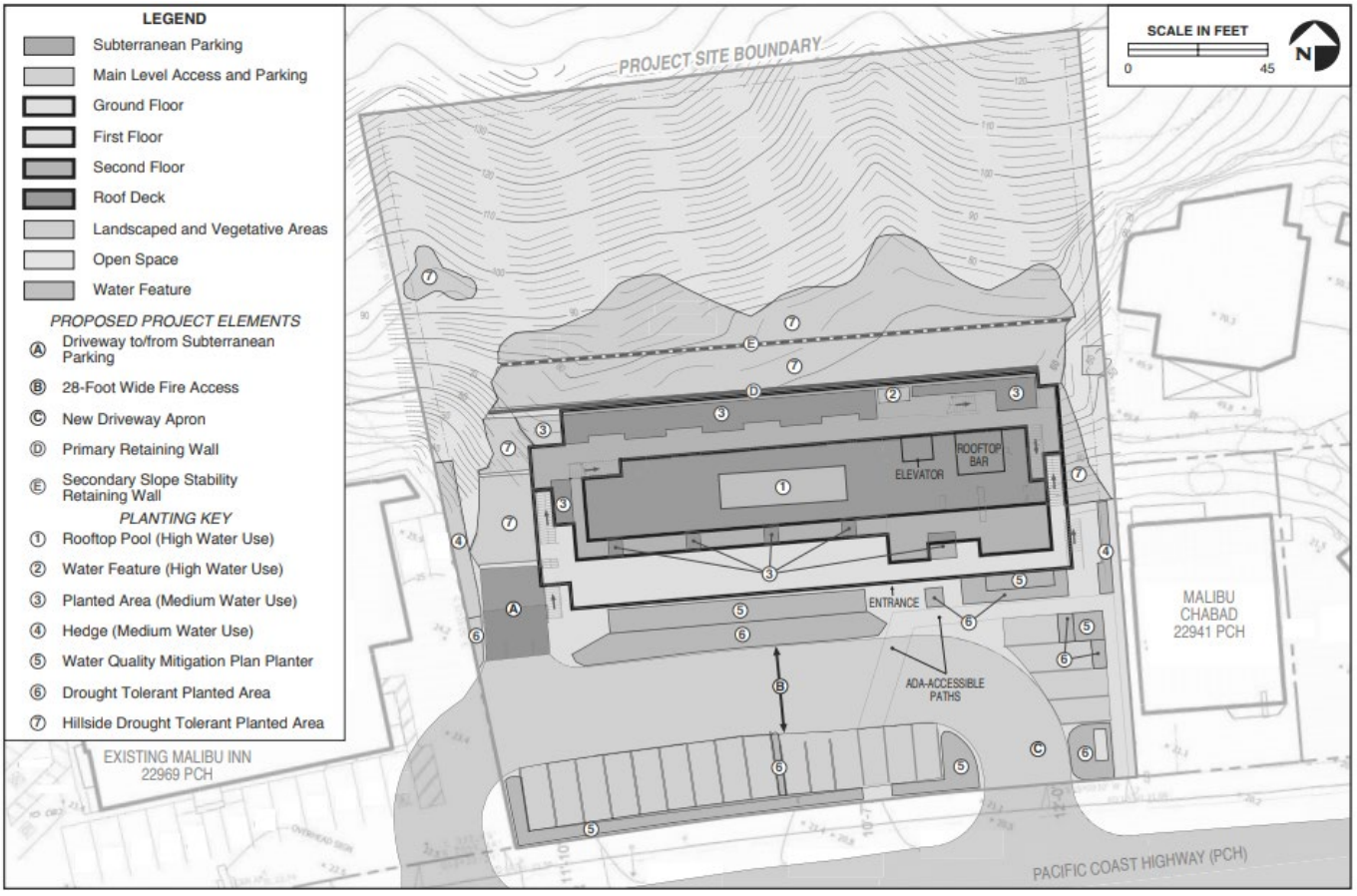
- A JUPA – There is an existing JUPA in place whereby a total of 23 parking spaces on the Project Site are dedicated to the Aviation Nation Site; and
- A Wastewater Treatment Covenant – There is a covenant recorded on the Project Site for the future expansion of the Aviation Nation Site septic system leachfield.

The two properties would continue to be subject to the Wastewater Treatment Covenant and a modified JUPA. Under the recently approved JUPA, a total of 23 donor parking spaces to the Aviation Nation Site are required to be provided by the Project Site. The Project proposes 47 spaces, of which 23 donor parking spaces would be provided in compliance with these parking requirements. Of the remaining 24 parking spaces, 23 are required for the proposed motel and a surplus of one space.

Project Description

The Project involves the redevelopment of the Project Site with a two-story motel, providing 7,693 square feet of floor area (0.15 FAR), with 20 motel rooms and suites, and 47 compliant surface and subterranean parking spaces, which may also be stacked to provide additional parking spaces beyond those required. The ground floor of the building consists of the lobby and a valet parking garage. The main and upper floors accommodate the rooms and suites. A rooftop deck with swimming pool, spa and bar is proposed (Figure 2 – Conceptual Site Plan).

Figure 2 – Conceptual Site Plan



Source: Project Plans

As proposed, the FAR, building setbacks, landscaping, open space, and number and dimensions of parking spaces conform to the development standards of the MMC and LCP. The proposed height, parking front yard setback, grading and retaining wall height are also designed to be compliant with the MMC and LCP development standards, and can be approved pursuant to the requested VARs, and SPR.

Table 4 – Proposed Development Plan Summary	
Site Area	51,352 square feet
Floor Area (0.15 FAR)	7,702.8 square feet
Motel Total FAR	7,693 square feet
Roof Deck	3,139 square feet
Subterranean Parking Garage	9,881 square feet
Total Landscape and Open Space	
Open Space Area	27,652 square feet
Landscaped Area	29,173 square feet
Total Onsite Parking	**47 spaces**
At Grade Surface Parking	18 spaces
Subterranean Parking	29 spaces

FAR: FAR establishes the total allowable square footage for commercial development pursuant to the commercial development standards contained in LIP Section 3.8. Pursuant to LIP Section 3.8(A)(5)(a), the gross square footage of all buildings on a given parcel shall be limited to a maximum FAR of 0.15, or 15 percent of the lot area (excluding any street rights of way). For the Project Site, that equates to:

- 0.15 FAR: The allowable FAR is 7,703 square feet. 7,693 square feet of FAR is proposed.

The development standards for commercial development regulate density based upon Lot Area and Floor Area, and the associated FAR calculation.

- Lot Area is defined as — the total area within the lot lines of a lot, excluding any street rights of way.

- Floor Area is defined as — the sum of the gross horizontal areas of the several floors of a building measured from the interior face of exterior walls, or from the centerline of a wall separating two buildings. Floor area does not include interior parking spaces, loading space for motor vehicles, vehicular maneuvering areas, or any space where the floor-to-ceiling height is less than 6 feet. (LIP Section 2.1)

- FAR is defined as — the formula for determining permitted building area as a percentage of lot area; obtained by dividing the above-ground gross floor area of a building or buildings located on a lot or parcel of land by the total area of such lot or parcel of land. FAR does not include interior parking spaces, including its maneuvering and loading space, and below ground floor area. (LIP Section 2.1)

Landscape and Open Space: The commercial development standards further regulate density by requiring that a certain percentage of lot area be devoted to landscaping and open space. Pursuant to LIP Section 3.8(A)(5)(b) 40 percent of lot area shall be devoted to landscaping and an additional 25 percent of the lot area shall be devoted to open space. For this Project Site, that equates to:

- Landscaping at 40% of lot area – The required landscaping area is 20,541 square feet and 29,173 square feet is proposed.

- Open Space at 25% of lot area – The required open space area is 12,838 square feet, which may include courtyards, patios, natural open space and additional landscaping, but not parking lots, buildings, exterior hallways and stairways, and 27,652 square feet is proposed.

Access and Parking: LIP Section 3.14 provides specific parking requirements and parking development standards, including location, access, screening and layout.

Access – The development proposes to use the existing, unused driveway on PCH at the eastern edge of the Project Site for direct access to the Project Site. The existing driveways at the adjacent Aviation Nation Site, including one signalized driveway, would also continue to provide vehicle access to the Project Site from the west. One of the four driveway cuts to the Aviation Nation Site is conditioned to be removed as it is not required for circulation and, in fact, is not considered safe. Since the Project Site will continue to provide shared parking to the Aviation Nation Site, an internal access is provided, and the parking lots will remain connected so that shared parking operations do not require entering PCH.

Parking – The required number of parking spaces for the Project, as per LIP Sections 3.14.2 and 3.14.3 is as follows: one parking space for each lodging unit (keyed room) is required, totaling 20 spaces; in addition to one space for the average, per-shift number of employees, totaling 3 spaces. A total of 23 spaces are required for the Project.

The Project Site would continue to be subject to a JUPA with the Aviation Nation Site, under which the Project Site is required to provide enough parking spaces to support land uses on both properties. The number of spaces allocated to the adjacent Aviation Nation Site is 23.

The Project would provide 47 parking spaces, as detailed in Table 5, Proposed Parking Program.

Table 5 – Proposed Parking Program	
Required Parking	Number of Spaces
Lodging (20 units)	20
Average, per-shift number of employees	3
JUPA- Aviation Nation	23
Total Onsite Parking Required	**47 spaces**
Proposed Parking	Number of Spaces
Regular Parking	35 spaces
ADA Parking	3
Compact Parking	9
Total Onsite Parking Proposed	47 spaces

The onsite parking is located as follows:

- Subterranean Parking: 29 parking spaces are located in the proposed subterranean parking level, stacked parking space numbers in the subterranean parking have not been enumerated but would be additive to the minimum surface parking requirements of the LCP.

- Surface Parking: 18 spaces are provided in the at grade surface parking lot adjacent to PCH, which is located in the front yard setback. LIP Section 3.14.5(A)(2) provides that required parking spaces may only be located in interior side and rear setbacks, and no parking space for a commercial use, required or otherwise, shall be located in any required front or street-side setback area, unless regulations provide otherwise. The Project requires VAR No. 20-035 for these parking spaces to remain within the required front yard setback.

Height: The motel would reach a height of two stories or up to 24 feet above finished or natural grade, with an elevator shaft at 23 feet, 8 inches from finished grade at perimeter exterior walls (lowest grade). The remaining 34 percent of the Project Site closest to the top of the slope would be maintained as undeveloped open space. The commercial development standards regulate mass and visual impacts by regulating height and number of stories. Pursuant to LIP Section 3.8(A)(1), building height shall not be higher than 18 feet above natural or finished grade, whichever results in a lower building height and that in no event shall the number of stories above grade be greater than two. LIP Section 13.27 provides that the Planning Commission may allow heights up to 24 feet for flat roofs.

- A 24-foot tall, two-story motel building with a rooftop deck and pool, and subterranean parking is proposed to be notched into the hillside. The motel would reach a height of two stories or up to 24 feet for a flat roof above the lowest grade.

- Full site development would be enabled by construction of a retaining wall at the north side of the motel structure along to retain the graded slope and would extend up to 46 feet in height above the surface parking lot (with a total height of 50 feet

above the bottom of the subterranean parking level), constructed to secure the slope following excavation. However, most of the retaining is subterranean with a maximum height of 21 feet, 10 inches exposed above grade. Up to 11 feet, 10 inches of the exposed retaining wall projects above the rooftop deck. From a line-of-sight, only a small portion of the wall will be visible above the proposed motel from PCH.

Setbacks: A setback is the distance by which a structure or an addition to a structure must be separated from a parcel line, natural feature, other structure, road, right-of-way, or easement. Building setbacks are intended to provide open areas around structures for visibility, access to and around structures for safety and convenience purposes, access to natural light, ventilation and direct sunlight, separation of incompatible land uses, space for privacy and landscaping, protection of natural resources, and defensible space against fire.

The Project's proposed setbacks are designed to be compliant with the City's LCP development standards. Pursuant to LIP Section 3.8(A)(2)(a)-(c), the required setbacks are as follows:

- Front yard: 20% of the total depth of the lot. The required setback is 47 feet, 5 inches. The proposed building setback is 61 feet and the surface parking is 5 feet. VAR No. 20-035 for surface parking within the required front yard setback.

- Side yard: Cumulatively at least 25% of the total width of the lot but, in no event, shall a single side yard setback be less than 10% of the width of the lot or 5 feet, whichever is greater. The required setbacks of 21 feet, 7 inches and 32 feet, 5 inches are proposed.

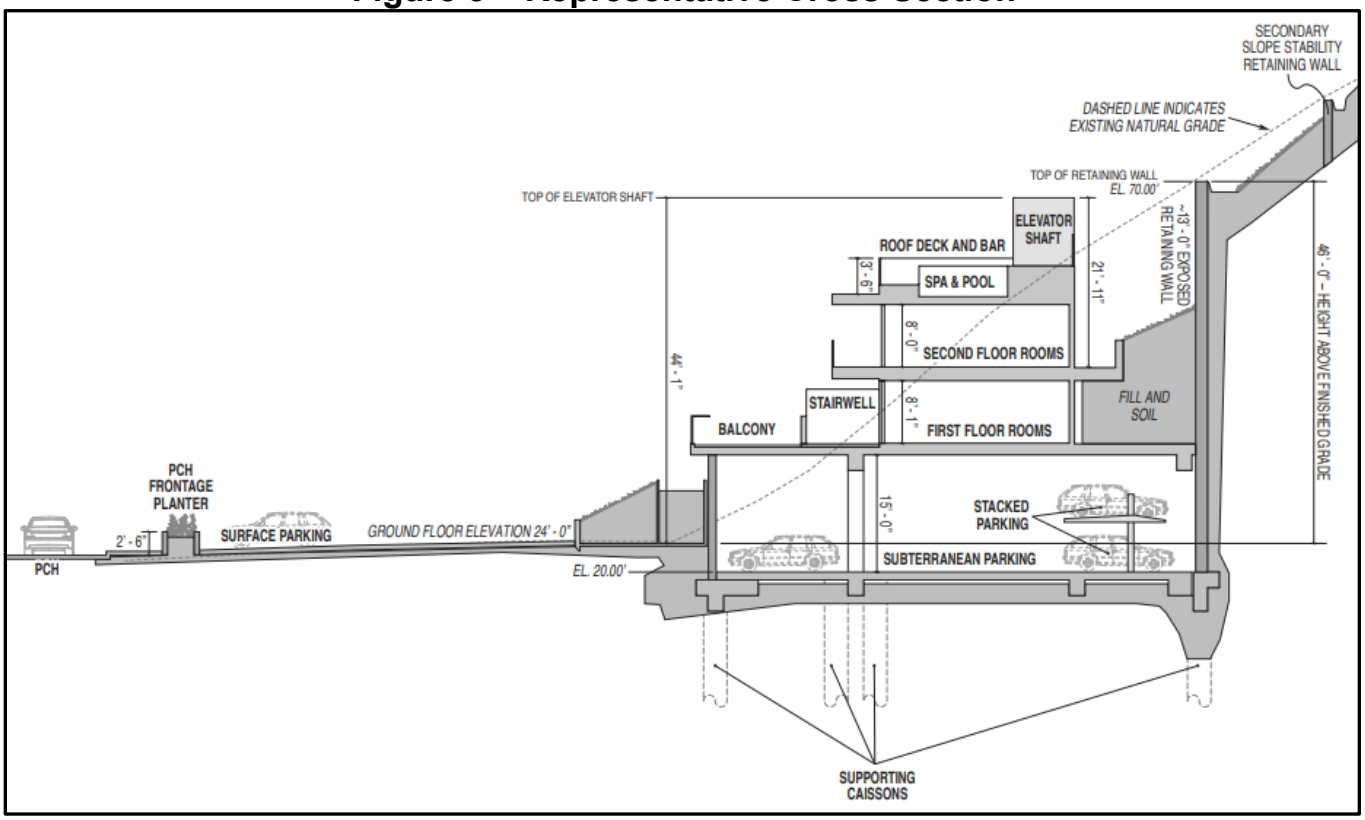
- Rear yard: Setbacks shall be at least fifteen percent of the lot depth or fifteen feet whichever is greater. The required setback is 35 feet, 7 inches. The proposed is 104 feet, 1 inch.

Grading and Retaining Wall: Project development requires grading and excavation of approximately 0.77 acre of the existing lower portion of the slope and existing parking lot to accommodate the two-story motel building (with a single level of subterranean parking and surface parking lot). A proposed retaining wall would be installed at the north side of the motel structure to retain the graded slope and would extend up to 46 feet in height above the surface parking lot (and 52.5 feet above the finished floor elevation of the subterranean parking level), constructed to secure the slope following excavation and to provide a 15-foot structural building setback from the slope. The slopes proposed for grading and construction of a retaining wall are steeper than a 3 to 1 slope (Figure 3 – Representative Cross Section).

Grading – The Project requires a total of 12,648 cubic yards of grading, with excavation of approximately 11,921 cubic yards of soil. Approximately 61 cubic yards of the excavated soil would be used as fill material onsite, while the remaining material (approximately 11,860 cubic yards) would be exported from the Project Site via roughly 581 to 847 heavy haul trucks, depending on the size of trucks utilized. Of the 12,648 cubic yards of total grading, 11,921 is understructure grading, which is an LIP exempt category from the total allowable. LIP Section 8.3(B) allows for 1,000 cubic yards of non-exempt grading per acre of commercial development, allowing 1,180 cubic yards of non-exempt grading on the Project Site. The total amount of non-exempt grading is 727 cubic yards, which is less than the maximum allowed non-exempt grading amount.

Retaining Wall – Project development requires the construction of a retaining wall at the northern edge of the proposed motel building. The retaining wall would rise to a height of 46 feet above the surface parking lot. However, as the retaining is behind the proposed two-story motel building, the motel building will obstruct most of the retaining wall from a line-of-sight perspective taken from PCH. LIP Section 8.3(C) limits the height of vertical cut up to 12 feet for a retaining wall that is an integral part of the structure. VAR No. 18-031 is requested for the proposed installation of a retaining wall taller than 12 feet. VAR No. 18-030 is requested for the siting of structures on slopes steeper than a 3 (horizontal) to 1 (vertical).

Figure 3 – Representative Cross Section



Source: Project Plans

Events: The rooftop deck and amenities would be used by motel guests on a daily basis. Per the MMC, events that would bring in visitors can be held onsite in the motel subject to City approval of a Temporary Use Permit (TUP).[4] Typical events include weddings, B'nai Mitzvahs, parties, corporate events, and other festivities. Pursuant to MMC Section 17.68.010, TUPs are limited to six events per calendar year.

Any increased permanent noise during the operation of the Project would be controlled by the noise regulations contained in MMC Chapter 8.24.

The Project Site is buffered from surrounding residential areas by open space and the incorporation of additional landscaping. The design of the proposed building would also serve as a barrier that reduces noise transmission, as patios would face away from residential areas and the building would contain some vehicle noise within the subterranean parking garage. The Project does not propose amplified sound (music, concerts, etc.).

Site Lighting: In accordance with LIP Sections 4.6.2 and 6.5(G) and MMC Chapter 17.41, the Project would include installation of low intensity, shielded light fixtures, including a color temperature of proposed lighting less than 3,000 Kelvin. Sources of lighting would include interior lighting, exterior wayfinding, and security lighting. Open public areas, such as parking lots, would be lit by both wall-mounted and free-standing path lights. Pathways immediately adjacent to buildings would generally be lit with free standing, downward facing LED light fixtures. Recessed, wall-mounted LED lighting would be used for step lighting and some narrower publicly accessible walkways and to enhance security. Certain areas (i.e., water features and the lobby entrance) would be accented with low wattage, shielded flood light fixtures.

OWTS: The Project Site is located in Phase 3 of the Civic Center Prohibition Area, which is subject to deadlines by which properties must cease discharging from individual septic systems and connect to the Civic Center Wastewater Treatment Facility (CCWTF) Project. The CCWTF Project was recently constructed approximately 1.3 miles west of the Project Site in Winter Canyon off of Civic Center Way. Phase 2 was recently approved and would be under construction shortly, expanding the area being converted from OWTS to public sewer. Wastewater flows from the Project Site would eventually be accommodated by Phase 3 buildout of CCWTF Project estimated to occur in 2028, after which individual septic systems would no longer be allowed.

New Luxury Overnight Accommodations: Pursuant to LIP Section 12.10, the City may approve new luxury overnight visitor accommodations if the Project lower cost overnight accommodations consisting of fifteen percent of the number of luxury overnight accommodations that are approved. Luxury overnight accommodations shall be defined as the point at which the cost of an overnight room exceeds 120 percent of the median

[4] Per the MMC, a special event is defined as a significant occurrence or happening which is arranged for a particular occasion or purpose.

cost of an overnight room for all overnight accommodations in the City of Malibu. The applicant has expressed that the exemption would apply, since the accommodations are not going to meet the definition of luxury overnight accommodations.

Should the accommodations be classified as luxury accommodations, the lower cost overnight accommodations may be provided, either onsite, offsite, or through payment of an *in-lieu* fee to the City for deposit into a fund to subsidize the construction of lower cost overnight facilities in the Malibu-Santa Monica Mountains Coastal Zone area of Los Angeles County or Ventura County. A condition has been added for the property owner to pay the *in-lieu* fee in compliance with LIP Section 12.10.

ABC License: The applicant will later submit an application to the California Department of Alcoholic Beverage Control (ABC) for a license to sale alcoholic beverages for onsite consumption. ABC will not issue the license until the proposed CUP is approved. Therefore, a condition of approval has been included stating that the owner would be required to submit a copy of the ABC license to the Planning Department prior to alcohol sales. It is unknown at this time whether a Letter of Public Convenience or Necessity will be required prior to the issuance of the ABC license. In case this letter is required, the resolution authorizes the Planning Director the ability to issue it.

ERB Review

Pursuant to LIP Sections 4.4.4(C) and (D), the Project is exempt from ERB review because the Project Site is currently developed with a commercial parking lot and the slope face is sparsely vegetated, supporting primarily non-native grassland, and weedy vegetation. The Project Site is not within a designated ESHA or ESHA buffer as shown on the LCP ESHA and Marine Resources Map.

Nevertheless, on June 27, 2017, ERB reviewed the IS/MND for the Malibu Surfrider Plaza Project, which was the former development project on the Project Site. The Malibu Surfrider Plaza Project included two buildings with a two-story building and subterranean garage in the same location of the Project. However, the exposed portion of the proposed retaining wall is shorter, and the motel building will obstruct more of the wall with vegetation which will help screen it. Therefore, even though the projects are similar, the impacts of the Project would be even less significant compared to the former project. As a result, staff determined that the IS/MND for the Project did not need ERB review.

The ERB recommendations for the Malibu Surfrider Plaza Project are as follows:

1. It is recommended that the landscaping plan be revised to replace the proposed California Sycamore tree at the southwest corner of the subject property with a tree that is less prone to damage the surrounding sidewalk and parking lot such a Toyon (*Heteromeles arbutifolia*).

2. The potential traffic impact as a result of the Project is a concern.

The owner has chosen to keep the California Sycamore trees in an 18-inch root barrier encircling the root ball to minimize potential root damage to the sidewalk or parking lot area. The owner is concerned that the suggested Toyon trees are smaller trees and their canopy would interfere with parking and small berries would be a nuisance. A condition of approval has been added requiring that the landscaping plan be revised to include a detail of the barrier encircling root balls and that the California Sycamore trees be installed in compliance with the detail.

The potential traffic impact is addressed in the IS/MND in more detail and in the Response to Comments. The Project Site currently holds a parking lot, which supports a limited number of trips to the site under existing conditions. It is disclosed that the Project would increase vehicle miles traveled (VMT) compared to this existing setting. Under CEQA, due to the Project's location on the State Highway System, VMT is used for impact analysis purposes, overseen by Caltrans. As a Project with a motel use, it is anticipated to generate approximately 68 average daily trips (ADT), which is well below the threshold of 110 trips per day set by Caltrans that would signify a significant impact. As the increase in trips is not considered significant, the overall traffic conditions would not be significantly impacted from implementation of the Project or on a cumulatively considerable basis.

LCP Analysis

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

There are 14 LIP chapters that potentially apply depending on the nature and location of the 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) Coastal Development Permit; 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 the following chapters and associated findings are applicable to the Project: Coastal Development Permit (including the required findings for

the VARs and SPR), and Hazards.[5] These chapters are discussed in the *LIP Findings* section of this report.

The findings required by MMC Sections 17.66.080 and 17.72.060 for the conditional use permit and variance for construction on slopes are also discussed later.

LIP Conformance Analysis

The Project has been reviewed by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, Los Angeles County Waterworks District No. 29 (WD29), and the Los Angeles County Fire Department (LACFD) (Attachment 3 – Department Review Sheets). WD29 provided a Department Review Sheet stating that it will serve water to the property.

The Project, as proposed and conditioned, has been found to be consistent with all applicable LCP codes, standards, goals and policies, inclusive of the requested VARs, and SPR.

Zoning (LIP Chapter 3)

The Project is subject to non-beachfront commercial development and design standards set forth under LIP Sections 3.5 and 3.8. Table 6 provides a summary and indicates the Project meets those standards. As shown in Table 6, the Project conforms to the development standards as set forth under LIP Chapter 3. The Project has been determined to be consistent with all applicable LCP codes, standards, goals, and policies, inclusive of the requested VARs, and SPR.

Table 6 – Zoning Conformance

Development Requirement	Allowed/ Required	Proposed	Comments
SETBACKS (ft.)			
Front Yard (20%)	47 ft, 5 in	69 ft, 2 in	Complies
Parking	*47 ft. 5 in*	*5 ft*	*VAR No. 20-035*
Rear Yard (5 ft or 15%)	35 ft, 7 in	104 ft, 1 in	Complies
Side Yard (10%)	21 ft, 7 in	21 ft, 7 in	Complies
Side Yards (25%)	54 ft	54 ft	Complies
PARKING SPACES	47[6]	47	Complies
Standard	35	35	
Compact	9	9	

[5] The ESHA, Native Tree Protection, Transfer of Development Credits, Public Access, Shoreline and Bluff Development, Land Divisions and Scenic, Visual and Hillside Resource Protection findings are neither applicable nor required for the Project.

[6] As stated in the *Parking and Access* section above, the Project includes 23 spaces required for the proposed motel use and 23 parking spaces for the adjacent Aviation Nation Site.

Table 6 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
ADA Accessible	4	4	
FAR (15%)	7,703	7,693	Complies
HEIGHT (ft.)	*18*	*24*	*SPR No. 18-025*
Construction on Slopes	*3:1 or flatter*	*Steeper than 3:1*	*VAR No. 18-030*
LANDSCAPING (40%) (sq. ft.)	20,541	29,173	Complies
Open Space (25%) (sq. ft.)	12,838	27,652[7]	
Total	33,379	56,825	
FENCES/WALLS/HEDGES (ft.)			
Walls or Fences (within front yard)	3.5 (solid) 6 (view permeable)	N/A	Complies
Retaining Walls	*12 (integral part of a building)*	*21 ft, 10 in[8]*	*VAR No. 18-031*

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. LIP Section 8.3(B) allows for 1,000 cubic yards of non-exempt grading per acre of commercial development, allowing 1,180 cubic yards of non-exempt grading on the Project Site. Table 7 includes the grading quantities proposed for the Project.

Table 7 – LCP Grading Conformance						
		Exempt**		**Non-**		
	R&R*	**Understructure**	**Safety****	**Exempt**	**Remedial**	**Total**
Cut	0	11,921	0	333	0	12,254
Fill	0	0	0	394	0	394
Total	0	11,951	0	727	0	12,648
Import	0	0	0	61	0	0
Export	0	11,921	0	0	0	11,860

All quantities listed in cubic yards.
*R&R= Removal and Recompaction
**Exempt grading includes all 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 LACFD).

As described in Table 7, the Project requires a total of 11,860 cubic yards of grading. Of the 11,860 cubic yards of total grading, 11,921 cubic yards is understructure grading, which is an LIP exempt category from the total allowable. The total amount of non-exempt

[7] Pursuant to LIP Section 3.8(A)(5)(b), open space areas may include courtyards, patios, natural open space and additional landscaping.
[8] The overall height of the wall is 50 feet above the finished floor of the subterranean garage. Above the subterranean garage, the same wall is covered with soil and the remaining 21 feet, 10 inches of wall is then exposed above grade.

grading is 727 cubic yards, which is less than the total allowable non-exempt grading by 453 cubic yards.

Archaeological / Cultural Resources (LIP Chapter 11)

LIP Chapter 11 requires certain procedures be followed to determine potential impacts on archaeological resources. The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern slope into the Project Site. Additionally, the Project Site has been previously disturbed during construction of PCH and the existing parking lot and past grading on the hillside to maintain a stable slope. The Project's location in an area that was likely subject to coastal processes and past disturbance from development limits the potential for encountering subsurface cultural resources. No archaeological resources are known to exist on the Project Site or immediate vicinity. In addition, the steep slope is unlikely to support cultural remains both due to its steepness and past disturbance for slope stabilization.

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

Water Quality (LIP Chapter 17)

The City Public Works Department reviewed and approved the Project for conformance to LIP Chapter 17 requirements for water quality protection. A standard condition of approval for the Project requires that prior to the issuance of any development permit, a Local Storm Water Pollution Prevention Plan incorporating construction-phase Erosion and Sediment Control Plan and Best Management Practices, a Storm Water Management Plan (SWMP), and a Water Quality Mitigation Plan (WQMP) must be approved by the City Public Works Department. With the implementation of these conditions, the Project conforms to the water quality protection standards of 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 a new OWTS in the western and southern portions of the Project Site for use until the parcel is connected to improvements anticipated by Phase 3 of the CCWTF Project. The entire septic system would be contained within the Project Site.

The Project's wastewater system requires compliance with all applicable standards and issuance of associated local and State operating permits. Specifically, the septic system would be designed to accommodate the Project's estimated demand generated by the motel's 20 rooms, 229 fixture units, and associated communal areas for the motel's kitchen, employee areas, and communal uses. The associated estimated wastewater discharge rate for the proposed motel uses is an average of 1,700 gpd, and includes a 100 percent dispersal area expansion. The proposed OWTS would comprise of a series of subterranean treatment tanks, a secondary treatment (disinfection) system with ultraviolet (UV) disinfection, equalization tank, a leach field and dispersal area beneath the proposed surface parking lot, and the system designed to nitrify wastewater to meet California Ocean Plan standards.

The proposed OWTS was reviewed by the City Environmental Health Administrator and it was determined to meet the minimum requirements of the Malibu Plumbing Code, the MMC, and the LCP. In addition, the LARWQCB would review the proposed development under a waste discharge requirements permit (WDR) for the proposed system. Conditions of approval have been included in the resolution, which require continued operation, maintenance, and monitoring of onsite facilities. The subject system will meet all applicable requirements, and operating permits will be required.

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 is located in the CV-1 zoning district, an area designated for rural commercial uses. The proposed motel is a conditionally permitted use in the CV land use designation and CV-1 zoning district in which the Project Site is located. The proposed motel use complies with the intent of the zoning provisions of the MMC and the LCP.

The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. As discussed herein, based on submitted reports, project plans, visual analysis and site investigation, the Project, as conditioned, complies with all applicable provisions of the MMC and the LCP, inclusive of the VARs and SPR.

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 not located between the first public road and the sea. Therefore, this finding does not apply.

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

An IS/MND was prepared in accordance with CEQA and the CEQA Guidelines. More specifically, the CEQA Guidelines require that a range of reasonable alternatives to the Project be described, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

This analysis assesses whether alternatives to the Project would significantly lessen adverse impacts to coastal resources. Based on LCP conformance review, the Project as proposed will not result in any significant adverse impacts. Nevertheless, the following alternatives were considered.

1. Reduced Project. The project includes replacement of a 40-space existing parking lot with a 24-foot tall, two-story motel building fronting PCH with 20 lodging rooms, a rooftop deck and pool, and subterranean parking. The proposed development would alter the visual character of the Project Site from a surface parking lot with no landscaping and a lightly vegetated hillside to that of a contemporary, landscaped frontage and motel building with architectural design features intended to comply with the LCP and MMC, as well as with all relevant City standard conditions of approval listed above.

A smaller or alternative project could be proposed on the subject parcel. However, the proposed development area conforms with the commercial development standards, regarding density and intensity of the use, including FAR, open space and landscaping requirements, and required building setbacks. The applicant provided photo simulations to show the design and scale of the proposed development from three vantage points (Attachment 4). Due to the presence of a steep slope that occupies the northern 70 percent of the Project Site, there are no feasible alternative site locations for the proposed development. Siting the development on the most disturbed portion of the property reduces environmental impacts due to landform alteration.

The Project lies within a developed commercial area with existing development bordering the site. The proposed motel would be similar in size, bulk and scale to existing structures to the east and west and would be designed to step back into the hillside to the north.

Views of identified scenic resources from public viewing areas such as PCH, the beach, the Pacific Ocean, and Malibu Pier, would not be altered by project implementation. Although the onsite slope is sparsely vegetated, supporting primarily non-native grassland, and weedy vegetation, efforts to preserve the aesthetic of the slope would be implemented by the Project, including utilizing drought-tolerant plant species in Project landscaping and the use of earth-tone colors and materials.

As designed, the Project complies with the requirements of both the MMC and LCP. In conclusion, it is not anticipated that an alternative Project would offer any environmental advantages.

2. Commercial Retail. A new commercial plaza providing 7,713 gross square feet of floor area between two buildings and 82 surface and subterranean parking spaces was the original project for the Project Site. The former project also included a retaining wall of up to 62 feet, 2 inches in height above finished grade (with a total height of 77 feet, 5 inches above the bottom of the subterranean parking level). The former project included two buildings with a two-story building and subterranean garage in the same location of the Project. However, the exposed portion of the proposed retaining wall is shorter, and the motel building will obstruct more of the wall with vegetation which will help screen it. Therefore, even though the projects are similar, the impacts of the Project would be even less significant compared to the former project.

3. Proposed Project. The motel would consist of a single building oriented parallel to PCH and separated from PCH by a surface parking lot and driveway aisle. The building would be set back approximately 61 feet from PCH and provide 7,693 square feet of occupied motel space. The building would include 20 lodging units, a rooftop deck with a pool, spa and bar area, and a single level of subterranean parking with an optional stacked parking system (i.e., auto lifts) to provide added spaces beyond those required under the MMC. The building setbacks are designed to be compliant with the LCP's development standards. The Project's architectural design incorporates the following items intended to minimize visual impacts: earth-tone colors similar to the surrounding environment; limited height to not exceed that of nearby buildings; perimeter and internal drought resistant landscaping; retaining wall with textured materials, partially screened by the structure and landscaping; parking partially screened from public view through the use of frontage landscaping and building design (subterranean); and the building would consist of tiered floors, ascending away from PCH at approximately the natural grade of the nearby slope. The building's exterior architectural finishes fronting PCH would be comprised of non-glare windows, glass paneled railings, and wood siding and paneling.

The Project has been reviewed and conditionally approved by the City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and the LACFD, and meets the City's commercial development policies of the LCP and MMC. The Project as conditioned will comply with all applicable requirements of State and local law. The Project has been determined not to

result in adverse biological, scenic or visual resource impacts, and is the least environmentally damaging feasible alternative.

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

The Project Site is not in a designated ESHA or ESHA buffer as shown on the LCP ESHA and Marine Resources Map. However, due to the preparation of an IS/MND the former Malibu Surfrider Plaza Project, was reviewed by the ERB. The Project is similar to the former project but has a retaining wall that is shorter as measured from finished grade and will be screened with vegetation and the proposed motel building. Therefore, the Project did not need to be reviewed by ERB. ERB's recommendation for replacing the proposed California Sycamore trees with Toyon trees was suggested due to a concern that the Sycamore's root system has a potential for damaging the adjacent sidewalk. The owner instead agreed to a condition to include a barrier encircling root ball for each of the Sycamore trees and therefore, would meet the intent of ERB's recommendation by minimizing the potential for sidewalk damage.

B. Variance for Retaining Wall in Excess of 12 Feet in Height (LIP Section 13.26)

A variance is proposed to allow construction of the development of a retaining wall that is an integral part of the motel building in excess of 12 feet in height. LIP Section 13.26.5 requires that the City makes ten findings in consideration and approval of a variance. Based on the foregoing evidence contained within the record, the required findings for VAR No. 18-031 are made as follows:

Finding 1. There are special circumstances or exceptional characteristics applicable to the subject property, including size, shape, topography, location, or surroundings, such that strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under the identical zoning classification.

The proposed development requires the construction of a retaining wall at the rear (north side) of the motel building. The retaining wall would be constructed to secure the graded slope following the excavation and to provide a 15-foot structural setback from the slope. The project structural engineer provided a statement and exhibit showing the required horizontal 15-foot structural setback from the slope (Attachment 11). The retaining wall is 21 feet, 10 inches in height above finished grade. The retaining wall would extend below finished grade to accommodate the subterranean parking level and provide for an adequate foundation.

The applicant provided other examples of similar retaining walls within the same commercial corridor (Attachment 12). The PC Greens shopping center was constructed with a 15-foot-tall retaining wall surfacing above the rooftop parking lot. The original office buildings which will be repurposed for the Sea View Hotel were constructed with a 21-foot-tall retaining wall daylighting above the lower level. The Malibu Vista at Carbon Beach is another office building constructed with a 26-foot-tall retaining wall. All of these buildings are located on the landside of PCH and were built into the hillside similar to the proposed motel.

Up to 11 feet, 10 inches of the proposed retaining wall projects above the rooftop deck and is visible. From a line-of-sight, only a small portion of the wall will be visible above the proposed motel from PCH. The use of earth-tones, faux-rock, and landscaping would be implemented to soften the wall's appearance. This is also similar to the other nearby development with similar retaining walls. Most of the retaining wall behind the PC Greens shopping center is entirely obstructed by the building even though the retaining wall projects 15 feet in height above the building rooftop.

The wall will be visually obstructed by the motel building and elevator shaft, and an approximately 180-foot-wide terrace that would obstruct approximately half of the retaining wall. The wall will also be screened from view by proposed landscaping and roof deck elements. Giant Bird of Paradise, which is a plant that can reach a height of 20 feet and the clumps of long stalks can spread as far as 11 feet, are proposed to be planted in front of the retaining wall with the intent of visually screening the portions of the retaining wall above the roofline of the motel building. The retaining wall would be cladded with earth-tone, faux-rock to mimic and blend with the natural hillside where visible through the proposed vegetation.

The retaining wall is integral to the Project: it is integrated as part of the building to create the subterranean parking; it is required to create a level building area for the motel building, subterranean parking level, and the at-grade surface parking lot adjacent to PCH; and it is essential for securing the excavation of the steep slope to accommodate the structure. Therefore, commercial development on the Project Site would not be feasible without granting a variance for retaining wall height in excess of 12 feet. Strict application of the zoning ordinance would deprive the subject property owner of privileges enjoyed by other properties in the vicinity under similar zoning classification and site constraints.

Finding 2. The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located.

The proposed variance will allow construction of a motel. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project as conditioned will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or

welfare. Furthermore, the Project has been reviewed and approved by the City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers and City Public Works Department for conformance with the LCP and determined not to be detrimental to the public interest safety, health or welfare, nor detrimental or injurious to the property.

Finding 3. The granting of the variance will not constitute a special privilege to the applicant or property owner.

As previously stated, other nearby commercial development has been constructed with similar retaining walls, which support the toe of the slope. The site's topography is predominantly characterized by a steep slope. There is no alternative development pad on the Project Site that would avoid excavation into the steep slope and the resulting retaining wall to secure the excavation. Therefore, approval of the variance will grant relief from a technical development standard, which if strictly applied, would prohibit commercial development on the Project Site. The proposed development is consistent with surrounding properties and in the CV-1 zoning district. The proposed variance would not constitute a special privilege to the applicant or property owner in that there are other examples of similar retaining walls constructed for nearby development and, without the variance, a commercial development on the property would not be feasible.

Finding 4. The granting of such variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the LCP.

The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are allowed in the CV-1 zoning district. As previously stated, with the inclusion of the variance, the Project is consistent with the LCP, the Coastal Act, and other applicable regulations. The granting of the variance will not be contrary to or in conflict with the general purposes and intent of LIP, nor the goals, objectives, and policies of the LCP.

Finding 5. For variances to environmentally sensitive habitat area buffer standards or other environmentally sensitive habitat area protection standards, that there is no other feasible alternative for siting the structure and that the development does not exceed the limits on allowable development area set forth in Section 4.7 of the Malibu LIP.

The requested variance is not associated with ESHA or ESHA buffer standards. Therefore, this finding does not apply.

Finding 6. For variances to stringline standards, that the project provides maximum feasible protection to public access as required by Chapter 2 of the Malibu LIP.

The requested variance is not associated with stringline standards. Therefore, this finding does not apply.

Finding 7. The variance request is consistent with the purpose and intent of the zone(s) in which the site is located. A variance shall not be granted for a use or activity which is not otherwise expressly authorized by the zone regulation governing the parcel of property.

The variance request is to allow for the construction of a retaining wall that exceeds 12 feet in height to allow for the development of the proposed motel in the CV-1 zoning district. Therefore, the variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site.

Finding 8. The subject site is physically suitable for the proposed variance.

The subject site is physically suitable for the proposed variance. The proposed development is sited on the disturbed portion of the subject site, however, construction of the proposed retaining wall in excess of 12 feet in height cannot be avoided. As stated previously, the proposed retaining wall is a building code requirement to maintain a horizontal structural setback to the toe of the slope. The proposed retaining wall is necessary for any new building on the subject parcel. In addition, the Project has been reviewed and approved by City geotechnical consultant reviewers and City Public Works Department for structural integrity and stability, and determined that the Project Site is physically suitable for the proposed variance.

Finding 9. The variance complies with all requirements of State and local law.

The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and project consultants.

Finding 10. A variance shall not be granted that would allow reduction or elimination of public parking for access to the beach, public trails or parklands.

The Project does not include or encroach upon public parking. Therefore, this finding does not apply.

C. Variance for Construction for Surface Parking within the Required Front Yard Setback (LIP Section 13.26)

A variance is proposed to permit surface parking within the required front yard setback. Based on the foregoing evidence contained within the record, the required findings for VAR No. 20-035 are made as follows.

Finding 1. There are special circumstances or exceptional characteristics applicable to the subject property, including size, shape, topography, location, or surroundings such that strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under the identical zoning classification.

LIP Section 3.8(A)(2)(a) requires that the front yard setback be at least 20 percent of the total lot depth, or 47 feet, 5 inches for the Project Site. LIP Section 3.14.5(A)(2) provides that required parking spaces may only be located in interior side and rear setbacks, and no parking space for a commercial use, required or otherwise, shall be located in any required front or street-side setback area, unless regulations provide otherwise.

Special circumstances or exceptional characteristics applicable to the subject parcel consists of the steep slope that occupies the northern 70 percent of the Project Site. Without allowing the required parking within the front yard setback, there would not be sufficient space to site required parking. A subterranean parking level is proposed, which can accommodate 29 parking spaces. The remaining 18 spaces are provided in the at grade surface parking lot adjacent to PCH, which is located in the front yard setback.

With a few exceptions, almost all existing commercial development along this stretch of PCH has parking within the required front yard setback. Among these commercial developed properties are the Malibu Surfrider Motel, Jack in the Box, Malibu Inn, Chabad of Malibu, H.D. Roy Building and V's Restaurant. Most of these properties have similar site constraints.

The proposed variance would allow for the parking required for the use to be provided onsite as required by the LCP. Due to these special circumstances and exceptional characteristics, the strict application of the zoning ordinance would deprive the property of privileges enjoyed by other property in the vicinity and under the identical zoning classification.

Finding 2. The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located.

The proposed variance will allow construction of a motel in compliance with the minimum required parking spaces. The Project has been evaluated for impacts on environmental

factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project as conditioned will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or welfare. Furthermore, the Project has been reviewed and approved by the City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers and City Public Works Department for conformance with the LCP and determined not to be detrimental to the public interest safety, health or welfare, nor detrimental or injurious to the property.

Finding 3. The granting of the variance will not constitute a special privilege to the applicant or property owner.

As previously stated, almost all other commercial development on this stretch of PCH is developed with parking within the required front yard setback. The site's topography is predominantly characterized by a steep slope, limiting the area of development. There is no alternative development pad on the property that would avoid encroachment of the required parking in the front yard setback. Therefore, approval of the variance will grant relief from a technical development standard, which if strictly applied, would prohibit commercial development on the Project Site. The proposed development is consistent with surrounding properties and in the CV-1 zoning district. Therefore, the granting of the variance will not constitute a special privilege to the applicant or the property owner as it is consistent with other surrounding development subject to similar site constraints.

Finding 4. The granting of such variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the LCP.

The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are allowed in the CV-1 zoning district. As previously stated, with the inclusion of the variance, the Project is consistent with the LCP, the Coastal Act, and other applicable regulations. The granting of the variance will not be contrary to or in conflict with the general purposes and intent of the LIP, nor the goals, objectives, and policies of the LCP.

Finding 5. For variances to environmentally sensitive habitat area buffer standards or other environmentally sensitive habitat area protection standards, that there is no other feasible alternative for siting the structure and that the development does not exceed the limits on allowable development area set forth in Section 4.7 of the Malibu LIP.

The requested variance is not associated with ESHA standards. Therefore, this finding does not apply.

Finding 6. For variances to stringline standards, that the project provides maximum feasible protection to public access as required by Chapter 2 of the Malibu LIP.

The requested variance is not associated with stringline standards. Therefore, this finding does not apply.

Finding 7. The variance request is consistent with the purpose and intent of the zone(s) in which the site is located. A variance shall not be granted for a use or activity, which is not otherwise expressly authorized by the zone regulation governing the parcel of property.

The proposed uses are consistent with the allowed uses in the applicable CV-1 zoning district. The proposed variance would not authorize an unpermitted use or activity.

Finding 8. The subject site is physically suitable for the proposed variance.

The subject site is physically suitable for the proposed variance. The proposed development is utilizing the disturbed portion of the subject site, however, locating the surface parking lot within the front yard setback cannot be avoided. There is already an existing surface parking lot located within the front yard setback. Due to the steep slope to the north of the parking lot, there was no other location that the parking lot could be constructed without encroaching into the front yard setback. The existing parking lot has no direct access from PCH and is accessed via a driveway aisle through the Aviation Nation Site. The Project Site is currently sparsely vegetated and provides no landscaping along the frontage with PCH.

The proposed development includes using an existing driveway on PCH at the eastern edge of the Project Site for direct access to the Project Site, which will improve access to the Project Site. The existing driveways at the adjacent Aviation Nation Site, including one signalized driveway, would also continue to provide vehicle access to the Project Site from the west. The Aviation Nation Site also is developed with a surface parking lot within the front yard setback. Since the Project Site will continue to provide shared parking to the Aviation Nation Site, an internal access is provided and the surface parking lots will remain connected so that shared parking operations do not require entering PCH. The Project Site is designed with throughput access from PCH to the Aviation Nation Site parking lot, negating any need for vehicles to turnaround. The surface parking lot would also be partially screened from view from PCH through the use of frontage landscaping along PCH. Landscaped planter strips would also be installed along pedestrian walkways and roadways throughout the Project Site.

In addition, the Project has been reviewed and approved by City geotechnical consultant reviewers and City Public Works Department for structural integrity and stability, and determined that the Project Site is physically suitable for the proposed variance.

Finding 9. The variance complies with all requirements of state and local law.

The City Biologist, City geotechnical consultant reviewers, City Environmental Health Administrator, City Public Works Department, and LACFD reviewed the Project and

determined it was in conformance with State and local requirements. Therefore, the Project complies with all applicable requirements of State and local law.

Finding 10. A variance shall not be granted that would allow reduction or elimination of public parking for access to the beach, public trails or parklands.

The Project does not include or encroach upon public parking. Therefore, this finding does not apply.

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

LIP Section 13.27.5(A) requires that the City makes four findings in the consideration and approval of a site plan review for construction in excess of the City's base 18 feet in height up to a maximum of 24 feet with a flat roof. Two additional findings are required pursuant to MMC Section 17.62.060. Based on the evidence in the record, the findings of fact for SPR No. 18-025 are made as follows:

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

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

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

The Project would alter the visual appearance of the Project Site but would not substantially degrade the visual character or quality of the Project Site or introduce any aesthetic elements incompatible with the surrounding land uses, and the height of the proposed building has been limited to minimize impacts to visual character. The Project Site is buffered from surrounding residential areas by open space and the incorporation of additional landscaping. The design of the proposed building would also serve as a barrier that reduces noise transmission, as patios would face away from residential areas and the building would contain some vehicle noise within the subterranean parking garage. The Project does not propose amplified sound (music, concerts, etc.).

Surrounding development includes commercial buildings, visitor-serving attractions, and single-family residences atop the slope roughly 190 feet above the Project Site. The Project Site is bordered on the west and east by commercial land uses, including the Aviation Nation Site to the west, and a single-story commercial building containing Chabad of Malibu preschool and the Traveler Surf Club and Coastal Outpost to the east. The Malibu Plaza, a contemporary three-story commercial mixed-use building, is located 175 feet east of the Project Site, adjacent to the north side of PCH and east of the Malibu Surf Shack.

Notable public viewing locations with views of the Project Site are limited to PCH and Malibu Pier located across PCH from the Project Site. From these locations, the view of the coastline towards the Project Site along the PCH corridor includes the steep slope fronted by one- to two-story commercial buildings and parking lots and residential uses along the shoreline. Due to elevation differences such as the higher elevation of PCH, the Project Site is only minimally visible from the public beaches.

Photo simulations to show the design and scale of the proposed development from three vantage points were submitted instead of story poles (Attachment 4 – Photo Simulations). As demonstrated in the photo simulations, due to the size, shape, and topography of the lot, the proposed development will blend into the hillside, will be minimally visible from public viewing areas or scenic roads, and is not located within primary views of neighboring properties. Based on the existing development within the surrounding neighborhood, and the standard conditions associated with applicable projects to minimize impacts to aesthetic resources, including incorporating colors and exterior materials that are compatible with the surrounding landscape, the Project is expected to blend with the surrounding built environment. Therefore, the portion of the commercial building in excess of 18 feet is not anticipated to adversely affect neighborhood character.

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

As discussed in Finding 2, as evident from the story poles, and the Project as conditioned, is designed provide maximum feasible protection to significant public views

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, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and project consultants.

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

The Project is located in the CV-1 zoning district, an area designated for rural commercial uses. The proposed motel is a conditionally permitted use in the CV land use designation and CV-1 zoning district in which the Project Site is located. The proposed motel use complies with the intent of the zoning provisions of the MMC and the LCP.

The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. As discussed herein, based on submitted reports, project plans, visual analysis and site investigation, the Project, as conditioned, complies with all applicable provisions of the MMC and the LCP, inclusive of the VARs and SPR.

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, 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 proposed development is not expected to obstruct visually impressive scenes from private property as all nearby residences have views oriented away from the subject property. This analysis is based on aerial photographs, site visits, photo simulations and story pole placement.

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

The subject property is not in a designated ESHA or ESHA buffer as shown on the LCP ESHA and Marine Resources Map. Therefore, the findings of LIP Section 4.7.6 do not apply.

F. Native Tree Protection (LIP Chapter 5)

There are no native trees on or adjacent to the Project Site. Therefore, the findings contained in LIP Chapter 5 do not apply.

G. 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 parcel of land that is located along, within, provides views to or is visible from any scenic area, scenic road or public viewing area.

LUP Policy 6.4 states that scenic areas do not include inland areas along PCH east of Malibu Canyon Road. No unique rock outcroppings or historic buildings exist on the Project Site. The Malibu Pier and adjacent beaches would be considered public viewing areas under the LCP, although due to elevation differences such as the higher elevation of PCH, the Project Site is only minimally visible from the public beaches.

The Project is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use

is commensurate with that of the surrounding development. Since the Project is within an inland area that is largely developed or build out with existing commercial development along PCH, east of Malibu Canyon Road, the findings set forth in LIP Section 6.4 do not apply.

H. Transfer of Development Credit (LIP Chapter 7)

The Project does not include a land division or multi-family development. Therefore, the findings of LIP Chapter 7 do not apply.

I. 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 Project causes the potential to create adverse impacts upon site stability or structural integrity.

The proposed development has been analyzed for the hazards listed in LIP Chapter 9 by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. 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 Project design, location on the site or other reasons.

The applicant submitted geotechnical and engineering reports and addenda prepared by GeoConcepts, Inc., dated June 4, 2003, November 3, 2009, February 27, 2012, April 27, 2012, June 27, 2012, December 4, 2014, February 26, 2015, May 29, 2015, June 16, 2015, September 21, 2015, April 28, 2016, October 16, 2018 and June 20, 2018, and EnSitu Engineering, Inc., dated September 12, 2014, March 3, 2015, February 25, 2016 and February 21, 2019. 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, tsunami, and flood hazards. Based on review of the project plans and associated reports by City geotechnical consultant reviewers, LACFD, City Public Works Department, and the City Environmental Health Administrator, these specialists determined that adverse impacts to the Project Site related to the proposed development as designed and conditioned are not expected.

The Project, as conditioned, incorporates all recommendations contained in the above cited reports and conditions required by the City geotechnical consultant reviewers, City

Public Works Department and the LACFD, including foundations and drainage. The Project will neither be subject to nor increase the instability of the Project Site from geologic, flood, or fire 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 Project, as designed, constructed, and conditioned, will not be subject to nor increase the instability of the Project Site or structural integrity involving wildfire hazards.

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

As stated in Finding 1, the 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 modifications, landscaping or other conditions.

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

As previously stated in LIP Findings, Section A, the 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 proposed development has been analyzed for the hazards listed in LIP Chapter 9 by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. These specialists and agency determined that the Project does not impact site stability or

structural integrity. As previously discussed in Section A, there are no feasible alternatives to the proposed development that would result in less site disturbance.

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

As previously discussed in LIP Findings, Section A, the Project, as designed and conditioned, is the least environmentally damaging alternative and no adverse impacts to sensitive resources are anticipated.

J. Shoreline and Bluff Development (LIP Chapter 10)

LIP Chapter 10 applies to land that is located on or along the shoreline, a coastal bluff or bluff-top fronting the shoreline. The Project is not located on or along the shoreline, a coastal bluff or bluff-top fronting the shoreline. Therefore, the findings contained in LIP Chapter 10 do not apply.

K. 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.

The Project does not meet any of the criteria above. Furthermore, no trails are identified on the LCP Park Lands Map on or adjacent to the Project Site. Therefore, the requirement for public access of LIP Section 12.4 does not apply and further findings are not required.

L. Land Division (LIP Chapter 15)

The Project does not include a land division. Therefore, the findings in LIP Chapter 15 do not apply.

M. Conditional Use Permit for New Motel Use and Sale of Alcohol (MMC Section 17.66.080)

The Planning Commission may approve, deny and/or modify an amendment to a CUP in whole or in part, with or without conditions, provided that it makes all of the findings of fact required by MMC Section 17.66.080. Staff is recommending that the Planning Commission approve CUP No. 18-002 for a new motel, with associated uses, in the CV-1 zoning district. The CUP, as recommended, can be supported based on the findings below:

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

The Project Site is zoned for commercial use, and the proposed motel use is a conditionally permitted in the CV-1 zoning district and is consistent with existing land uses in the vicinity. MMC Section 17.40.080, Commercial Development Standards, limits commercial development to a maximum FAR of 0.15. As the Project proposes 7,693 square feet of commercial floor area on a 51,352 square foot (1.18 acre) parcel, the resulting FAR would be 0.15, consistent with the maximum FAR permitted.

The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. As discussed herein, based on submitted reports, project plans, visual analysis and site investigation, the Project, as conditioned, complies with all applicable provisions of the MMC and the LCP.

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

The Project is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development. The Project Site is zoned for commercial use. The proposed motel use is consistent with the zoning designation and consistent with existing land uses in the vicinity.

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

The Project Site is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development.

The Project Site is located adjacent to PCH on a stretch of highway connecting the Civic Center area of the City with the City's eastern region. Existing utilities are located within the PCH right-of-way that will serve the Project. The site is physically suitable for the proposed use.

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

The proposed use is compatible with the land uses presently on the subject property and in the surrounding neighborhood. The existing legal non-conforming commercial parking lot as a stand-alone use is being replaced with a commercial use that in contrast is authorized with a conditional use permit in the CV-1 zoning designation.

The Project is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development and applicable design and development standards.

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

The Project would alter the visual appearance of the Project Site, but as described above, it would not substantially degrade the visual character or quality of the Project Site or introduce any aesthetic elements incompatible with the surrounding land uses. Additionally, the proposed motel is a conditionally permitted use in the CV-1 zoning district, which is compatible with the commercial zoning in the general area. The Project is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development.

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

There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety. The Project Site, is served by Southern California Edison for electricity and natural gas is provided by the Southern California Gas Company. Water will be provided by WD29, and WD29 has provided a Department Review Sheet indicating the Project Site may be served. Additionally, there is no municipal sewer yet available in this area of Malibu. However phased construction is continuing on the CCWTF. The CCWTF now includes a

centralized wastewater treatment facility in the Malibu Civic Center area that treats, reuses, and/or disposes of wastewater flows from properties now being served by the system, and will also serve two planned expansions areas (i.e., Phases 2 and 3), including the Project Site within Phase 3. The Project proposes an OWTS composed of a septic system, treatment tank, and disinfection system, subject to review by the City Environmental Health Administrator. The entire system would be contained within the Project Site and has been adequately designed to accommodate wastewater generated by the Project, and wastewater flows of adjacent Aviation Nation Site, and not result in a seepage of groundwater pollutants into the ocean. Additionally, since the Project Site is located in the Phase 3 Prohibition Area of the CCWTF and may be accommodated under the CCWTF buildout by 2028, should Phase 3 CCWTF improvements move forward, the Project's septic system may have a relatively short life span of approximately ten years.

The Project does not affect solar access or adversely impact existing public and private views. The building would consist of tiered floors, ascending away from PCH at approximately the natural grade of the nearby slope. The building's exterior architectural finishes fronting PCH would be comprised of non-glare windows, glass paneled railings, and wood siding and paneling. The proposed development would alter the visual character of the Project Site from a surface parking lot with no landscaping and a lightly vegetated hillside to that of a contemporary, landscaped frontage and motel building with architectural design features intended to comply with the LCP and MMC, as well as with all relevant City standard conditions of approval. The proposed new motel would be similar in size, bulk and scale to existing structures to the east and west and would be designed to step back into the hillside to the north. Views of identified scenic resources from public viewing areas such as PCH, the beach, the Pacific Ocean, and Malibu Pier, would not be altered by Project implementation. Although the onsite slope is sparsely vegetated, supporting primarily non-native grassland, and weedy vegetation, efforts to preserve the aesthetic of the slope would be implemented by the Project, including utilizing drought-tolerant plant species and the use of an earth tone, faux-rock cladding in the retaining wall. Portions of the retaining wall extending above the proposed roofline would be further screened from view by Giant Bird of Paradise, which is a plant that can reach a height of 20 feet and the clumps of long stalks can spread as far as 11 feet. The surface and subterranean parking lots would be partially screened from view from PCH through the use of frontage landscaping and/or subterranean parking design. Further, the Project would only alter the lower approximately 50 feet of the slope, while the upper 130 feet will remain unaltered.

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

Access to the Project is from PCH, an existing public highway. The public, as well as emergency vehicles, would enter and exit the Project Site via PCH. The Project Site is designed with throughput access from PCH to the Aviation Nation Site parking lot, negating any need for vehicles to turnaround. The modified driveways would require

review and approval of an Encroachment Permit by Caltrans. During its review of the permit, Caltrans would ensure the driveways are properly designed to ensure adequate emergency access. All roadway connections would be constructed in conformance with City and Caltrans standards, and would be consistent with LACFD access requirements. Consequently, roadways would be adequate to provide public and emergency access to the Project Site.

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

The General Plan is a policy document that contains policy measures, while the specific development standards to implement these policy measures are located in the MMC. The Project Site is designated as CV in the General Plan, and is subject to the commercial land use policies of the General Plan. The CV zone is designated for development that is visitor-serving, including overnight accommodations. The motel with ancillary uses is a conditionally permitted commercial use pursuant to the CV land use designation of the General Plan and the CV-1 zoning district of the MMC. Therefore, the proposed motel land use is consistent with the City's General Plan land use map, and as conditioned, is consistent with the goals, objectives, policies, and general land uses of the General Plan.

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

Motels and sale of alcohol are conditionally permitted uses in the CV-1 zoning district. The Project has been reviewed by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. As discussed herein, based on submitted reports, project plans, visual analysis and site investigation, the Project, as conditioned, complies with all applicable requirements of State and local law.

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

An IS/MND was prepared in accordance with CEQA Guidelines. More specifically, the CEQA Guidelines require that potential environmental impacts be evaluated. The range of environmental factors considered include: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities/Service Systems, and Wildfire. On the basis of the evaluation, it was determined that although the Project would have a less than significant effect on the environment with mitigations for Geology/Soils, Noise and Tribal Cultural Resources.

Based on the IS/MND and LCP conformance review, the Project, as conditioned, will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or welfare.

Furthermore, the Project has been reviewed and approved by the City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers and City Public Works Department for conformance with the LCP and determined not to be detrimental to the public interest safety, health or welfare, nor detrimental or injurious to the property.

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

As discussed in above in the *Hazards* findings, there is clear and compelling evidence that the Project is not located in an area determined by the City to be at risk from earth movement, flooding or liquefaction.

N. Variance for Construction on Slopes Steeper than 3 to 1 (MMC Section 17.72.060)

Pursuant to MMC Section 17.40.080(A)(6), the site of construction is limited to areas containing slopes flatter than 3 to 1. Pursuant to MMC Section 17.72.060, the City may approve and/or modify an application for a variance in whole or in part, with or without conditions, provided that it makes eight required findings. Based on evidence in the record, the findings required for VAR No. 18-030 for construction on slopes steeper than 3 to 1 are made as follows.

Finding 1. There are special circumstances or exceptional characteristics applicable to the subject property, including size, shape, topography, location, or surroundings such that strict application of the zoning ordinance deprives such property of privileges enjoyed by other property in the vicinity and under the identical zoning classification.

LIP Section 13.27.1(A)(4) allows construction to be located on slopes flatter than 3 to 1. The proposed development requires grading and excavation of approximately 0.77 acre of the Project Site, which includes a portion of the slope that is steeper than 3 to 1, to accommodate a subterranean garage and structural setback to the proposed motel building. A proposed retaining wall would be installed north of the motel structure, constructed to secure the slope following excavation and maintain a structural setback from the slope, which is also subject to a separate variance request related to height.

The grading, retaining wall and motel building are occurring within the steep slope that rises approximately 190 feet above PCH, which comprises the northern 70 percent of the Project Site. The slope face is sparsely vegetated, supporting primarily non-native

grassland, and weedy vegetation. The required grading and excavation, and retaining wall at the lower portion of the slope within the site boundary and adjacent to the existing parking lot is necessary to provide a level building area for the motel building, subterranean parking level, and the at-grade surface parking lot adjacent to PCH. As mentioned in B, Finding 1, there are at least three nearby commercial development with retaining walls on similar steep slopes and there are many other commercial development with construction on steep slopes on the same stretch of PCH.

Due to these site characteristics, the proposed development takes advantage of the currently disturbed areas and minimizes construction on steep slopes by keeping the proposed development near PCH as much as possible. The slope analysis that was submitted shows that the Project Site does not offer any alternative locations for development where steep slopes can be avoided. Therefore, a commercial development on the subject property would not be feasible without granting a variance for construction on slopes steeper than 3 to 1 and the subject property owner would be deprived of privileges enjoyed by other commercial development under the same zoning classification.

Finding 2. The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located.

The proposed variance will allow construction of a motel. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project, as conditioned, will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or welfare. Furthermore, the Project has been reviewed and approved by the City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers and City Public Works Department for conformance with the LCP and determined not to be detrimental to the public interest safety, health or welfare, nor detrimental or injurious to the property.

Finding 3. The granting of the variance will not constitute a special privilege to the applicant or property owner.

As previously stated, the subject property is similar to many other commercial developed properties in this stretch of PCH in that the developed portions are wedged between the Santa Monica Mountains to the north and PCH to the south. Many other commercial development in the area have construction on steep slopes similar to the proposed development. The site's topography is predominantly characterized by a steep slope. There is no alternative development pad on the property that would avoid construction on steep slopes. Therefore, approval of the variance will grant relief from a technical development standard, which if strictly applied, could limit commercial development completely on the subject property. The proposed development is consistent with

surrounding properties in the CV-1 zoning district. Therefore, the granting of the variance will not constitute a special privilege to the applicant or the property owner.

Finding 4. The granting of such variance or modification will not be contrary to or in conflict with the general purposes and intent of this chapter, nor to the goals, objectives and policies of the General Plan.

The granting of such variance for construction on slopes steeper than 3 to 1 will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the General Plan. The proposed motel and associated development are allowed in the CV-1 zoning district. As previously stated, with the inclusion of the variance, the project is consistent with the LCP, the Coastal Act, and other applicable regulations. The Project, as conditioned, conforms to the MMC and LCP in that it meets all the required commercial standards inclusive of discretionary requests.

Finding 5. The variance or modification request is consistent with the purpose and intent of the zone(s) in which the site is located.

The variance request is for development on slopes steeper than 3 to 1 to allow for the construction of a motel in the CV-1 zoning district. Therefore, the variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the subject property.

Finding 6. The subject site is physically suitable for the proposed variance or modification.

The subject site is physically suitable for the proposed variance. The proposed development is sited on the disturbed portion of the subject site; however, construction on slopes steeper than 3 to 1 cannot be avoided. In addition, the Project has been reviewed and approved by City geotechnical consultant reviewers and City Public Works Department for structural integrity and stability, and determined that the Project Site is physically suitable for the proposed variance.

Finding 7. The variance or modification permit complies with all requirements of State and local law.

The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and project consultants.

Finding 8. All or any necessary conditions have been imposed on the variance or modification as are reasonable to assure that the variance will not be detrimental to the health, safety and welfare of the City.

The Project is conditioned for all recommendations of the project engineering geologist or geotechnical engineer, and the City geotechnical consultant reviewers to be incorporated into the final design. Among other conditions, the project was also conditioned to provide a construction staging plan, adhere to limited construction hours, construction management techniques, and dark sky lighting requirements, fuel modification plans, and grading and water quality provisions. With these conditions, the requested variance will not be detrimental to health, safety and welfare of the City.

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in CEQA, the Planning Department has analyzed the proposed project. The Planning Department prepared an initial study (IS No. 20-003) pursuant to CEQA Guidelines Section 15300.2(c). The initial study analyzed the proposed Malibu Inn Motel Project and determined that with mitigation measures and standard conditions of approval, the Project will not have a significant impact on the environment; subsequently, MND No. 20-003 was prepared and circulated pursuant to CEQA Guidelines Section 15070.

On February 19, 2021, the City made IS/MND No. 20-003 available to the public for the required 30-day circulation period, which concluded on March 22, 2021. The Draft IS/MND was circulated again for another 30-day review period, directed towards agencies due to a file discrepancy, which began on March 29, 2021 and ended on April 28, 2021. During the public review period, the following comments were received from public agencies and members of the public:

Table 8 – CEQA Public Comments Letters

Comment Set/ Number of Comments		Name of Commenter	Date Received
Agency Letters			
A	A.1 – A.2	California Department of Transportation (Caltrans)	April 14, 2021
B	B.1 – B.16	Malibu Open Space Alliance	April 27, 2021
Individual Letters			
1	1.1 – 1.2	Cynthia Randall	March 7, 2021
2	2.1 – 2.2	David King	March 7, 2021
3	3.1	Christine Kauffman	March 8, 2021
4	4.1	Inez McGee	March 8, 2021
5	5.1	Katarina Vinegrad Calderon	March 8, 2021
6	6.1	Terry Lucoff	March 9, 2021
7	7.1 – 7.3	Carla McCloskey (1)	March 14, 2021

Table 8 – CEQA Public Comments Letters			
Comment Set/ Number of Comments		Name of Commenter	Date Received
8	8.1 – 8.3	Lester Tobias	March 14, 2021
9	9.1 – 9.7	Jamie Ottilie (1)	March 15, 2021
10	10.1	Jamie Ottilie (2)	March 15, 2021
11	11.1	Lisa McKean	March 15, 2021
12	12.1 – 12.2	Susanne Titus	March 15, 2021
13	13.1 – 13.4	Carla McCloskey (2)	March 17, 2021
14	14.1 – 1 4.3	Jae Flora-Katz	March 17,2021
15	15.1 – 15.3	John Stockwell	March 17, 2021
16	16.1 – 16.3	Lynn Saunders Guilburt	March 17, 2021
17	17.1 – 17.7	Matt Goodwin	March 17, 2021
18	18.1 – 18.57	Patt Healy	March 17, 2021
19	19.1	Suzannah Owens	March 17, 2021
20	20.1	Judy Ettinger	March 18, 2021
21	21.1 – 21.7	Mark and Kim Dempster	March 18, 2021
22	22.1	Nick Eliopoulos	March 18, 2021
23	23.1	Paul Astin	March 18, 2021
24	24.1	Robert Allan	March 18, 2021
25	25.1 – 25.6	Roni Serrato	March 18, 2021

These comments were discussed in the *Responses to Comments on the Draft IS / MND* (Attachment 6) added to the Final IS/MND. In addition, the IS/MND has been updated to reflect minor clarifications and corrections. The complete document is listed as Attachment 5 and can be viewed online: https://www.malibucity.org/810/Malibu-Inn-Motel.

Pursuant to CEQA Guidelines Section 15073.5, the IS/MND is not required to be recirculated as long as the document has not been substantially revised. A “substantial revision” occurs when a new avoidable significant effect is identified and mitigation measures or project revisions must be added to reduce the effect to insignificance, or the City determines the measures will not reduce the effect to insignificant and new measures or revisions are required. No substantial revision has been made to the project.

The Guidelines also state that recirculation is not required under the following circumstances:

- Mitigation measures are replaced with equal or more effective measures, or
- New project revisions made in response to comments on project effects which are not new avoidable significant effects, or
- Measures or conditions of approval are added that are not required by CEQA and which do not create new significant effects and are not necessary to mitigate an avoidable significant effect, or
- New information is added which merely clarifies, amplifies or makes insignificant modifications to the IS/MND.

The Planning Department finds that through feasible conditions and mitigation measures placed on the Project, less than significant impacts on the environment are expected. Based on the record as a whole, there is no substantial evidence that the Project, as conditioned, will have a significant effect on the environment.

CORRESPONDENCE: As mentioned in the *Environmental Review* section above, staff received 27 public comments related to the IS/MND during the public review period (Attachment 6). The public comments and responses are provided in the Responses to Comments on the Draft IS/MND. Additional public correspondence is attached hereto as Attachment 7.

PUBLIC NOTICE: On March 23, 2023, 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 8)

SUMMARY: The required findings can be made that the Project complies with the LCP and MMC. Further, the Planning Department's findings of fact are supported by substantial evidence in the record. Based on the analysis contained in this report and the accompanying resolution, staff recommends approval of this Project, subject to the conditions of approval contained in Section 6 (Conditions of Approval) of Planning Commission Resolution No. 23-24. 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. 23-24
2. Project Plans
3. Department Review Sheets
4. Photo Simulations
5. IS/MND https://www.malibucity.org/810/Malibu-Inn-Motel
6. Responses to Comments on the Draft IS/MND
7. Public Correspondence

8. Public Hearing Notice
9. Economic Impact Memo, dated August 26, 2021
10. Malibu Inn Motel Commissioner Inquiries, dated December 16, 2021
11. Building to Slope Setback Response
12. Nearby Retaining Walls

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 23-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING MITIGATED NEGATIVE DECLARATION NO. 20-003 AND INITIAL STUDY NO. 20-003 AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 09-067 FOR THE CONSTRUCTION OF A NEW 7,693 SQUARE FOOT, 20-ROOM MOTEL ABOVE A NEW SUBTERRANEAN PARKING GARAGE, SURFACE PARKING LOT, ROOFTOP DECK WITH SWIMMING POOL, SPA AND BAR AREA, GRADING, RETAINING WALLS, LANDSCAPING, A NEW ONSITE WASTEWATER TREATMENT SYSTEM AND AUTHORIZATION FOR THE PLANNING DIRECTOR TO SUBMIT A LETTER OF PUBLIC CONVENIENCE OR NECESSITY FOR THE SALE OF ALCOHOL; CONDITIONAL USE PERMIT NO. 18-002 FOR A MOTEL IN THE COMMERCIAL VISITOR-SERVING-1 ZONING DISTRICT AND SALE OF ALCOHOL; INCLUDING VARIANCE NO. 18-030 FOR CONSTRUCTION ON SLOPES STEEPER THAN 3 TO 1, VARIANCE NO. 18-031 FOR A RETAINING WALL THAT IS AN INTEGRAL PART OF THE BUILDING IN EXCESS OF 12 FEET IN HEIGHT, VARIANCE NO. 20-035 FOR SURFACE PARKING WITHIN THE REQUIRED FRONT YARD SETBACK, AND SITE PLAN REVIEW NO. 18-025 FOR A BUILDING HEIGHT IN EXCESS OF 18 FEET, NOT TO EXCEED 24 FEET FOR A FLAT ROOF, LOCATED IN THE COMMERCIAL VISITOR SERVING-1 ZONING DISTRICT AT 22959 PACIFIC COAST HIGHWAY(SURFRIDER PLAZA, LLC)

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

SECTION 1. Recitals.

A. On November 4, 2009, an application for Coastal Development Permit (CDP) No. 09-067, was submitted for the Malibu Surfrider Plaza Project (Former Project) consisting of a new commercial plaza providing 7,713 gross square feet of floor area between two buildings and 82 surface and subterranean parking spaces, located at 22959 Pacific Coast Highway (PCH) in the Commercial Visitor Serving-1 (CV-1) zoning district, by Surfrider Plaza, LLC. The application was routed to the City Geotechnical consultant reviewers, City Environmental Health Administrator, City Biologist, City Public Works Department, Los Angeles County Fire Department (LACFD), and Los Angeles County Waterworks District No. 29 (WD29).

B. On November 5, 2009, the Los Angeles Regional Water Quality Control Board (LARWQCB) approved Resolution No. R4-2009-007, banning the use of onsite wastewater treatment systems (OWTS) in the area. On September 21, 2010, the State Water Regional Control Board (SWRCB) approved that same resolution, thereby amending the State Basin Plan. The adopted plan for a specific Prohibition Area includes the Project Site. Since an application for the Project Site was submitted prior to the adoption of Resolution No. R4-2009-007, the application is listed on Table 4-zz as being eligible for a new OWTS.

C. On June 15, 2017, a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Former Project was published in a newspaper of general circulation within the City of Malibu. The 30-day public review period ran from July 19, 2017.

ATTACHMENT 1

D. On June 27, 2017, the Environmental Review Board (ERB) reviewed and considered the Former Project, written reports, Initial Study (IS) No. 16-003/MND No. 17-001 and provided recommendations to the Planning Commission.

E. On June 11, 2018, the applicant submitted revised plans for a new motel instead of the previously submitted commercial retail plaza. The revised project plans were then routed to all applicable City departments and County agencies for review. Conditional Use Permit (CUP) No. 18-002, Variance (VAR) Nos. 18-030, 18-031 and 20-035, Site Plan Review (SPR) No. 18-025, and Joint Use Parking Agreement (JUPA) No. 18-001 were added to the Malibu Inn Motel Project (Project).

F. On June 17, 2020, staff deemed the application complete.

G. On February 19, 2021, a Notice of Intent to Adopt a MND was published in a newspaper of general circulation within the City of Malibu. The 30-day public review period ran from February 19, 2021 to March 22, 2021. The Draft IS/MND No. 20-003 was circulated again for another 30-day review period, directed towards agencies due to a file discrepancy, that began on March 29, 2021 and ended on April 28, 2021.

H. On June 10, 2021, a Notice of Coastal Development Permit Application was posted on the subject property.

I. On June 24, 2021, Planning Department staff conducted a site visit to document site conditions, the property and surrounding area.

J. On August 5, 2021, 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.

K. On August 26, 2021, a Notice of Adjournment was issued for the August 26, 2021 Special Planning Commission meeting and adjourned to the September 8, 2021 Adjourned Regular meeting to allow staff additional time to gather additional information and for the applicant to install story poles to represent the proposed motel building.

L. On September 8, 2021, the Planning Commission continued the item to the November 1, 2021 Regular Planning Commission meeting.

M. On November 1, 2021, the Planning Commission continued the item to the December 6, 2021 Regular Planning Commission meeting.

N. On December 6, 2021, the Planning Commission continued the item to the January 11, 2022 Special Planning Commission meeting.

O. On January 11, 2022, the Planning Commission continued the item to the April 4, 2022 Regular Planning Commission meeting.

P. On April 4, 2022, the Planning Commission continued the item to a date uncertain.

Q. On March 23, 2023, 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.

R. On April 17, 2023, 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. Adoption of Mitigated Negative Declaration

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed Project. The Planning Department prepared an initial study (IS No. 20-003) pursuant to CEQA Guidelines Section 15305. The initial study analyzed the Project and determined that it will not have a significant impact on the environment with implementation of mitigation measures; subsequently, MND No. 20-003 was prepared and circulated pursuant to CEQA Guidelines Section 15070.

On February 19, 2021, the City made IS/MND No. 20-003 available to the public for the required 30-day circulation period, which concluded on March 22, 2021. The Draft IS/MND was circulated again for another 30-day review period, directed towards agencies due to a file discrepancy, that began on March 29, 2021. The State Clearinghouse closed its review period on April 28, 2021. A total of twenty-seven pieces of correspondence were received during the public comment period, which are discussed in a Response to Comments (Section 2.0) added to the Final IS/MND.

The Planning Commission has considered IS/MND No. 20-003 together with the comments received during the public review process. IS/MND No. 20-003 reflects the independent judgment of the Planning Commission, and has been completed in compliance with CEQA, and is adequate for this Project.

The Planning Commission finds that the Project does not have the potential to significantly degrade the quality of the environment, nor does it have impacts which are individually limited but cumulatively considerable.

The Planning Commission further finds that less than significant impacts on the environment are expected from the Project, with implementation of mitigation measures. Based on the record as a whole, there is no substantial evidence that the Project, as conditioned, will have a significant effect on the environment.

SECTION 3. Coastal Development Permit Findings.

Based on the evidence contained within the record, including the agenda report for the project and the hearing on April 17, 2023, 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 Planning Commission makes the findings of fact below, and approves CDP No. 09-067 for the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop deck with swimming pool, spa and bar area, grading, retaining walls, landscaping, a new OWTS and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; including CUP No. 18-002 for a motel in the CV-1 zoning district and sale of alcohol, VAR No. 18-030 construction on slopes

steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, VAR No. 20-035 for surface parking within the required front yard setback, and SPR No. 18-025 for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof, located in the CV-1 zoning district at 22959 PCH.

The Project is consistent with the LCP's zoning, grading, cultural resources, water quality, and wastewater treatment system standards requirements. With the inclusion of the proposed discretionary requests, 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, including submitted reports, project plans, visual analysis and site investigation, demonstrates that the Project, as conditioned, conforms to the LCP and MMC in that it meets all applicable development standards inclusive of the requested discretionary requests. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29, and LACFD.

2. IS/MND No. 20-003 was prepared in accordance with CEQA and the CEQA Guidelines. Other alternatives were analyzed. This analysis assesses whether alternatives to the Project would significantly lessen adverse impacts to coastal resources. Evidence in the record demonstrates an alternative project will not have a significant environmental or visual advantage as the development is sited within the property dimensions of legal lots and the footprint of existing and previously existing development. As a result, the Project, as proposed and conditioned, is the least environmentally damaging alternative.

3. The Project and IS/MND No. 20-003 were not reviewed by the ERB. However, as a matter of policy, the Former Project for a commercial shopping center and associated IS/MND were reviewed by ERB. The potential environmental impacts as a result of the Project are considered less significant than the Former Project. The ERB recommendation and comment were addressed in IS/MND No. 20-003 and a condition has been added requiring a rootball barrier for the Sycamore trees to minimize potential root damage to the adjacent sidewalk and parking lot.

B. Variance for Retaining Wall in Excess of 12 Feet in Height (LIP Section 13.26)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. In order to place a building on the Project Site, the northern slope must be stabilized, and a structural setback is required from the slope to the proposed motel building. The retaining wall would be constructed to secure the graded slope following the excavation and to provide a 15-foot structural setback from the slope. The retaining wall is 21 feet, 10 inches in height above finished grade. The retaining wall would extend below finished grade to accommodate the subterranean parking level and provide for an adequate foundation. The applicant provided evidence showing other nearby commercial development were constructed with similar retaining walls. Therefore, it would not be feasible to develop the property without the proposed retaining wall and the strict application of the zoning ordinance would deprive the subject property owner of privileges enjoyed by other properties in the vicinity under similar zoning and site constraints.

2. The proposed variance will allow construction of a motel. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project as conditioned will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or welfare.

3. Other nearby commercial development has been constructed with similar retaining walls, which support the toe of the slope. . The site's topography is predominantly characterized by a steep slope. There is no alternative development pad on the Project Site that would avoid excavation into the steep slope and the resulting retaining wall to secure the excavation. Therefore, approval of the variance will grant relief from a technical development standard, which if strictly applied, would prohibit commercial development on the Project Site. The proposed development is consistent with surrounding properties and in the CV-1 zoning district. The proposed variance would not constitute a special privilege to the applicant or property owner in that there are other examples of similar retaining walls constructed for nearby development and, without the variance, a commercial development on the property would not be feasible.

4. The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are conditionally permitted in the CV-1 zoning district.

5. The variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site. The variance request is to allow for the construction of a retaining wall that exceeds 12 feet in height to allow for the development of the proposed motel in the CV-1 zoning district.

6. The subject site is physically suitable for the proposed variance. The proposed development is primarily sited on the disturbed portion of the subject site; however, given that the site is predominantly on a slope, the proposed retaining wall in excess of 12 feet in height cannot be avoided. The proposed retaining is a building code requirement to maintain a horizontal structural setback to the toe of the slope. The proposed retaining wall is necessary for any new building on the subject parcel.

7. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development are conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

C. Variance for Construction for Surface Parking within the Required Front Yard Setback (LIP Section 13.26)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. Without allowing the required parking within the front yard setback, there would not be sufficient space to site for the required parking. The proposed variance would allow for the parking required for the use to be provided onsite as required by the LCP.

2. The proposed variance will allow construction of the proposed motel in compliance with the minimum required parking spaces. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review,

the Project as conditioned will not result in any significant adverse impacts to the environment, and will not be detrimental to the public interest, health, safety, convenience or welfare.

3. Almost all other commercial development on this stretch of PCH is developed with parking within the required front yard setback. There is no alternative development pad on the property that would avoid encroachment of the required parking in the front yard setback. Therefore, approval of the variance will grant relief from a technical development standard, which if strictly applied, would prohibit commercial development on the Project Site. The proposed development is consistent with surrounding properties and in the CV-1 zoning district. Therefore, the granting of the variance will not constitute a special privilege to the applicant or the property owner as it is consistent with other surrounding development subject to similar site constraints.

4. The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are conditionally permitted in the CV-1 zoning district.

5. The variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site. The proposed uses are consistent with the allowed uses in the applicable CV-1 zoning district.

6. The subject site is physically suitable for the proposed variance. The proposed development is utilizing the disturbed portion of the subject site, and there is an existing surface parking lot located within the front yard setback. Locating the surface parking lot within the front yard setback cannot be avoided due to the steep slope to the north of the parking lot.

7. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

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

1. Evidence in the record, including submitted reports, project plans, visual analysis and site investigation, demonstrates that the Project, as conditioned, conforms to the LCP and MMC in that it meets all applicable development standards inclusive of the requested discretionary requests. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29, and LACFD.

2. The Project would alter the visual appearance of the Project Site, but would not substantially degrade the visual character or quality of the Project Site or introduce any aesthetic elements incompatible with the surrounding land uses, and the height of the proposed building has been limited to minimize impacts to visual character. The Project Site is buffered from surrounding residential areas by open space and the incorporation of additional landscaping. The design of the proposed building would also serve as a barrier that reduces noise transmission, as patios would face away from residential areas and the building would contain some vehicle noise within the subterranean parking garage. The Project does not propose amplified sound (music, concerts, etc.).

3. Photo simulations to show the design and scale of the proposed development from three vantage points were submitted instead of story poles. As demonstrated in the photo simulations, due to the size, shape, and topography of the lot, the proposed development will blend into the hillside, will be minimally visible from public viewing areas or scenic roads, and is not located within primary views of neighboring properties.

4. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

5. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, WD29, and LACFD. As discussed herein, based on submitted reports, Project plans, visual analysis and site investigation, the Project, as conditioned, complies with all applicable provisions of the MMC and the LCP, inclusive of the VARs and SPR.

E. Hazards (LIP Chapter 9)

1. Evidence in the record demonstrates that the Project, as conditioned, will incorporate all recommendations contained in the above cited geotechnical report and conditions required by the City geotechnical consultant reviewers, City Public Works Department, and the LACFD, including foundations, OWTS, and drainage. As such, the proposed Project will not increase instability of the site or structural integrity from geologic, flood, or any other hazards.

2. The Project, as designed, conditioned and approved by the applicable departments and agencies, will not have any significant adverse impacts on site stability or structural integrity from geologic, flood or fire hazards due to Project modifications, landscaping or other conditions.

3. Evidence in the record demonstrates that the Project, as designed and conditioned, is the least environmentally damaging alternative.

4. Evidence in the record demonstrates that there are no feasible alternatives to the proposed development that would avoid or substantially lessen any adverse impacts on site stability or structural integrity as none are expected as a result of the Project.

5. Evidence in the record demonstrates that the Project, as designed and conditioned, is the least environmentally damaging alternative and no adverse impacts to sensitive resources are anticipated.

F. Conditional Use Permit for New Motel Use and Sale of Alcohol (MMC Section 17.66.080)

1. The Project Site is zoned for commercial use, and the proposed motel use is conditionally permitted in the CV-1 zoning district and is consistent with existing land uses in the vicinity.

2. The proposed motel use is consistent with the commercial zoning designation and consistent with existing commercial land uses in the vicinity. The Project is located within the commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development and will not impair the integrity and character of the zoning district.

3. The subject site is physically suitable for the proposed motel land use. The Project is located within the developed commercial corridor of the City and the surrounding development is comprised of restaurants, motels, and other commercial development, as well as multi-family residential development. The intensity and density of the proposed use is commensurate with that of the surrounding development and will not impair the integrity and character of the zoning district.

4. The proposed use is compatible with the land uses presently on the subject property and in the surrounding neighborhood. The existing legal non-conforming commercial parking lot as a stand-alone use is being replaced with a commercial use that in contrast is authorized with a conditional use permit in the CV-1 zoning designation.

5. The proposed use will be compatible with the existing and future land uses within the zoning district and surrounding area, as it is a commercial use contemplated by the zoning district. The Project is located within the commercial corridor of the City and the proposed motel is a conditionally permitted use in the CV-1 zoning district, which is compatible with the commercial zoning in the general area.

6. There would be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed use would not be detrimental to public health and safety. Adequate public services and utilities are available to serve the Project. The Project does not affect solar access or adversely impact existing public and private views.

7. Adequate public access is available to serve the Project. Access to the Project is from PCH, an existing public highway. The public, as well as emergency vehicles, would enter and exit the Project Site via PCH. The Project Site is designed with throughput access from PCH to the Aviation Nation Site parking lot, negating any need for vehicles to turnaround. The modified driveways would require review and approval of an Encroachment Permit by Caltrans. During its review of the permit, Caltrans would ensure the driveways are properly designed to ensure adequate emergency access. All roadway connections would be constructed in conformance with City and Caltrans standards, and would be consistent with LACFD access requirements.

8. Evidence in the record demonstrates the proposed use is consistent with the goals, objectives and policies of the General Plan.

9. The Project will be in full compliance with all applicable State, County and City of Malibu ordinances and laws.

10. As designed and conditioned, the proposed use will not be detrimental to the public interest, health, safety, convenience or welfare, and will provide the public benefit of a potable water supply for domestic use and fire protection.

11. There is clear and compelling evidence that the Project is not located in an area determined by the City to be at risk from earth movement, flooding or liquefaction. With the implementation of the recommendations of the Project geotechnical engineer and City geotechnical consultant reviewers, less than significant impacts on structural integrity from geologic or flood hazards are expected. The Project, as conditioned, will not increase instability of the site or structural integrity from geologic, flood, fire or any other hazards.

G. Variance for Construction on Slopes Steeper than 3 to 1 (MMC Section 17.72.060)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. The proposed development requires grading and excavation of approximately 0.77 acre of the Project Site, which includes a portion of the slope that is steeper than 3 to 1, to accommodate a subterranean garage and structural setback to the proposed motel building. It would not be feasible to develop the property without development on slopes steeper than 3 to 1.

2. The proposed variance will allow construction of the proposed motel. The Project has been evaluated for impacts on environmental factors pursuant to CEQA. Based on the IS/MND and LCP conformance review, the Project as conditioned will not result in any significant adverse impacts to the environment, and will not be detrimental to the public interest, health, safety, convenience or welfare.

3. The granting of the variance will not constitute a special privilege to the applicant or the property owner. The required grading and excavation of the lower portion of the 3 to 1 slope within the site boundary and adjacent to the existing parking lot is necessary to provide a level building area for the motel building, subterranean parking level, and at-grade surface parking lot adjacent to PCH. There is no alternative development pad on the property that would avoid construction on steep slopes. Therefore, approval of the variance will grant relief from a technical development standard, which if strictly applied, could limit development of a commercial building completely on the subject property.

4. The granting of the proposed variance will not be contrary to or in conflict with the LCP as the improvements, consisting of a motel and associated development, are conditionally permitted in the CV-1 zoning district.

5. The variance request does not authorize a use or activity that is not expressly authorized by the zoning regulations for the Project Site. The variance request is consistent with the intent and purpose of the CV-1 zoning district. The motel is a conditionally permitted use in the CV-1 zoning district and development on slopes steeper than 3 to 1 is necessary so that the motel development can be constructed in the CV-1 zoning district.

6. The subject site is physically suitable for the proposed variance. The proposed development is primarily sited on the disturbed portion of the subject site; however, given that the site is predominantly on a slope, development on slopes steeper than 3 to 1 to allow for the construction of a motel in the CV-1 zoning district cannot be avoided.

7. The Project complies with all applicable requirements of State and local law, and is conditioned to comply with any relevant approvals and permits. Construction of the motel and

associated development is conditioned to comply with all building code requirements and will incorporate all recommendations from applicable City agencies and Project consultants.

8. The Project is conditioned for all recommendations of the project engineering geologist or geotechnical engineer, and the City geotechnical consultant reviewers to be incorporated into the final design. Among other conditions, the project was also conditioned to provide a construction staging plan, adhere to limited construction hours, construction management techniques, and dark sky lighting requirements, fuel modification plans, and grading and water quality provisions. With these conditions, the requested variance will not be detrimental to health, safety and welfare of the City.

SECTION 4. Determination of Public Convenience or Necessity.

According to the State Department of Alcoholic Beverage Control, a Letter of Public Convenience or Necessity may be required for the overconcentration of licenses. Based on CUP findings in Section 3(G) of this resolution, the Planning Commission finds that the proposed use will not be detrimental to the public health, safety, or general welfare and is compatible with the land uses presently on the subject property and in the surrounding neighborhood. The Planning Commission hereby recommends that the City Council authorizes the Planning Director to prepare and submit a Letter of Public Convenience or Necessity for the proposed use to the State Alcoholic Beverage Control Department.

SECTION 5. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby adopts IS-MND No. 20-003 and approves CDP No. 09-067, CUP No. 18-002, VAR Nos. 18-030, 18-031, and 20-035, and SPR No. 18-025, subject to the following conditions.

SECTION 6. Conditions of Approval.

Standard Conditions

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:
    a. Construction of a new, 2-story, 7,693 square foot, 20-room motel above a new subterranean parking garage (0.15 FAR);
    b. Rooftop deck with a swimming pool, spa and bar;
    c. Surface parking lot;
    d. Hardscape and landscaping;
    e. Grading and retaining wall;

f. Onsite wastewater treatment system; and
g. Discretionary Requests:
    i. CUP No. 18-002 for a new motel in the CV-1 zoning district and sale of alcohol;
    ii. VAR No. 18-030 for construction on slopes steeper than 3 to 1;
    iii. VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height;
    iv. VAR No. 20-035 for surface parking within the required front yard setback; and
    v. SPR No. 18-025 for a building height in excess of 18 feet not to exceed 24 feet for a flat roof.

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial compliance with plans on-file with the Planning Department, date-stamped **May 18, 2020**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event the Project plans conflict with any condition of approval, the condition shall take precedence.

4. This conditional use permit and rights conferred in this approval shall not be effective until all appeals are exhausted, and the property owner executes the Affidavit of the Acceptance of Conditions. Said documents shall be recorded with the Los Angeles County Recorder and a certified copy of said recordation shall be filed with the Planning Department within 10 days of the effective date of the approval.

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. This CDP shall expire if the Project has not commenced within three (3) years after issuance of the permit. 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, Los Angeles County Sheriff's Department, WD29, and LACFD, as applicable. Notwithstanding this review, all required permits shall be secured. 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 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 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.

11. The applicant must submit payment for any outstanding fees payable to the City prior to issuance of any building or grading permit.

Lighting

12. 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.

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

14. 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.

15. 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.

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

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

18. Three sequential 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.

Construction / Framing

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

20. 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.

21. 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 will be rinsed off prior to leaving the property.

22. When framing is complete, a site survey shall be prepared by a licensed civil engineer or architect that states the finished ground level elevation and the highest roof member elevation. 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.

23. Prior to issuance of a building/demolition permit, an Affidavit and Certification to implement a Waste Reduction and Recycling Plan (WRRP) shall be signed by the Owner or Contractor and submitted to the Environmental Sustainability Department. The WRRP shall indicate the agreement of the applicant to divert at least 50 percent of all construction generated by the Project.

24. 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.

Cultural Resources

25. 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.

26. If human bone is discovered, the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These require 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.

Site-Specific Conditions

27. No off-site sale of alcohol shall be permitted. Alcohol shall only be served for room service and within the rooftop deck for motel guests**.**

28. This CUP permits the sale and consumption of alcoholic beverages. The property owner / motel operator shall obtain all necessary approvals from ABC. Once obtained, the applicant is required to provide the Planning Department a copy of the issued ABC license.

29. A copy of the current ABC license shall be kept on the premises of the establishment and be presented to City staff, including the City's Planning Director and Code Enforcement staff, law enforcement officers or their duly authorized representatives, upon request.

30. At all times during the conduct of the permitted use, the permittee shall maintain and keep in effect valid licensing approval from ABC. Should such licensing be denied, expire or lapse at any time in the future, the approval of alcohol sale pursuant to this permit is subject to modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C).

31. Prior to the commencement of alcohol service, the property owner / operator shall install small signs in the interior of the business, as depicted on the project plans, requesting that patrons be courteous and quiet when occupying outdoor areas and stating that alcohol may only be consumed in compliance with the motel's ABC license.

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 12:00 p.m. to 10:00 p.m., Sunday through Thursday, and 12:00 p.m. to 11:00 p.m., Friday and Saturday.

33. No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.

34. The property owner / operator shall adhere to a "good neighbor" policy, meaning that the operator and employees must respect the rights of neighboring properties and, to the best of their ability, shall ensure their patrons' compliance with the City's noise and smoking regulations and all conditions of approval for the subject use relating to parking, smoking, litter, noise, loitering, etc.

35. Noise emanating from the premises shall not be plainly audible at a distance of five feet of any residential unit between the hours of 10:00 p.m. and 7:00 a.m., as required by MMC Section 8.24.050(L).

36. The onsite kitchen may only serve food and beverages to motel guests.

37. The motel operator must adhere to all laws related to the sale of alcohol. Violations of such laws may be cause for modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C).

38. No other new signage is permitted under this application; a sign permit shall be submitted and approved by the Planning Department prior to installation of any new sign.

39. The landscaping plan must be revised to include a detail depicting a barrier encircling root balls to be used for all the California Sycamore trees in order to minimize potential root damage to the sidewalk and parking lot. The planting of the California Sycamore trees must be in compliance with this detail.

40. The third driveway curb cut on the Aviation Nation Site from west to east must be removed.

41. Prior to the issuance of a development permit, the property owner must pay the in-lieu fee for the lower cost overnight accommodations in compliance with LIP Section 12.10.

42. Prior to the issuance of a development permit, the property owner / applicant must provide a rooftop floor plan showing the location of the umbrellas in compliance with the height limit.

43. None of the parking spaces may be used as public parking.

44. No more than six employees can be at the site at any one shift.

Mitigation Monitoring and Reporting Program

45. The Project shall comply with all the mitigation measures included in the MMRP of IS/MND No. 20-003.

Colors and Materials

46. 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 Planning 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, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.
    c. All windows shall be comprised of non-glare glass.

47. Retaining walls visible from beaches or public viewing areas shall incorporate veneers, texturing and/or colors to blend with the surrounding earth materials. The colors shall be reviewed and approved by the Planning Director and clearly indicated on the grading and building plans.

48. All driveways shall be a neutral color that blends with the surrounding landforms and vegetation. The colors shall be reviewed and approved by the Planning Director and clearly indicated on the grading and building plans.

Conditional Use Permit

49. This conditional use permit may be reviewed by the Planning Director (predecessor and/or designee) and/or Planning Commission on an as-needed basis at the discretion of the Planning Director (predecessor and/or designee) or Planning Commission. Should it be determined that a review is required, the applicant shall pay the Planning Department staff site inspection fee in effect at the time of request for a site inspection. A staff planner will conduct a site visit to verify compliance with the provisions set forth in this resolution. If necessary, the Planning Director will determine whether the conditional use permit may be brought back to the Planning Commission for additional conditions to mitigate and/or prevent nuisances that were identified during the site inspection or made aware of by members of the public. Possible mitigation measures can include:
    a. Modifying the hours of operation;
    b. Incorporating noise mitigating measures/devices;
    c. Traffic safety measures;
    d. Land use intensification or reconfiguration of shared parking that would result in a parking demand greater than approved under this application; or
    e. Other measures deemed necessary by the Planning Commission.

50. The property owner / tenant shall not use the parking lot for any use other than the uses and activities explicitly permitted for the subject parcel or as permitted by a temporary use permit or filming permit.

51. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.

52. The conditional use permit may be modified by the City without the consent of the property owner or operator if the Planning Commission finds that the use is creating a nuisance.

53. A conditional use permit that is valid and in effect, and was granted pursuant to the provisions of the MMC, shall run with the land and continue to be valid upon change of ownership of the land or any lawfully existing building or structure on the land.

54. This conditional use permit shall no longer be valid and in effect with the demolition of all buildings, including a major remodel constituting new development requiring a new CDP.

55. The conditional use permit may be revoked if the Planning Commission finds that one or more of the following conditions exists:
    a. The conditional use permit was obtained in a fraudulent manner;
    b. One or more of the conditions found within this resolution have not been substantially met; or
    c. The use for which the CUP was granted ceased for six successive calendar months after the start of operations, except in the case of natural disaster.

56. The Planning Commission may revoke the conditional use permit should the conditionally permitted use cease for six successive calendar months, except in the case of a natural disaster.

Building Plan Check/Department Conditions

Water Quality/Water Service

57. Prior to the issuance of a building permit, the applicant shall submit a Will Serve Letter from WD29 to the Planning Department indicating the ability of the property to receive adequate water service.

Biology/Landscaping

58. The use of pesticides, including insecticides, herbicides, rodenticides or any toxic chemical substance which has the potential to degrade biological resources shall prohibited throughout the City of Malibu. The eradication of invasive plant species or habitat restoration shall consider first the use of non-chemical methods for prevention and management such as physical, mechanical, cultural, and biological controls. Herbicides may be selected only after all other non-chemical methods have been exhausted. 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 use for a limited time.

59. 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 Chapter 9.22). 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 Chapter 9.22.

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

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

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

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

64. Prior to a final plan check approval, the property owner /applicant must provide a landscape water use approval from the WD29.

65. Vegetation forming a view impermeable condition serving the same function as a fence or wall (also known as a hedge) located within the side or rear yard setback shall be maintained at or below a height of six feet. A hedge located within the front yard setback shall be maintained at or below a height of 42 inches. Three sequential violations of this condition will result in a requirement to permanently remove the vegetation from the site.

66. Vegetation in excess of six feet in height shall not obstruct the primary view of existing residences located within a 1,000-foot radius at any given time (given consideration of its future growth).

67. Plantings required for fuel modification must be native, drought-tolerant species and shall blend with the existing natural vegetation and natural habitats on the site.

68. Use of wood chips and shredded rubber is prohibited anywhere on the site. Flammable mulch material, including shredded bark, pine needles, and artificial turf, are prohibited between zero and five feet of a structure. Non-continuous use of flammable mulch (excluding wood chips and shredded rubber) is allowed between 5 and 30 feet from the eave/overhang of a structure with limited application areas. Any mulch materials (excluding wood chips and shredded rubber) are allowed 30 feet or more from a structure with no limitation on application area.

69. Delete Dragon tree (*Dracaena draco*) from the planting plan along the PH frontage. All street frontage trees are limited to species natives to the Santa Monica Mountains.

Environmental Health

70. 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 MMC Chapters 15.40, 15.42, 15.44, and LIP Chapter 18 related to continued operation, maintenance and monitoring of the OWTS.

71. Prior to final Environmental Health approval, a final OWTS plot plan 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).

72. 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 final OWTS design drawings shall be submitted to the City Environmental Health Administrator with the designer's wet signature, professional registration number and stamp (if applicable).

73. Any above-ground equipment associated with the installation of the OWTS shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall not be higher than 42 inches tall.

74. 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 fixture equivalents, and/or the subsurface effluent dispersal system acceptance rate. The 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. 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;
c. 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 fixture units and building occupancy characteristics; and
d. 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.

75. Prior to final Environmental Health approval, the construction plans for all structures and/or buildings with reduced setbacks must be approved by the City Building Safety Division. The architectural and/or structural plans submitted to Building and Safety plan check must detail methods of construction that will compensate for the reduction in setback (e.g., waterproofing, concrete additives, etc.). For complex waterproofing installations, submittal of a separate waterproofing plan may be required. The architectural/structural/ waterproofing plans must show the location of OWTS components in relation to those structures from which the setback is reduced, and the plans must be signed and stamped by the architect, structural engineer, and geotechnical consultants (as applicable).

76. Prior to final Environmental Health approval, the applicant shall provide engineer's certification for reduction in setbacks to buildings or structures: All proposed reductions in setback from the OWTS to structures (i.e., setbacks less than those shown in MMC Table 15.42.030(E)) must be supported by a letter from the project structural engineer and a letter from the project soils engineer (i.e., a geotechnical engineer or civil engineer practicing in the area of soils engineering). Both engineers must certify unequivocally that the proposed reduction in setbacks from the treatment tank and effluent dispersal area will not adversely

affect the structural integrity of the OWTS, and will not adversely affect the structural integrity of the structures for which the Table 15.42.030(E) setback is reduced. Construction drawings submitted for plan check must show OWTS components in relation to those structures from which the setback is reduced. All proposed reductions in setback from the OWTS to buildings (i.e., setbacks less than those shown in Table 15.42.030(E)) also must be supported by a letter from the project architect, who must certify unequivocally that the proposed reduction in setbacks will not produce a moisture intrusion problem for the proposed building(s). If the building designer is not a California-licensed architect, then the required architect's certification may be supplied by an engineer who is responsible for the building design with respect to mitigation of potential moisture intrusion from reduced setbacks to the wastewater system. In this case, the engineer must include in his/her letter an explicit statement of responsibility for mitigation of potential moisture intrusion. If any specific construction features are proposed as part of a moisture intrusion mitigation system in connection with the reduced setback, then the architect or engineer must provide associated construction documents for review and approval during Building Safety Division plan check. The wastewater plans and the construction plans must be specifically referenced in all certification letters.

77. All project architectural plans and grading/drainage plans shall be submitted for Environmental Health review and approval. The floor plans must show all drainage fixtures, including in the kitchen and laundry areas. These plans must be approved by the Building Safety Division prior to receiving Environmental Health final approval.

78. 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 onsite wastewater treatment system serving subject property is an advanced method of sewage disposal pursuant to the MMC. Said covenant shall be provided by the City of Malibu Environmental Health Administrator. Submit a certified copy issued by the City of Malibu Recorder.

79. A covenant running with the land shall be executed by the property owner and recorded with the Los Angeles County Recorder's Office. Said covenant shall serve as constructive notice to any successors in interest that: 1) the private sewage disposal system serving the development on the property does not have a 100 percent expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)), and 2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in the use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair. Said covenant shall be in a form acceptable to the City Attorney and approved by the City Environmental Sustainability Department.

80. Proof of ownership of subject property shall be submitted to the City Environmental Health Administrator.

81. An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed OWTS.

82. Prior to final Environmental Health approval, 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 OWTS after construction shall be submitted. Only original wet signature documents are acceptable and shall be submitted to the City Environmental Health Administrator.

83. 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 City of Malibu Recorder's Office. 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 MMC. Said covenant shall be provided by the City of Malibu Environmental Health Administrator.

84. The City geotechnical consultant reviewers final approval shall be submitted to the City Environmental Health Administrator.

85. The City Biologist's final approval shall be submitted to the City Environmental Health Administrator. The City Biologist shall review the OWTS design to determine any impact on Environmentally Sensitive Habitat Area if applicable.

86. In accordance with MMC Chapter 15.44, prior to Environmental Health approval, an application shall be made to the Environmental Sustainability Department for an OWTS operating permit.

87. The applicant/property owner must submit wastewater plans, and all necessary supporting forms and reports to the Los Angeles Regional Water Quality Control Board (RWQCB) to assure compliance with the California Water Quality Control Plan, Los Angeles Region (Basin Plan). Prior to the issuance of any City-issued development permits, RWQCB Waste Discharge Requirements shall be obtained and submitted to the City of Malibu Environmental Health Administrator.

Geology

88. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City Geologist 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 Geologist prior to the issuance of a grading permit.

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

Public Works

Street Improvements

90. The Project proposes to construct a new driveway and other improvements within Caltrans' right-of-way. Prior to the Public Works Department approval of the grading or building permit, the applicant shall obtain encroachment permits from Caltrans for the proposed improvements.

Grading/Drainage

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

92. A grading and drainage plan containing the following information shall be submitted to the Public Works Department for approval, 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 is 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;
    g. Private 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; and
    h. 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.

93. 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.

94. 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 grading or building permit issuance. 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 street and any drainage easements.

Stormwater

95. 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
	Sandbag 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 with 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.

96. A Storm Water Management Plan (SWMP) shall be submitted for review and approval of the Public Works Director. The SWMP shall be prepared in accordance with the LIP Section 17.3.2 and all other applicable ordinances and regulations. The SWMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the pre-development and post-development drainage of the site. The SWMP shall identify the site design and source control BMPs that have been implemented in the design of the project. The SWMP shall be reviewed and approved by

the Public Works Department prior to the issuance of the grading or building permit for this project.

97. A Water Quality Mitigation Plan (WQMP) shall be submitted for review and approval of the Public Works Director. The WQMP shall be prepared in accordance with the LIP Section 17.3.3 and all other applicable ordinances and regulations. 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 following elements shall be included within the WQMP:
    a. Site Design Best Management Practices (BMPs);
    b. Source Control BMPs;
    c. Treatment Control BMPs;
    d. Drainage improvements;
    e. Methods for onsite percolation, site re-vegetation and an analysis for off-site Project impacts;
    f. Measures to treat and infiltrate runoff from impervious areas;
    g. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure;
    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 measures installed during construction prior to the issuance of grading or building permits; and
    i. The WQMP shall be submitted to the Building Safety Division 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. Once the plan is approved and stamped by the Public Works Department, the original signed and notarized document shall be recorded with the County Recorder. A certified copy of the WQMP shall be submitted prior to the Public Works Department approval of building plans for the Project.

Miscellaneous

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

99. 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.

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

Swimming Pool and Spa

101. 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 (including tributaries).

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

102. 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.

Commercial Development

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

a. Proper design of loading and unloading docks.
    i. Cover loading/unloading dock areas or design drainage to minimize run-on and runoff of storm water.
    ii. Direct connections to storm drains from depressed loading/unloading docks are prohibited.
b. Properly design Repair/Maintenance Bays
    i. Repair/maintenance bays must be indoors or designed to prohibit storm water runoff or contact with storm water runoff.
    ii. Repair/maintenance bays shall be designed to capture all wash water, leaks, and spills. Connect drains to a sump for collection and disposal: Direct connection of the repair/maintenance bays to the storm drain is prohibited. Obtain an Industrial waste discharge permit if required.
c. Properly Design Vehicle/Equipment Wash Areas
    i. Self-contained and/or covered wash areas shall be equipped with a clarifier or other pretreatment facility and properly connected to a sanitary sewer.
d. Properly designed Parking Lots (5,000 square feet of impervious surface or 25 parking spaces.)
    i. Minimize impervious surfacing for parking area.
    ii. Infiltrate runoff before it reaches a storm drain system.
    iii. Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used.
    iv. Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal system fouling and plugging prevention control.

Restaurants

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

Trash Storage Areas

105. Trash container areas must have drainage from adjoining roofs and pavement diverted around the area.

106. Trash container areas must be screened or walled to prevent off-site transport of trash.

Outdoor Material Storage

107. Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as a cabinet shed or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.

108. The storage areas must be paved and sufficiently impervious to contain leaks and spills.

109. The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

Prior to Final Sign-Off/Prior to Occupancy

110. Prior to the issuance of a Certificate of Occupancy, the City Biologist shall inspect the Project site and determine that all planning conditions have been implemented to protect natural resources in compliance with approved plans and this resolution.

111. Prior to a final Building inspection, the applicant shall provide the Environmental Sustainability Department a final Waste Reduction and Recycling Summary Report (WRRP Summary Report). The final Summary Report shall designate all materials that were land filled or recycled, broken down by material types. The Environmental Sustainability Department shall approve the Final Summary Report.

112. Prior to, or at the time of a Planning final inspection, the property owner / applicant shall submit to the Planning Department the plumbing permit for the irrigation system installation signed off by the Building Safety Division.

113. The applicant shall request a final Planning Department inspection prior to final inspection by the City of Malibu Environmental and Sustainability Department. A final approval and Certificate of Occupancy shall not be issued until the Planning Department has determined that the Project complies with this CDP. 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.

114. 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.

Deed Restrictions

115. The property owner(s) are 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 approval.

116. 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. 13-19. The property owner shall provide a copy of the recorded document to the Planning Department prior to final Planning Department approval.

Fixed Conditions

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

118. 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.

Mitigation Measures

119. Worker Education and Unanticipated Discovery Response. A qualified paleontologist as approved by the City of Malibu and the Los Angeles County Natural History Museum Vertebrate Paleontology Department shall be retained prior to ground-disturbing activities associated with construction of any individual project phase. Prior to ground-disturbance, the qualified paleontologist shall provide the construction crew(s) a brief summary of the paleontological potential of the underlying geology, the rationale behind the need for protection of paleontological resources, information on the initial identification of paleontological resources, and procedures to implement in the event paleontological resources are discovered.

In the event paleontological resources are uncovered at any point during construction activities, the Construction Contractor shall halt ground-disturbing activities and notify the Paleontologist and City, at which time the Paleontologist shall conduct an on-site inspection of the discovery, make a preliminary taxonomic identification, determine whether further action is required, and recommend measures for further evaluation, and/or collection of the resource as appropriate.

a. Ground-disturbance shall not resume in the vicinity of the of the discovery until the Paleontologist has assessed the resource.
b. The Paleontologist hall have the authority to halt and/or redirect construction activities to allow a reasonable amount of space and time to evaluate potential resources.
c. Significant resources shall be collected, prepared, and curated with an accredited institution as determined necessary by the Paleontologist.

120. Construction Noise Control. All construction machinery and delivery trucks shall be maintained to the highest level of performance, and shall be outfitted with all noise reduction accessories, e.g., mufflers, enclosures, etc. that are offered by the equipment manufacturers. The construction site shall be laid out such that materials are stored and staged near the southwestern edge of the site to maximize the distance from the residence and daycare. A temporary barrier capable of reducing the intensity of sound shall be erected between the project site and the school during the construction period. Prior to construction, all residences within 500 feet of the property line shall be individually notified of the project's construction schedule. Prior to construction, a sign shall be posted on the site that is legible from at least 50 feet off-site. The sign shall include a telephone number that residents can call to inquire about the construction process and to register complaints. The project applicant shall designate a "noise control coordinator" who will reply to all construction noise-related questions and complaints. Pile driving shall not be conducted on-site unless approved by the City.

121. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited from occurring at the property. In the case that amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses.

122. In the event that Tribal Cultural Resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 75-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Lead Agency or Project manager shall contact the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians to consult if any such find occurs within areas culturally and traditionally affiliated with the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians.

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

PASSED, APPROVED AND ADOPTED this 17th of April 2023.

DENNIS R. SMITH, Planning Commission Chair

ATTEST:

REBECCA EVANS, Recording Secretary

LOCAL APPEAL - Pursuant to LIP Section 13.20 (Appeals), 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 10 days and shall be accompanied by an appeal form and filing fee, as specified by the City Council. Appeal forms and fee schedule may be found online at www.malibucity.org/planningforms, in person at City Hall, or by calling (310) 456-2489, extension 245.

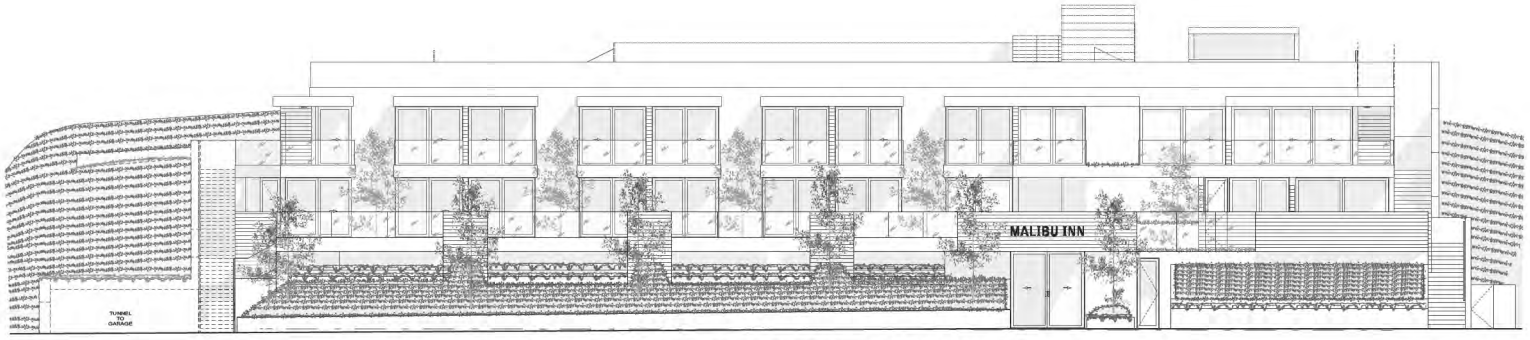
COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or by calling (805) 585-1800. Such an appeal must 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. 23-24 was passed and adopted by the Planning Commission of the City of Malibu at the special meeting held on the 17th of April 2023 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

REBECCA EVANS, Recording Secretary



Received
5/18/2020
Planning Dept.

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY, MALIBU, CA

APRIL, 2020

ABBREVIATIONS

ADDITIONAL	ADD'L.	JOINT	JT.
ADJUSTABLE	ADJ.		
ABOVE FINISHED FLOOR	A.F.F.	MANUFACTURE	MFR.
ABOVE RAISED FLOOR	A.R.F.	MANUFACTURER'S	MFR'S.
AIR CONDITIONING	A/C	MATERIAL	MATL.
ALTERNATE	ALT.	MAXIMUM	MAX.
ARCHITECT (URAL)	ARCH.	MECHANICAL	MECH.
AREA DRAIN	A.D.	METAL	MTL.
		MINIMUM	MIN.
BLOCKING	BLKG.	MISCELLANEOUS	MISC.
BOARD	BD.		
BUILDING	BLDG.	NORTH	N
		NOT IN CONTRACT	N.I.C.
CABINET	CAB.	NOT TO SCALE	N.T.S.
CEILING	CLG.	NUMBER	NO. OR #
CENTER	CTR.		
CENTER LINE	C.L.	ON CENTER	O.C.
CERAMIC TILE	C.T.	OUTSIDE DIAMETER	O.D.
CLEAR	CLR.	OPENING	OPG.
CONCRETE	CONC.		
CONCRETE MASONRY UNIT	C.M.U.	PAIR	PR.
CONSTRUCTION	CONST.	PERFORATED(ED)	PERF.
CONTINUOUS	CONT.	PIECE/PIECES	PC./PCS.
CONTROL JOINT	C.J.	PLANTER AREA	P.A.
DIAMETER	D.IA..	QUANTITY	QTY.
DIMENSION	DIM.		
DOUBLE	DBL.	RADIUS	RAD.
DOUBLE HUNG	D.H.	REFERENCE	REF.
DOWN	DN.	REFRIGERATOR	REFRIG.
DRAWING	DWG.	REINFORCE/REINFORCING	REINF.
		REQUIRED	REQ.
ELECTRIC	ELECT.	RETURN AIR	R.A.
ELECTRIC PANEL	ELECT. PNL.	ROUGH OPENING	R.O.
ELEVATOR	ELEV.		
ENCLOSURE	ENCL.	SHEET	SHT.
ENGINEER	ENGR.	SIMILAR	SIM.
EQUAL	EQ.	SOUTH	S
EQUIPMENT	EQUIP.	SMOKE DETECTOR	S.D.
EXISTING	EXIST.	SPEAKER	SPKR.
EXTRUDE OR EXTRUSION	EXTR.	SPECIFICATIONS	SPECS.
		SPRINKLER HEAD	S.H.
FABRICATE(ED)	FAB.	SQUARE	SQ.
FINISH	FIN.	STAINLESS STEEL	S.S.
FIXTURE	FIXT.	STANDARD	STD.
FLOOR	FL.	STEEL	STL.
FLUORESCENT	FLUOR.	STRUCTURAL	STRUCT.
FOOT	FT.		
FRESH AIR INTAKE	F.A.I.	TELEPHONE	TEL.
FURNISH(ED)	FURN.	TELEVISION	TV
FURRING	FUR.	TEMPORARY	TEMP.
		TONGUE AND GROOVE	T. & G.
GALVANIZED	GALV.	TYPICAL	TYP.
GAUGE	GA.		
GROUND	GRND.	UNLESS OTHERWISE NOTED	U.O.N.
GYPSUM BOARD	GYP. BD.		
		VERTICAL	VERT.
HEIGHT	HT.	VINYL COMPOSITION TILE	V.C.T.
HOLLOW METAL	H.M.		
HORIZONTAL	HORIZ.	WITH	W/
HOT WATER	H.W.	WITHOUT	W/O
		WOOD	WD.
INSIDE DIAMETER	I.D.		

PROJECT DATA

- ADDRESS: 22959 PACIFIC COAST HIGHWAY, MALIBU, CA 90265
- OWNER: HAKIM HOLDINGS
- LEGAL DESCRIPTION: See Survey
- A.P.N.: 4452-019-005
- ZONING: CV-1
- SEPTIC MORATORIUM ZONE: YES
- **OCCUPANCY GROUP:** B, R-1, S-2
- **TYPE OF CONSTRUCTION:** V-A
- **NUMBER OF STORIES:** 2 & SUBTERRANEAN
- YEAR BUILT: -
- **FIRE ZONE:** VHFHSZ
- **SPRINKLERED:** YES (PER-NFPA 13)
- LOT AREA: 51,352 SQ.FT. (1.18 ACRES)
- BUILDING HEIGHT: 24'
- LOT DIMENSIONS: DEPTH: 237'-2", WIDTH: 215'-10"

		REQUIRED	PROPOSED
SETBACKS: FRONT:		47'-5"	69'-2"
SIDE 10%:		21'-7"	21'-7"
SIDE 15%:		32'-5"	32'-5"
REAR:		35'-7"	104'-1"
MAX. ALLOWABLE F.A.R.:	15% × 51,352 SQ.FT. =	**7,703 SQ.FT.**	**7,693 SQ. FT.**
REQUIRED LANDSCAPING:	40% × 51,352 SQ.FT. =	**20,540.8 SQ.FT.**	**29,173 SQ. FT. (=57%)**
REQUIRED OPEN SPACE:	25% × 51,352 SQ.FT. =	**12,838 SQ.FT.**	**27,652 SQ. FT. (=54%)**

- **FLOOR AREA TABULATION :**

		PROPOSED	UNOCCUPIED
GROUND GARAGE PARKING (SUBTERRANEAN)=		51 SQ.FT.	9,881 SQ. FT.
LOBBY FLOOR & STORAGE : (389 + 86)	=	475 SQ.FT.	
FIRST FLOOR: (1508 +2377)	=	3885 SQ.FT.	
SECOND FLOOR: (3251+31)	=	3282 SQ.FT.	
TOTAL FAR :		**7693 SQ.FT.**	
ROOF DECK			3,139 SQ. FT.
TOTAL AREA (FOR FIRE DEPARTMENT)			**20,713 SQ.FT.**

- **PROPOSED PARKING AT 22959 PCH:**
  TOTAL **47 PARKING SPACES** WILL BE PROVIDED, FOR THE REQUIRED **47 PARKING SPACES**

PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : **23 SPACES**
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = **24 SPACES**
TOTAL REQUIRED -> **47 SPACES**

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

PROJECT TEAM

OWNER:
HAKIM HOLDINGS
9350 Wilshire Blvd, Ste 300
Beverly Hills, CA 90212
P 310-393-5800

ARCHITECT:
BURDGE & ASSOCIATES ARCHITECTS, INC.
Douglas W. Burdge, A.I.A.
24911 Pacific Coast Hwy
Malibu, CA 90265
T 310.456.5905
F 310.456.2467

CIVIL:
GEOWORKS ENGINEERING GROUP, INC.
5158 Cochran Street
Simi Valley, CA 93063
(805) 522-3206

ENVIRONMENTAL HEALTH:
ENSITU ENGINEERING INC.
http://ensitu.com
John N Yaroslaski PE
Ensitu Engineering Inc.
7475 Carmelita Ave
Atascadero, CA 93422
Tel: (805) 772-0150
Email: jyaroslaski@ensitu.com

GEOLOGY:
GEOCONCEPTS, INC.
www.geoconceptsinc.com
Mark A. Barrett, PG, CEG
14428 Hamlin St #200,
Van Nuys, CA 91401
(818) 994-8895

STRUCTURAL:
KURT FISCHER STRUCTURAL ENGINEERING
www.kfseng.com
Kurt Fischer, S.E.
17547 Ventura Blvd, Ste 302
Encino, CA 91316
O: 818.874.1445

SURVEYOR:
LAND & AIR SURVEYING, INC.
5312 Derry Ave. Suite V
Agoura Hills, Ca 91301
Phn: 818.879.9879
Fax: 818.706.3040
Email: info@landandairsurveying.com

APPLICABLE CODES

- 2017 County of Los Angeles Building Code
- 2017 County of Los Angeles Mechanical Code
- 2017 County of Los Angeles Plumbing Code
- 2017 County of Los Angeles Electrical Code
- 2016 California Energy Code
- 2016 Residential Building Energy Efficiency Standards

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T-1.3.2	AREA TABULATION LANDSCAPE
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GRADING

SHEET 1	COVER SHEET
SHEET 2	GRADING & DRAINAGE PLAN
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LANDSCAPE PLAN:

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HZ-1	HYDROZONE PLAN
IR-1	IRRIGATION PLAN
LL-1	LANDSCAPE LIGHTING PLAN

VICINITY MAP



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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU SUN VALLEY
24911 PACIFIC COAST HWY, MALIBU, CA 90265
TEL. 310-456-5905
WWW.BUAIA.COM

SHEET TITLE
COVER SHEET/ PROJECT INDEX

DRAWING NO.
T-1.1

PLOT DATE 5/2/20
SCALE
DRAWN BY

ATTACHMENT 2

PROPERTY ADDRESS

(VACANT) PACIFIC COAST HIGHWAY
MALIBU, CA 90265

ASSESSOR'S PARCEL NO:

4452-019-005 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

A PARCEL OF LAND IN THE CITY OF MALIBU, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE RANCHO TOPANGA MALIBU SEQUIT, AS CONFIRMED TO MATHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE(S) 407, ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF THE 20 FOOT PARCEL DESCRIBED IN THE DEED FROM MARBLEHEAD LAND COMPANY TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 16845 PAGE 253, OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING BEING NORTH 24°50' 30" WEST 60 FEET FROM ENGINEER'S CENTER LINE STATION 94+ PLUS 68.93 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTER LINE COURSE DESCRIBED AS "NORTH 65°09' 30" EAST 735.70 FEET" IN THE DEED OF THE 80 FOOT STRIP OF LAND FROM T.R. CADWALADER, ET AL TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228 PAGE 342, OFFICIAL RECORDS OF SAID COUNTY; THENCE WESTERLY 173.00 FEET ALONG THE NORTHERLY LINE OF SAID 20 FOOT STRIP ON THE ARC OF A CURVE NORMAL TO THE COURSE OF NORTH 24°50' 30" WEST AND CONCAVE SOUTHEASTERLY WITH A RADIUS OF 2060 FEET TO THE SOUTHEASTERLY CORNER OF THE PARCEL OF LAND DESCRIBED IN A DEED FROM MARBLEHEAD LAND COMPANY TO SEBASTIAN S.V. ARRIETA RECORDED IN BOOK 17257 PAGE 281, OFFICIAL RECORDS OF SAID COUNTY; THENCE NORTH 32°26' 05" WEST 240 FEET ALONG THE EASTERLY LINE OF SAID LAST MENTIONED PARCEL AND ITS PROLONGATION NORTHERLY; THENCE NORTH 62°50' 30" EAST 231.69 FEET; THENCE SOUTH 24°50' 30" EAST 240 FEET, MORE OR LESS, TO A POINT IN THE NORTHERLY LINE OF THE 20 FOOT STRIP HEREINBEFORE MENTIONED; THENCE SOUTH 65°09' 30" WEST 27 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL MINERALS, OIL, PETROLEUM, ASPHALTUM, GAS, COAL, AND OTHER HYDROCARBON SUBSTANCES IN, ON, WITHIN AND UNDER SAID LANDS AND EVERY PART THEREOF, BUT WITHOUT SURFACE RIGHT OF ENTRY, AS RESERVED BY MARBLEHEAD LAND COMPANY IN DEED RECORDED AUGUST 15, 1944 IN BOOK 21117 PAGE 357, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF N 48° 30' 10" E BETWEEN FOUND ¾" IRON PIPE, TAG (L.), AND 2" IRON PIPE, OPEN, AS PER LEGAL DESCRIPTIONS ABOVE, FILED AS GRANT DEED 02-2272818 (APN 4452-019-004) AND GRANT DEED 03-3447082 IN LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

MALIBU 20.262' (2003) USC&GS MON FL 27M S/O C/L PACIFIC COAST HWY @ NW COR OF ENT GATE TO MALIBU FISHING PIER MKD (R 576 1939) 14M S/O CF (Y-5389)

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON NAVD 1988 DATUM.

NOTES:

1) TITLE REPORT USED FOR THIS SURVEY WAS PREPARED BY FIRST AMERICAN TITLE COMPANY ORDER NO. 365453, DATED NOVEMBER 4, 2008, EASEMENTS, AS SHOWN ON THIS MAP ARE FROM INFORMATION OBTAINED FROM SAID TITLE REPORT.

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.

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

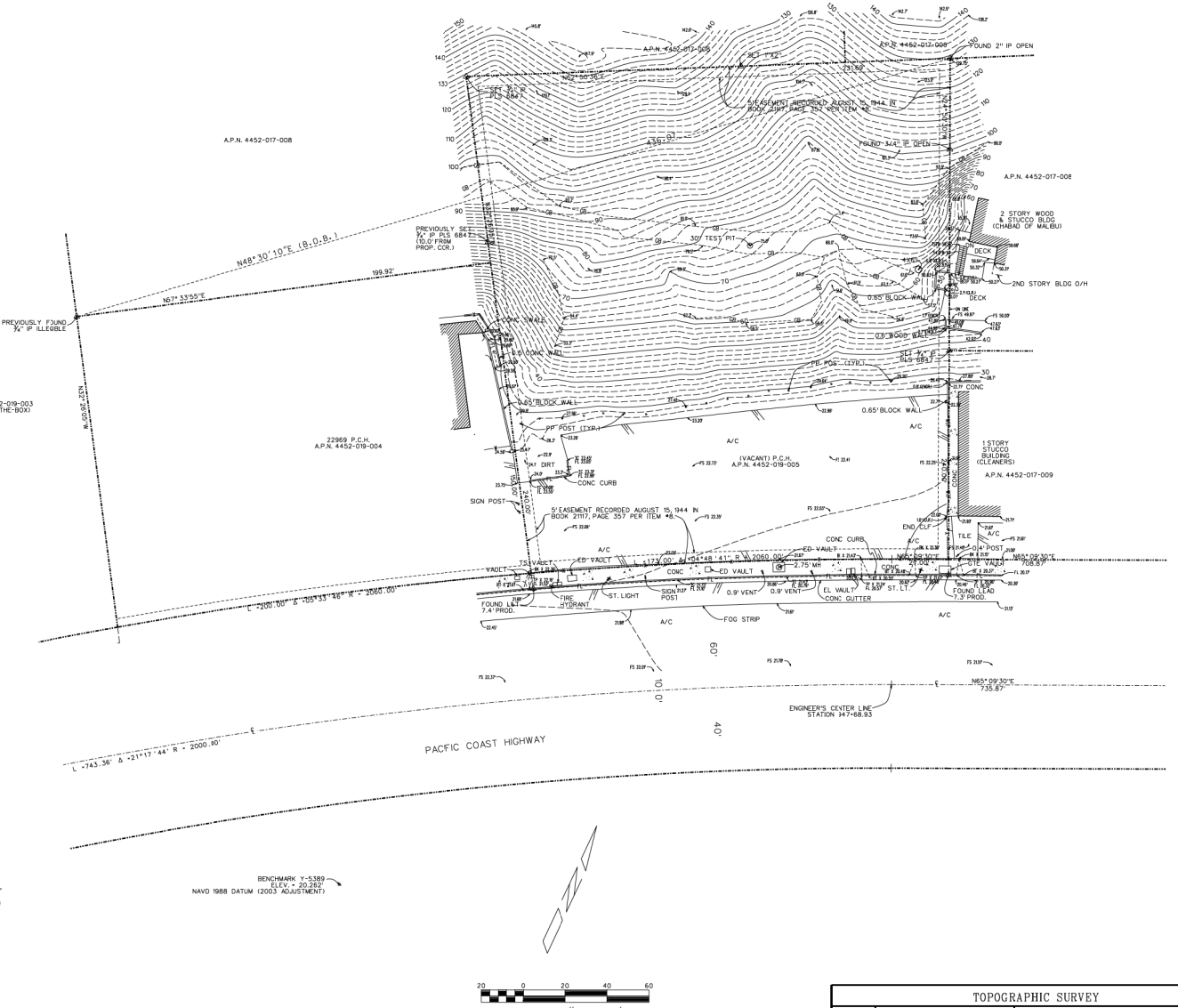
5) GROSS PARCEL AREA - 51,352 SQ. FT. / 1.18 ACRES

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
PMK	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

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:
S.ATE/FLAGSTONE:
GRAVEL:
BRICK (BRK):
MANHOLE (M.H.):
TREES: PINE, PALM, EUC, OAK, TREE, SYC, PEPPER, CORK, OLIVE



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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.

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22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
22959 PACIFIC COAST HWY. MALIBU, CA 90265 TEL 310.456.2489
WWW.BURDGE.COM

SHEET TITLE
SURVEY

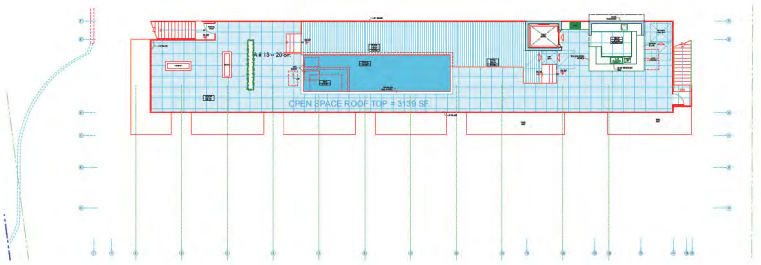
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T-1.2

PLOT DATE 9/14/19
SCALE
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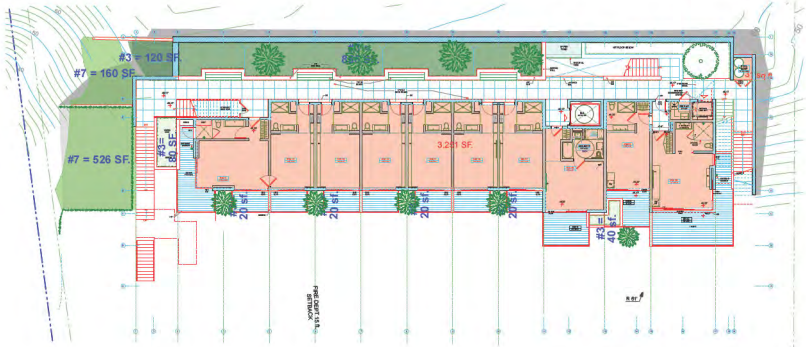
TOPOGRAPHIC SURVEY

REVISIONS:	SURVEYED FOR:	SURVEYED BY:	SCALE:	CALC'D BY:
7/7/08 FIELD UPDATE	SURFRIDER PLAZA, LLC 9350 WILSHIRE BLVD. SUITE 308 BEVERLY HILLS, CA	LAND & AIR SURVEYING BOUNDARY · TOPOGRAPHIC · ALTA SURVEYS SUBDIVISIONS · PARCEL MAPS 30745 PACIFIC COAST HIGHWAY SUITE 201 MALIBU, CA 90265 TELEPHONE (310) 456-9081 FAX (310) 456-9082	1" = 20'	GS
SURVEYED BY: DLM/JS/PL/JP			JOB NO. SURF_115	CHECK'D BY: MS
DRAWN BY: PL/SI/MF/AS			SURVEY DATE: 10/24/04 10/28/08 8/12/19	CASE BY: MS
			SHEET:	CHECK'D BY: MS

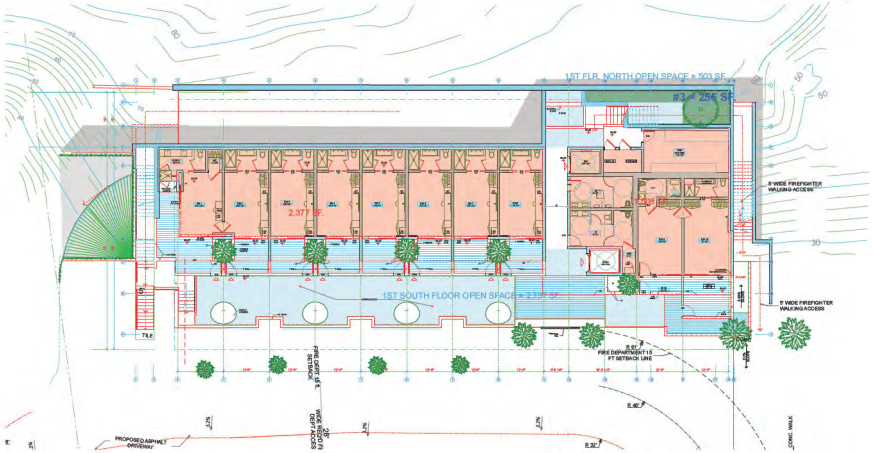
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AREA TABULATION ROOF DECK 4
SCALE: 1/16" = 1'-0"



AREA TABULATION 2ND FLR 3
SCALE: 1/16" = 1'-0"



AREA TABULATION 1ST FLR. 2
SCALE: 1/16" = 1'-0"

- ADDRESS: 22959 PACIFIC COAST HIGHWAY MALIBU, CA 90265
- LOT AREA: 51,352 SQ.FT. (1.18 ACRES)

		REQUIRED	PROPOSED
• MAX. ALLOWABLE F.A.R.:	15% × 51,352 SQ.FT. =	7,703 SQ.FT.	7,693 SQ. FT.
• REQUIRED LANDSCAPING:	40% × 51,352 SQ.FT. =	20,540.8 SQ.FT.	29,173 SQ. FT. (=57%)
• REQUIRED OPEN SPACE:	25% × 51,352 SQ.FT. =	12,838 SQ.FT.	27,652 SQ. FT. (=54%)

• FLOOR AREA TABULATION :

	PROPOSED	UNOCCUPIED
GROUND GARAGE PARKING (SUBTERRANEAN)=	51 SQ.FT.	9,102 SQ. FT.
LOBBY FLOOR & STORAGE : (389 + 86) =	475 SQ.FT.	
FIRST FLOOR: (1508 +2377) =	3885 SQ.FT.	
SECOND FLOOR: (3251+31) =	3282 SQ.FT.	
TOTAL FAR :	7693 SQ.FT.	
ROOF DECK		3,139 SQ. FT.
TOTAL AREA (FOR FIRE DEPARTMENT)		19,934 SQ.FT.



AREA TABULATION GROUND LEVEL 1
SCALE: 1/16" = 1'-0"

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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

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU SUN VALLEY
3900 PACIFIC COAST HWY
MALIBU, CA 90265
TEL 310-456-5848
WWW.BURDGE.COM

SHEET TITLE
FAR & FLOOR AREA TABULATION

DRAWING NO.
T-1.3.1

PLOT DATE 3/5/20
SCALE
DRAWN BY

LANDSCAPE AREA TABULATION:

TOTAL LOT SIZE:
GROSS AREA 51,352 SF (PER SURVEY) , NET AREA = 49,413 SF.

REQUIRED OPEN SPACE : 25% X 51,352 SF.= 12,838 SF.

REQUIRED LANDSCAPE AREA= 40% x 51,352 SQ. FT = 20,540 SQ. FT.

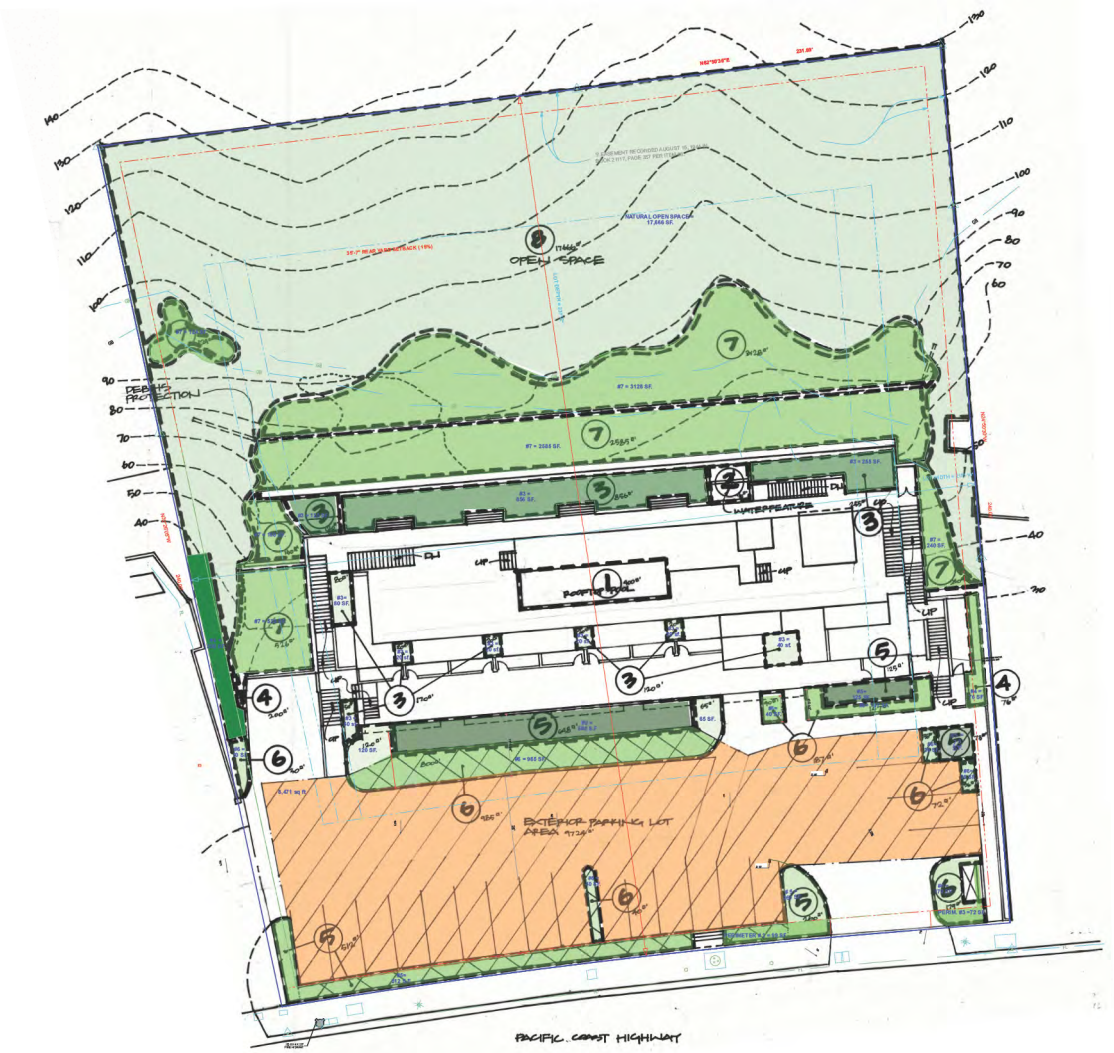
NATURAL UNDISTURBED HILLSIDE OPEN SPACE = 17,666 SF.
TOTAL PLANTED AREA = 11,507 SF.
PROPOSED TOTAL LANDSCAPING AREA/ PERMEABLE AREA /OPEN SPACE = 29,173 SQ. FT. (57% OF LOT AREA)

- LANDSCAPE AREA TABULATION:
  - AREA #3 - LANDSCAPE PLANTED AREA (MEDIUM WATER USE) = 1,521 SF.
  - AREA #4 - HEDGE (MEDIUM WATER USE) = 276 SF.
  - AREA #5 - WQMP PLANTER = 1,618 SF.
  - AREA #6 - DROUGHT TOLERANT PLANTED AREA = 1,453 SF.
  - AREA #7 - HILLSIDE DROUGHT TOLERANT PLANTED AREA = 6,639 SF.

BLDG FOOT PRINT & IMPERMEABLE DRIVEWAY & EXTERIOR STAIRS = 22,179 SF. (43% OF LOT AREA)

PARKING LOT & PLANTING AREA :

FRONT YARD PARKING AREA = 9,734 SF.
5% OF PARKING LOT REQUIRED FOR PLANTED AREA = 486 SF.
PROPOSED PLANTED AREAS WITHIN THE PARKING LOT = 1,456 SF.
PROPOSED PLANTED PERIMETER AREAS WITHIN THE PARKING LOT = 683 SF.
PROPOSED PLANTED INTERIOR AREAS WITHIN THE PARKING LOT = 773 SF.
(8% FRONT YARD PARKING AREA)



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MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5998

SHEET TITLE
AREA TABULATION
LANDSCAPE

DRAWING NO.
T-1.3.2

PLOT DATE 3/5/20
SCALE
DRAWN BY

PROPERTY ADDRESS:

(VACANT) PACIFIC COAST HIGHWAY
MALIBU, CA 90265

ASSESSOR'S PARCEL NO:

4452-019-005 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

A PARCEL OF LAND IN THE CITY OF MALIBU, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE RANCHO TOPANGA MALIBU SEQUIT AS CONFIRMED TO MATHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE(S) 407 ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF THE 20 FOOT PARCEL DESCRIBED IN THE DEED FROM MARBLE-HEAD LAND COMPANY TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 16845 PAGE 253, OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING BEING NORTH 24° 50' 30" WEST 50 FEET FROM ENGINEER'S CENTER LINE STATION 947 PLUS 68.93 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTER LINE COURSE DESCRIBED AS "NORTH 65° 09' 30" EAST 735.70 FEET" IN THE DEED OF THE 80 FOOT STRIP OF LAND FROM J.G. CADWALADER, ET AL TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228 PAGE 342, OFFICIAL RECORDS OF SAID COUNTY; THENCE WESTERLY 173.00 FEET ALONG THE NORTHERLY LINE OF SAID 20 FOOT STRIP ON THE ARC OF A CURVE NORMAL TO THE COURSE OF NORTH 24° 50' 30" WEST AND CONCAVE SOUTHEASTERLY WITH A RADIUS OF 2060 FEET TO THE SOUTHEASTERLY CORNER OF THE PARCEL OF LAND DESCRIBED IN A DEED FROM MARBLE-HEAD LAND COMPANY TO SEBASTIAN S.V. ARRETIA RECORDED IN BOOK 17257 PAGE 281, OFFICIAL RECORDS OF SAID COUNTY; THENCE NORTH 32° 28' 05" WEST 240 FEET ALONG THE EASTERLY LINE OF SAID LAST MENTIONED PARCEL AND ITS PROLONGATION NORTHERLY; THENCE NORTH 62° 50' 55" EAST 231.69 FEET; THENCE SOUTH 24° 50' 30" EAST 240 FEET, MORE OR LESS, TO A POINT IN THE NORTHERLY LINE OF THE 20 FOOT STRIP HEREINBEFORE MENTIONED; THENCE SOUTH 65° 09' 30" WEST 27 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL MINERALS, OIL, PETROLEUM, ASPHALTUM, GAS, COAL AND OTHER HYDROCARBON SUBSTANCES, IN, WITHIN AND UNDER SAID LANDS AND EVERY PART THEREOF, BUT WITHOUT SURFACE RIGHT OF ENTRY, AS RESERVED BY MARBLEHEAD LAND COMPANY IN DEED RECORDED AUGUST 15, 1944 IN BOOK 21117 PAGE 357, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF N 48° 30' 10" E BETWEEN FOUND ¾" IRON PIPE TAG 11, AND 2" IRON PIPE OPEN AS PER LEGAL DESCRIPTIONS ABOVE, FILED AS GRANT DEED 02-2272818 (APN 4452-019-004) AND GRANT DEED 03-3447082 IN LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

MALIBU 20.262' (2003) USC&GS MON FL 27M S/O C/L PACIFIC COAST HWY @ NW COR OF ENT GATE TO MALIBU FISHING PIER MKD OK 576 1939) 14M S/O C/L

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON NAVD 1988 DATUM.

NOTES:

1) TITLE REPORT USED FOR THIS SURVEY WAS PREPARED BY FIRST AMERICAN TITLE COMPANY ORDER NO. 3656453, DATED NOVEMBER 4, 2008. EASEMENTS, AS SHOWN ON THIS MAP, ARE FROM INFORMATION OBTAINED FROM SAID TITLE REPORT.

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.

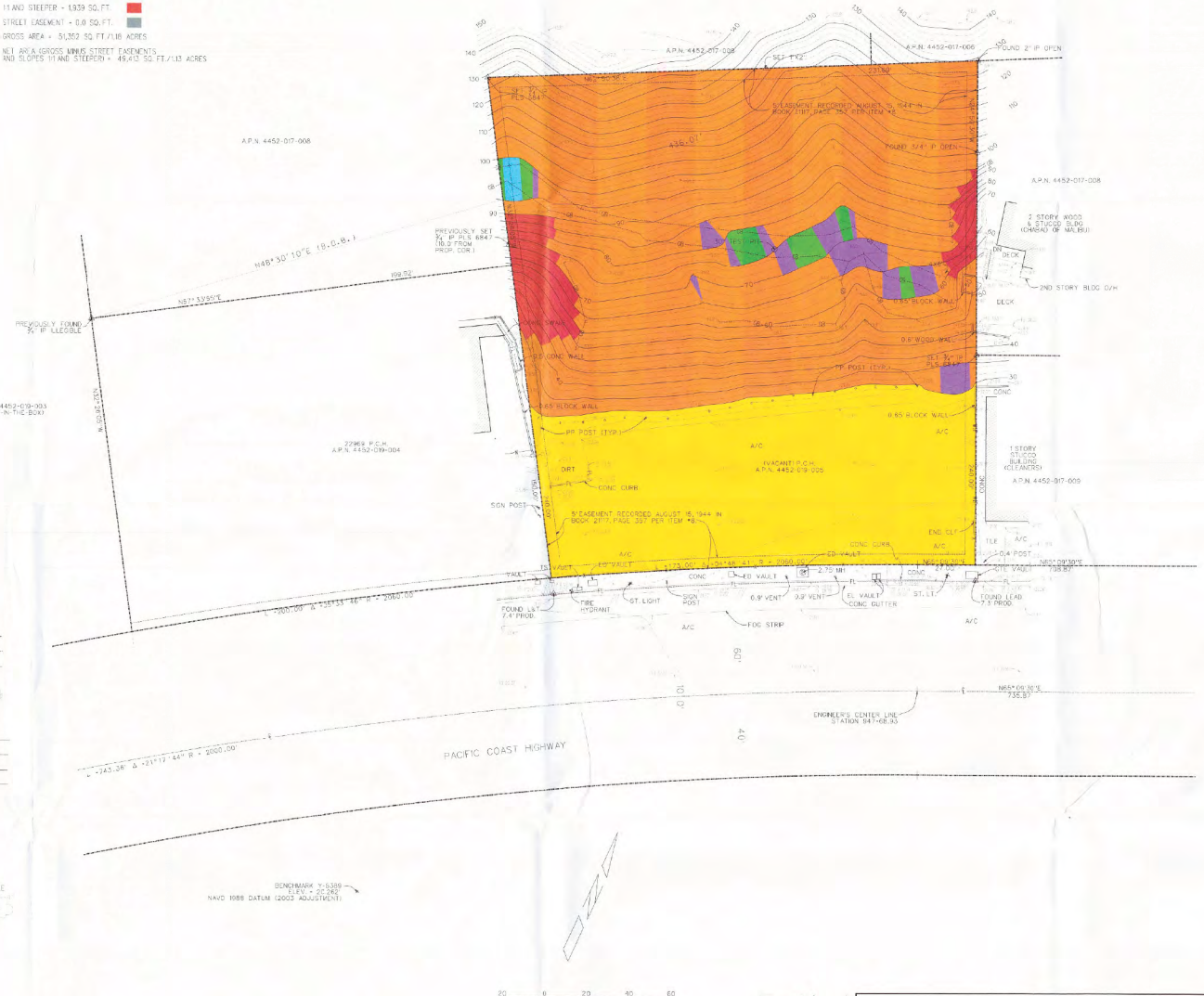
3) UTILITIES, IF LOCATED, ARE BY SURFACE EVIDENCE ONLY. (MANHOLES, WATER METERS, GAS METERS, POWER POLES, ETC.)

5) GROSS PARCEL AREA = 51,352 SQ.FT. / 1.18 ACRES

SLOPE ANALYSIS LEGEND

FLATTER THAN 5:1 - 16,526 SQ.FT.
5:1 TO 4:1 - 183 SQ.FT.
4:1 TO 3:1 - 758 SQ.FT.
3:1 TO 2½:1 - 1,498 SQ.FT.
2½:1 TO 2:1 - 30,568 SQ.FT.
2:1 AND STEEPER - 1,939 SQ.FT.
STREET EASEMENT - 0.0 SQ.FT.
GROSS AREA = 51,352 SQ.FT./1.18 ACRES

NET AREA (GROSS MINUS STREET EASEMENTS AND SLOPES 2:1 AND STEEPER) = 49,413 SQ.FT./1.13 ACRES



LIST OF ABBREVIATIONS:

2X2	"2X2" 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
P/LE	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

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:
GRAVEL:
BRICK (BRK):
MANHOLE (M.H.):
TREES: PINE PALM EUC OAK TREE
SYC PEPPER CORK OLIVE

COLOR CODED SLOPE ANALYSIS

TOPOGRAPHY: 1'-0" CONTOUR FIELD SURVEY FIELD UPDATE	SURVEYED FOR: HAKIM HOLDINGS, LLC 11350 WILSHIRE BLVD. SUITE 302 BEVERLY HILLS, CA 90212	SURVEYED BY: LAND & AIR SURVEYING BOUNDARY / TOPOGRAPHIC / LASER SURVEYS CONSTRUCTION / SLOPE STAKING SITE PLANNING / GRADE MAPPING SUBDIVISION / CONDOMINIUMS 30765 PACIFIC COAST HIGHWAY MALIBU, CA 90265 TEL: (310) 589-8260 FAX: (310) 589-8267	SCALE: 1" = 20'
SURVEYED ON: 03/APR/2018			DATE: 1 OF 1
DRAWN ON: 14-JUN-18			JOB NO.: HAKIM-118
			CHKD BY: MS
			DRAWN BY: GS

5/7/18

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

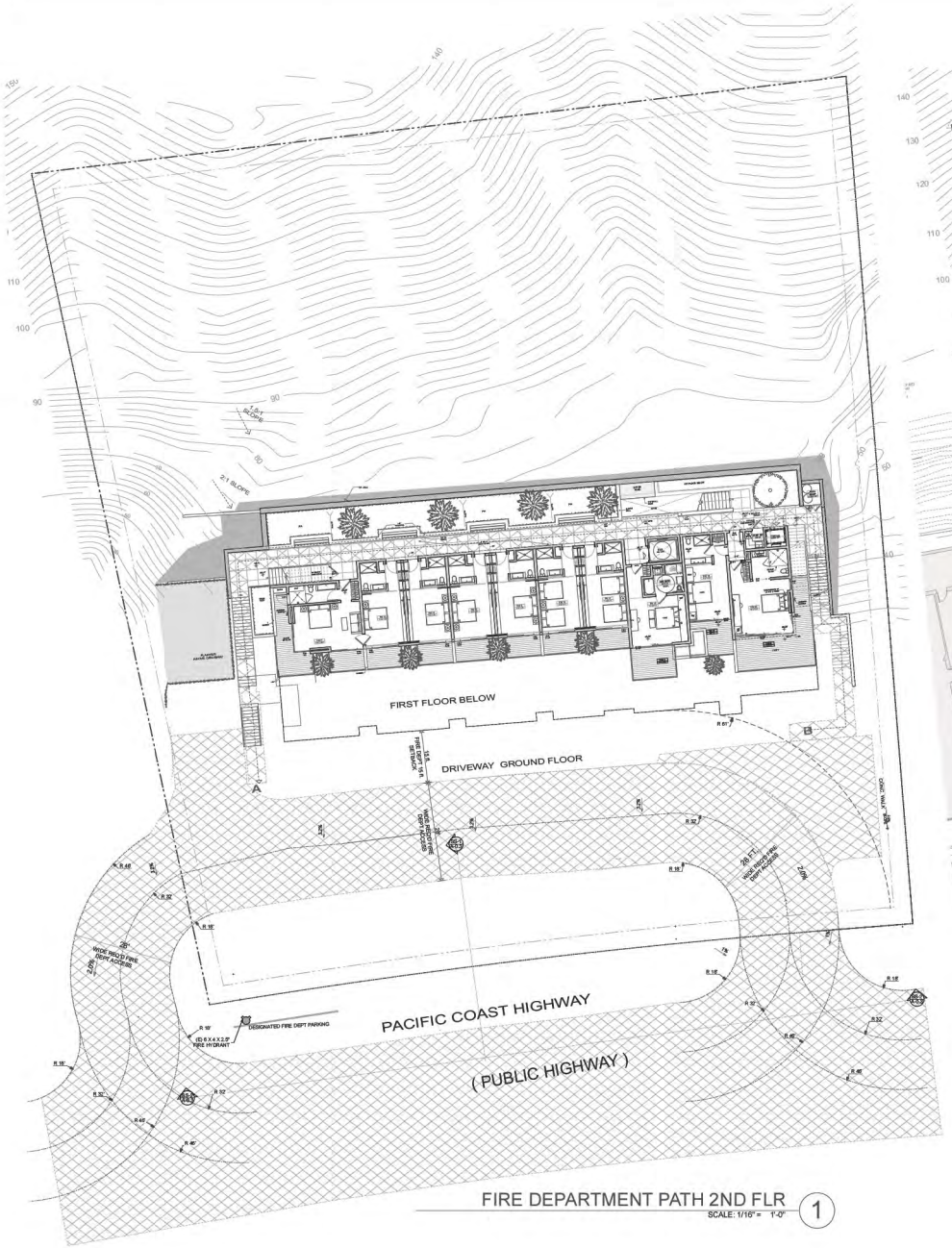
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU / SUN VALLEY
3900 PACIFIC COAST HWY
MALIBU, CA 90265
TEL: 310-456-2489
WWW.BURDGE.COM

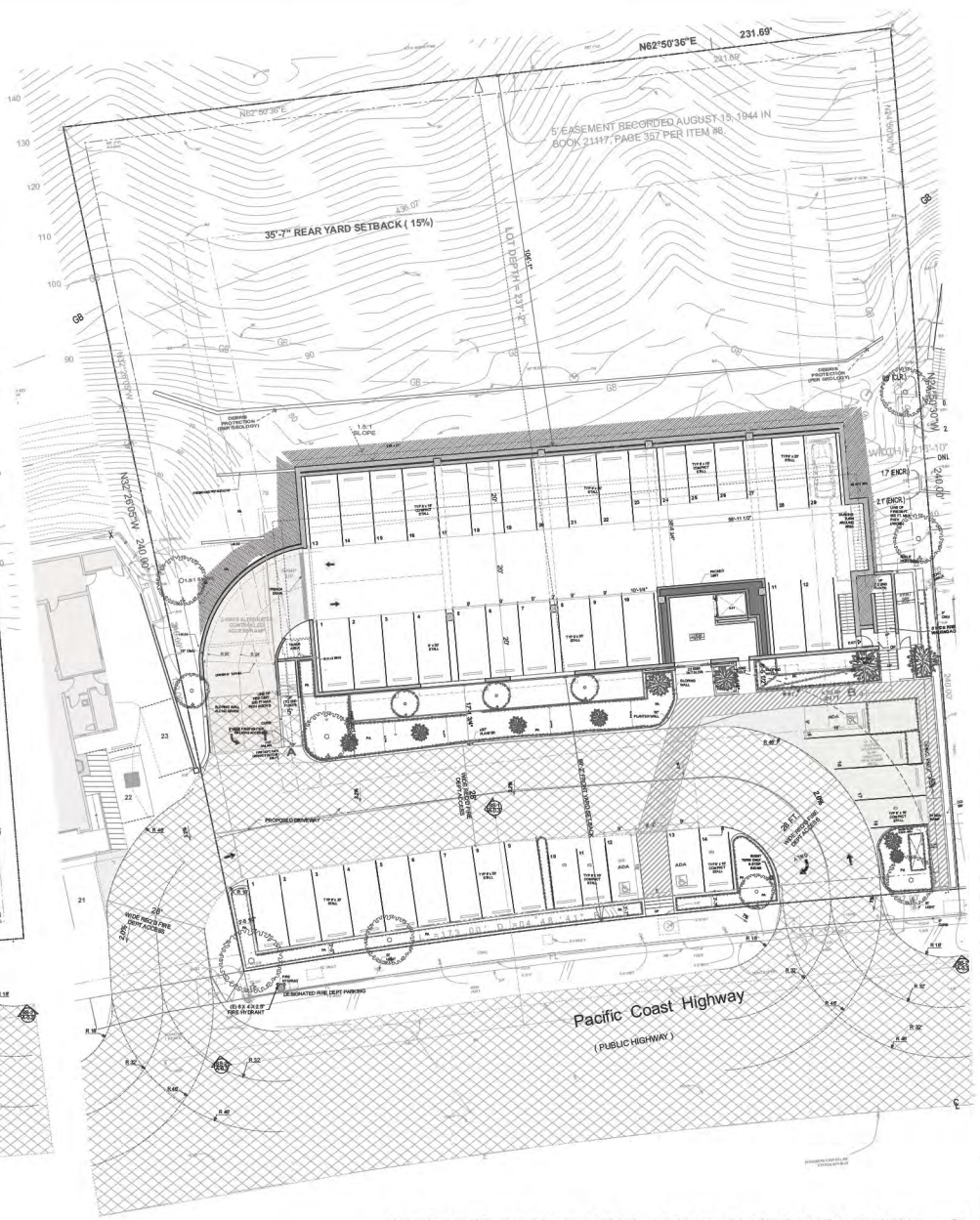
SHEET TITLE: COLOR SLOPE ANALYSIS

DRAWING NO. T-1.4

PLOT DATE: 3/5/20
SCALE:
DRAWN BY:



FIRE DEPARTMENT PATH 2ND FLR 1
SCALE: 1/16" = 1'-0"



PROPOSED GROUND LEVEL SITE PLAN FIRE DEPARTMENT 1
SCALE: 1/16" = 1'-0"

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MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU | SUN VALLEY
WWW.BURDGE.COM
3111 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310.456.2489

SHEET TITLE
FIRE DEPARTMENT SITE PLAN

DRAWING NO.
FD-1

PLOT DATE 2/25/20
SCALE
DRAWN BY

FIRE DEPARTMENT NOTES

1. PROVIDE A MINIMUM UNOBSTRUCTED WIDTH OF 28 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 903.3.1.1 - MULTI-OCCUPANCIES (R-1, S-2, B)

TYPE OF FIRE SPRINKLER SYSTEM: 903.3.1.1 - NFPA 13

9. FIRE DEPARTMENT VEHICULAR ACCESS ROADS SHALL BE HARD SCAPE ALL WEATHER ACCESS IN ACCORDANCE WITH THE DEPARTMENT'S ALL WEATHER ACCESS REQUIREMENTS. FIRE CODE 503.2.3

10. STRUCTURES AND OUTDOOR STORAGE UNDERNEATH HIGH VOLTAGE TRANSMISSION LINES (66 KILOVOLTS OR GREATER) SHALL COMPLY WITH FIRE CODE 316.6 AND COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 27. ANY PROPOSED CONSTRUCTION OR LAND USE WITHIN 100 FEET OF THE DRIP LINE OF HIGH VOLTAGE TRANSMISSION LINES SHALL BE SUBJECT TO REVIEW BY THE FIRE MARSHAL.

11. 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.

12. ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4

13. 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

14. THE MEANS OF EGRESS, AND EXIT DISCHARGE, SHALL BE ILLUMINATED AT ANY TIME THE BUILDING IS OCCUPIED WITH LIGHT INTENSITY OF NOT LESS THAN 1 FOOT-CANDLE AT THE WALKING SURFACE LEVEL. BUILDING CODE 1006.2

15. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. BUILDING CODE 1006.3

16. ELEVATORS, ESCALATORS AND MOVING WALKS SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN BUILDING CODE CHAPTER 30.

17. 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

18. PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED IN LOCATIONS AS REQUIRED BY FIRE CODE 906.

19. ALL ROOF COVERINGS SHALL BE CLASS "A" AS SPECIFIED IN BUILDING CODE 1505.1.1 (RESIDENTIAL CODE R327.5.2 & R902)

20. 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)

21. CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325

22. A MANUAL FIRE ALARM SYSTEM THAT ACTIVATES THE OCCUPANT NOTIFICATION SYSTEM IN ACCORDANCE WITH FIRE CODE 907.5 AND BUILDING CODE 907.5 SHALL BE IN GROUP R1 AND R-2 OCCUPANCIES AS REQUIRED BY FIRE CODE 907.2.8.1 AND BUILDING CODE 907.2.8.1 FOR GROUP R-1 OCCUPANCIES; FIRE CODE 907.2.9.1 OR BUILDING CODE 907.2.9.1 FOR GROUP R-2 OCCUPANCIES. FIRE ALARM PLANS SHALL BE SUBMITTED TO THE FIRE ALARM PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

23. 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

24. 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.

25. BUILDINGS AND STRUCTURES WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERVICE ELEVATOR TO ALL LANDINGS MEETING THE REQUIREMENTS OF 3002.4.1a THROUGH 3002.4.7a. BUILDING CODE 3002.4a

26. DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVES, UNLESS AREAS CONTAINING DUMPSTERS OR CONTAINERS ARE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM. FIRE CODE 304.3.3

27. ROOF VALLEY FLASHINGS SHALL BE NOT LESS THAN 0.019-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)

FIRE FLOW AVAILABILITY

THE REQUIRED FIRE FLOW FOR FIRE HYDRANTS AT THIS LOCATION IS 2000 GPM, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 507.3, AND APPENDIX B.

THE REQUIRED FIRE FLOW IS BASED ON THE FOLLOWING CALCULATION:

TYPE OF CONSTRUCTION PER THE BUILDING CODE:	TYPE VB
FIRE-FLOW CALCULATION AREA:	7,703 SQ. FT
FIRE FLOW BASED ON THE FIRE-FLOW CALCULATION AREA:	2,250 GPM
REDUCTION FOR FIRE SPRINKLERS (MAXIMUM 50%):	250 GPM
TOTAL FIRE FLOW REQUIRED:	2,000 GPM

SYMBOL

SINGLE- AND MULTIPLE- STATION CARBON MONOXIDE ALARMS SHALL BE LISTED AS COMPLYING WITH THE REQUIREMENTS OF UL 2034. CARBON MONOXIDE DETECTORS SHALL BE LISTED AS COMPLYING WITH THE REQUIREMENTS OF UL 2075. CARBON MONOXIDE ALARMS REQUIRED BY (SECTIONS R315.1 AND R315.2) OR (SECTIONS 420.4.1 AND 420.4.2) SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS: 1. OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S). 2. ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. 3. FOR R-1 ONLY: a. ON THE CEILING OF SLEEPING UNITS WITH PERMANENTLY INSTALLED FUEL-BURNING APPLIANCES. RESIDENTIAL CODE R315.3, BUILDING CODE 420.4.3

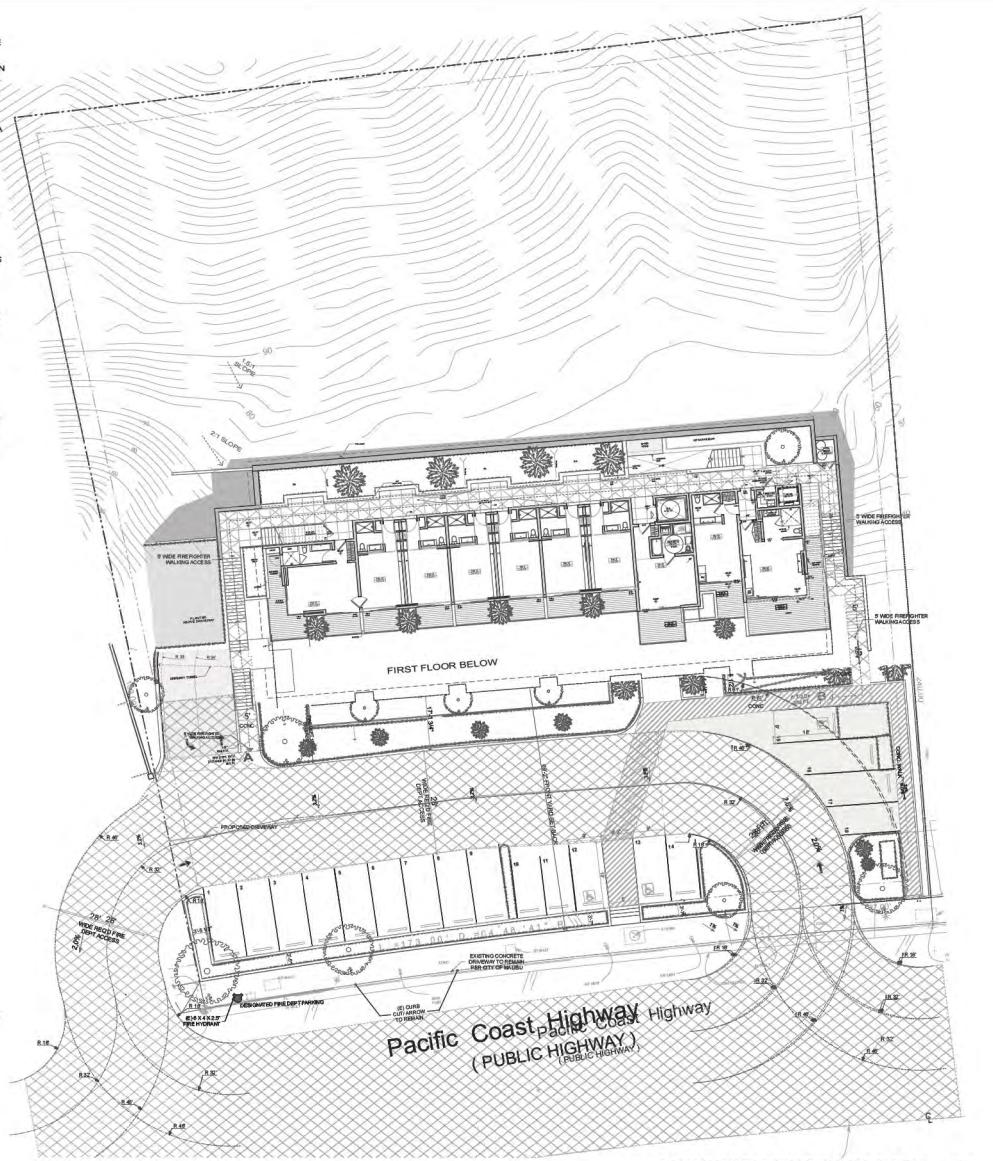
FIREFIGHTER WALKING ACCESS HOSE PULL DISTANCE

A-B = 299' -6"

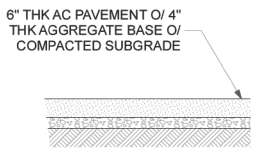
FIRE DEPT. LEGEND

FIRE DEPT. VEHICULAR AND WALKING ACCESS

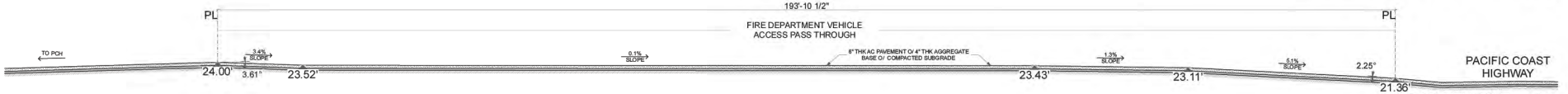
SCALE 0' 4' 8' 16'



PROPOSED FIRE DEPT PATH. 1
SCALE: 1/16" = 1'-0"



ROAD SECTION DETAIL 3
SCALE: 1/4" = 1'-0"



ROAD PROFILE 2
SCALE: 1/8" = 1'-0"

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
WWW.BUAIA.COM
3111 PACIFIC COAST HWY, #201
MALIBU, CA 90265
TEL. 310-456-2489

SHEET TITLE
FIRE DEPARTMENT NOTES

DRAWING NO.
FD-2

PLOT DATE 2/25/20
SCALE
DRAWN BY

22959-PCH-FD-2020-02-25.pln

• EXISTING PARKING FOR 22969 PCH MALIBU INN RESTAURANT

EXISTING RESTAURANT 1,935 SQ FT SERVICE AREA , 1 SPACE PER 50 SQ FT SERVICE AREA, PARKING REQUIREMENTS = 39 SPACES.
EXISTING RETAIL 1,636 SQ. FT. GROSS FLOOR AREA, 1 SPACE FOR 225 SQ FT GFA, PARKING REQUIREMENTS = 8 SPACES.
TOTAL REQUIREMENTS PARKING SPACES FOR 22969 PCH = (39 + 8 SPACES) = 47 SPACES.

EXISTING NON CONFORMING PARKING SPACES PROVIDED AT 22969 PCH = 23 SPACES

TOTAL PARKING SPACE REQUIRED ON ADJACENT PROPERTY = (47 - 24) = 24 SPACES

• PROPOSED PARKING AT 22959 PCH:
TOTAL **47 PARKING SPACES** WILL BE PROVIDED, FOR THE REQUIRED **47 PARKING SPACES**
PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : **23 SPACES**
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = **24 SPACES**
TOTAL REQUIRED -> 47 SPACES

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

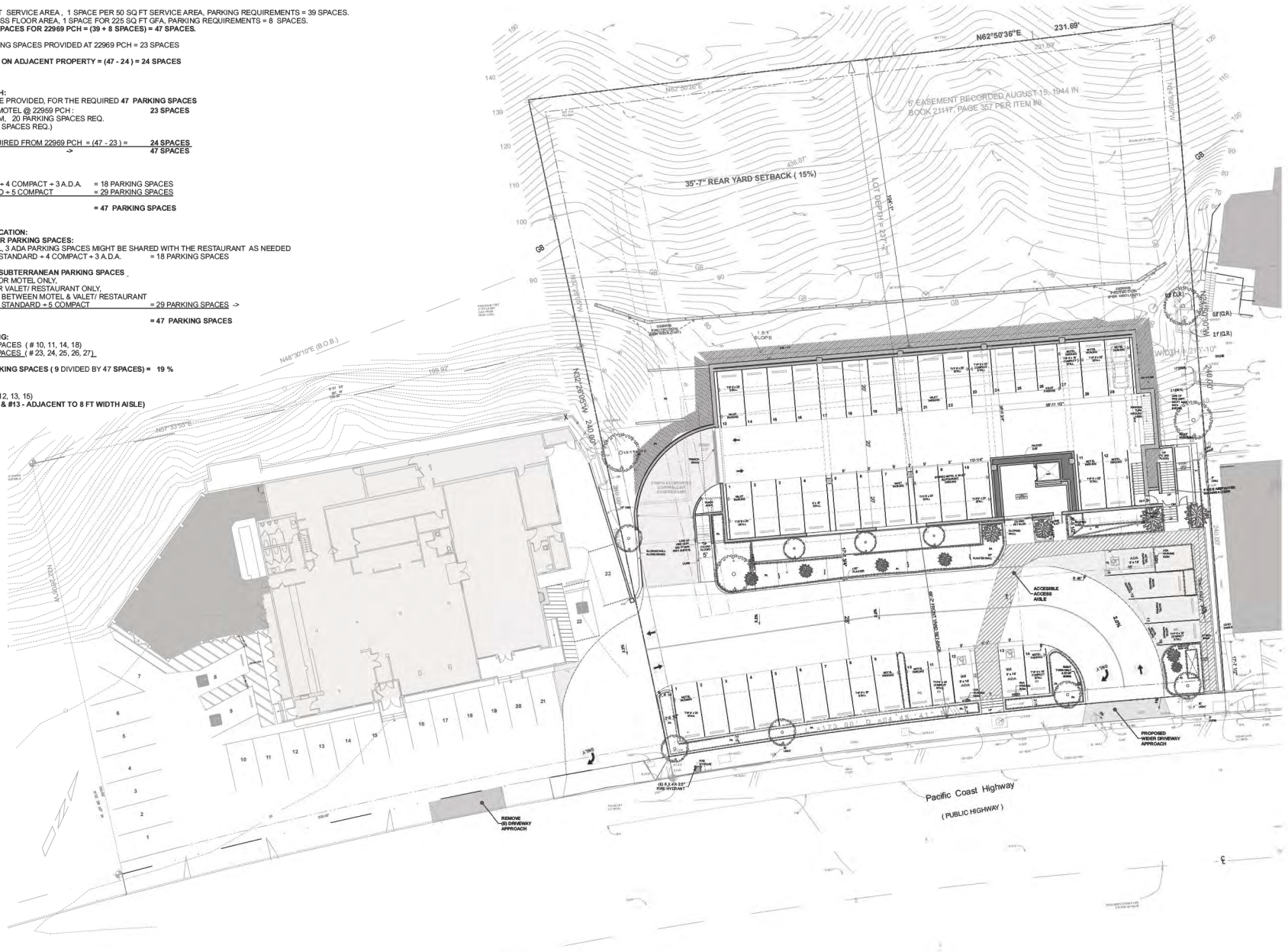
INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY,
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY,
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES

PERCENTAGE OF COMPACT PARKING:
EXTERIOR PARKING: 4 COMPACT SPACES (# 10, 11, 14, 18)
INTERIOR PARKING: 5 COMPACT SPACES (# 23, 24, 25, 26, 27)

TOTAL COMPACT PARKING = 9 PARKING SPACES (9 DIVIDED BY 47 SPACES) = 19 %

ADA ACCESSIBLE PARKING:
EXTERIOR PARKING: 3 SPACES (# 12, 13, 15)
VAN ADA ACCESIBLE 2 SPACES (#12 & #13 - ADJACENT TO 8 FT WIDTH AISLE)



PROPOSED SITE PLAN
SCALE 1/16" = 1'-0" (1)

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MARK	DATE	DESCRIPTION

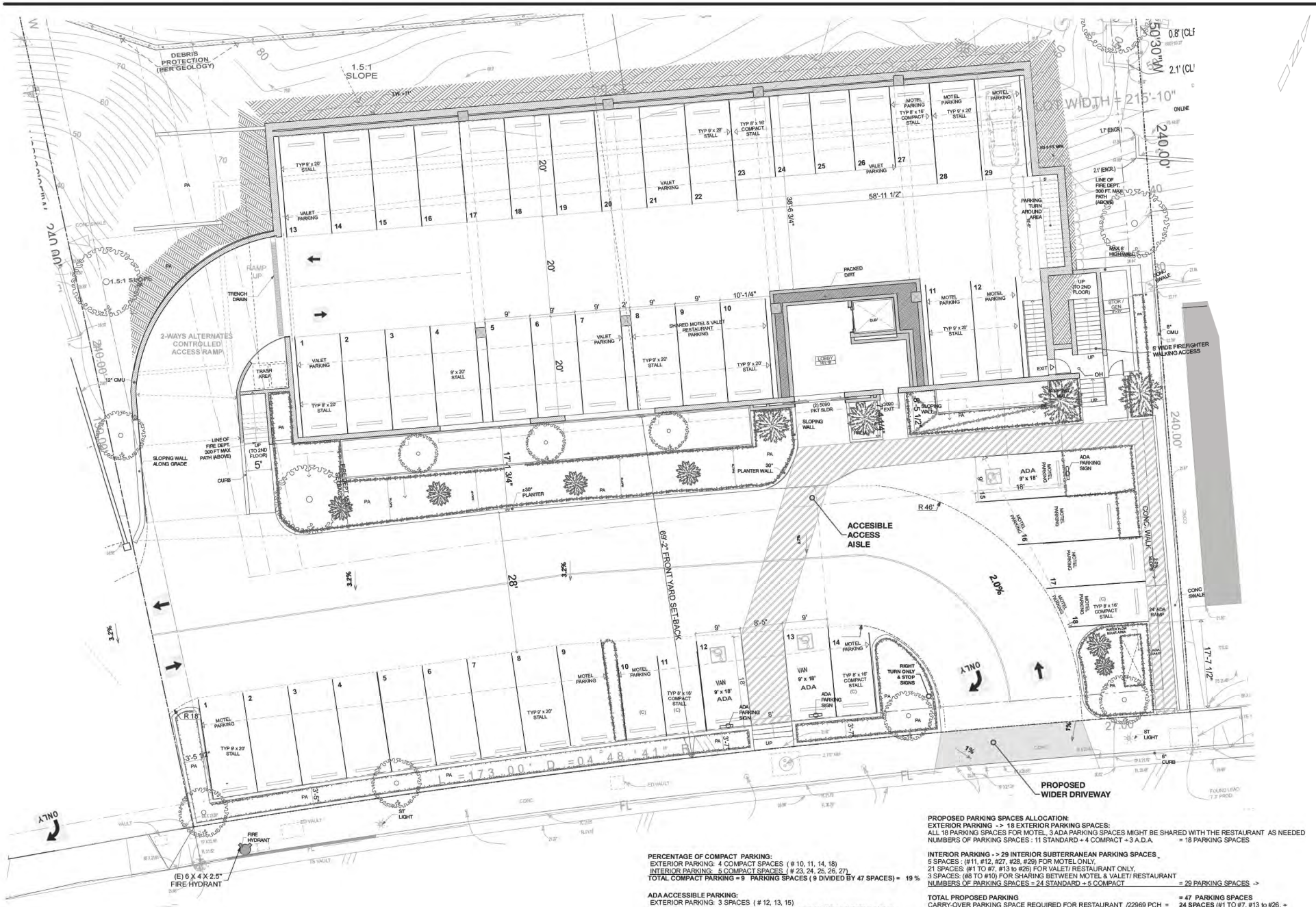
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-6545995
WWW.BURDGE.COM

SHEET TITLE
PROPOSED SITE PLAN

DRAWING NO.
A-0.1

PLOT DATE 5/2/20
SCALE 1/16" = 1'-0"
DRAWN BY



PERCENTAGE OF COMPACT PARKING:
EXTERIOR PARKING: 4 COMPACT SPACES (# 10, 11, 14, 18)
INTERIOR PARKING: 5 COMPACT SPACES (# 23, 24, 25, 26, 27)
TOTAL COMPACT PARKING = 9 PARKING SPACES (9 DIVIDED BY 47 SPACES) = 19 %

ADA ACCESSIBLE PARKING:
EXTERIOR PARKING: 3 SPACES (# 12, 13, 15)
VAN ADA ACCESSIBLE 2 SPACES (#12 & #13 - ADJACENT TO 8 FT WIDTH AISLE)

PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES .
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY,
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY,
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES
CARRY-OVER PARKING SPACE REQUIRED FOR RESTAURANT /22969 PCH = **24 SPACES** (#1 TO #7, #13 to #26, + SHARED 3 ADA PARKING SPACES + SHARED 3 SPACES SUBTERRANEAN #8 to # 10)

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WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE BY THE CONTRACTOR AND BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

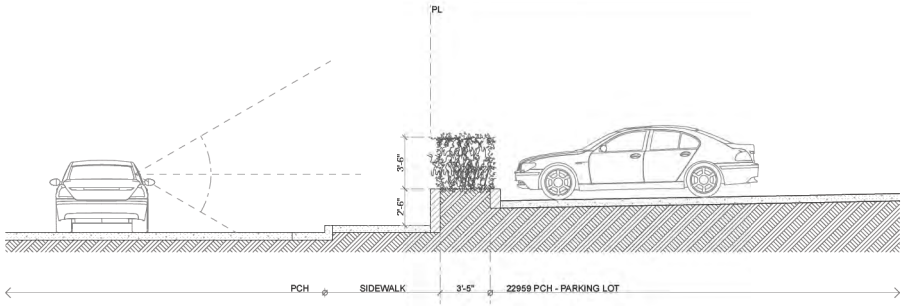
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
3684 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-8686
WWW.BURDGE.COM

SHEET TITLE
PARTIAL LOWER LEVEL SITE PLAN

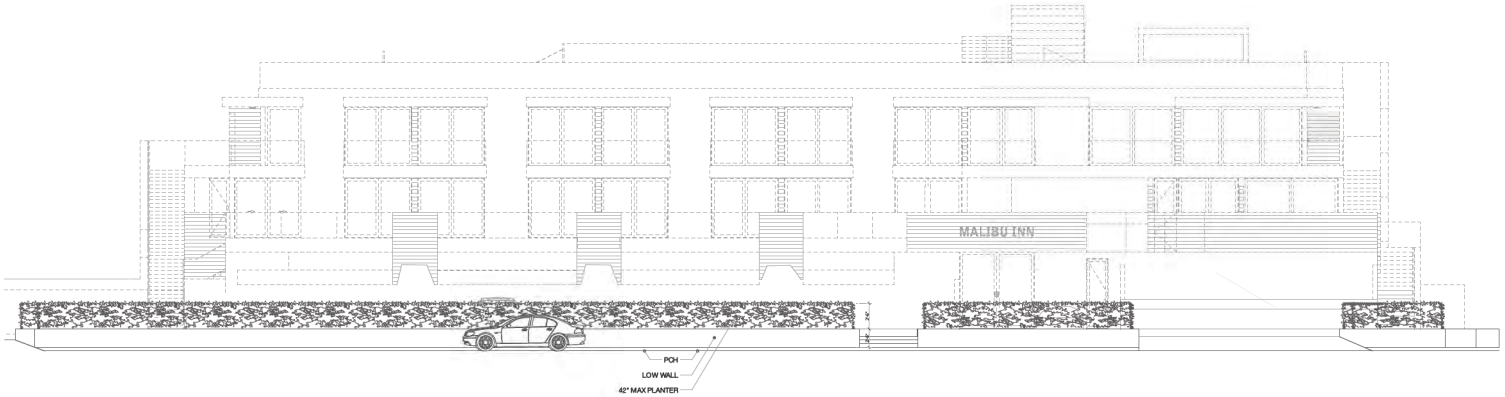
DRAWING NO.
A-0.2

PLOT DATE 5/2/20
SCALE
DRAWN BY



SITE SECTION - 1

SCALE: 1/4" = 1'-0"



SITE SECTION - 2

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

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS

MALIBU
SUN VALLEY

WWW.BURDGE.COM

3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5961

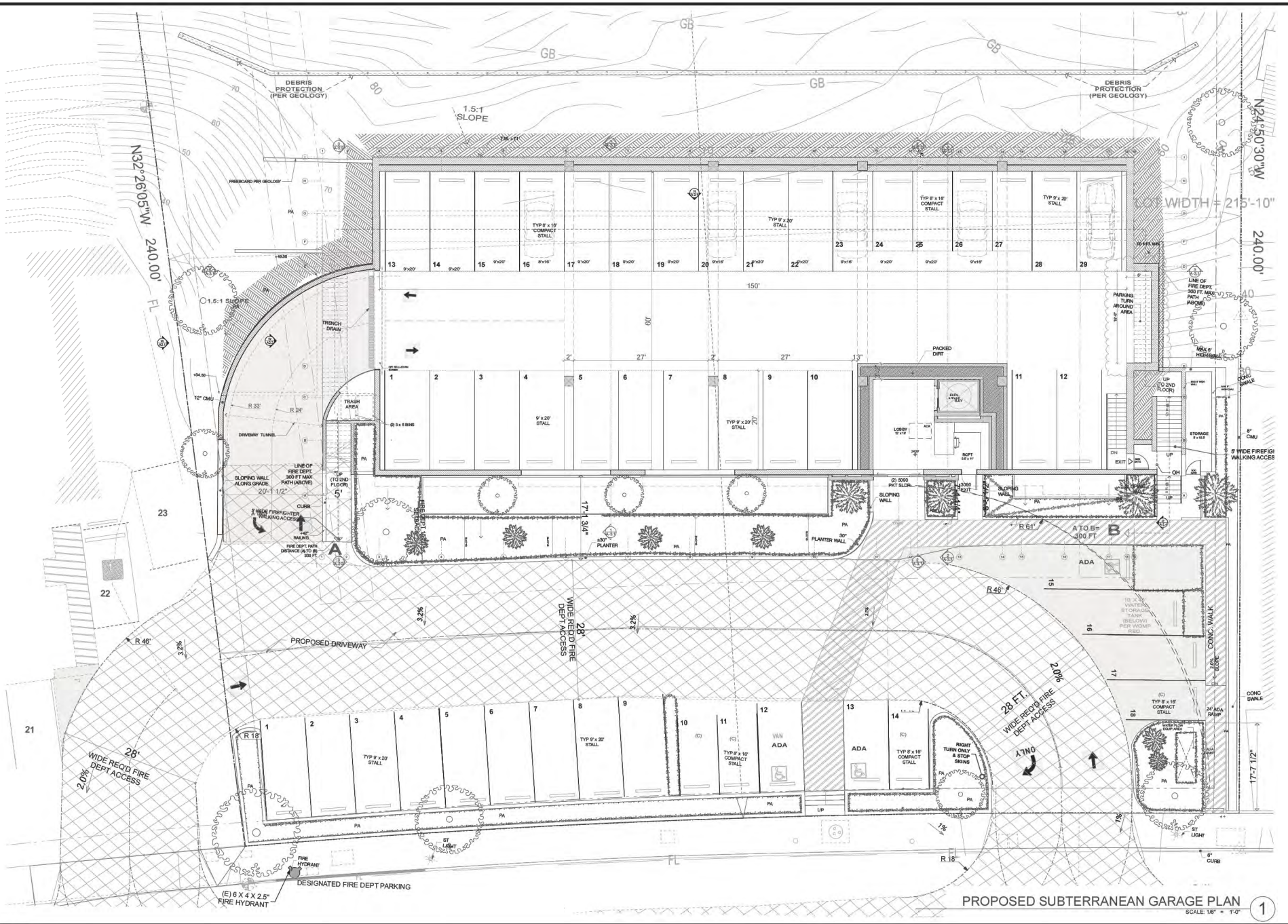
SHEET TITLE

SITE VIEWS @ PARKING LOT

DRAWING NO.

A-0.3

PLOT DATE	10/10/19
SCALE	AS NOTED
DRAWN BY	



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MARK	DATE	DESCRIPTION

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BURDGE & Associates ARCHITECTS
MALIBU SUN VALLEY
3001 PACIFIC COAST HWY.
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TEL 310-6543498
WWW.BURDGEANDASSOCIATES.COM

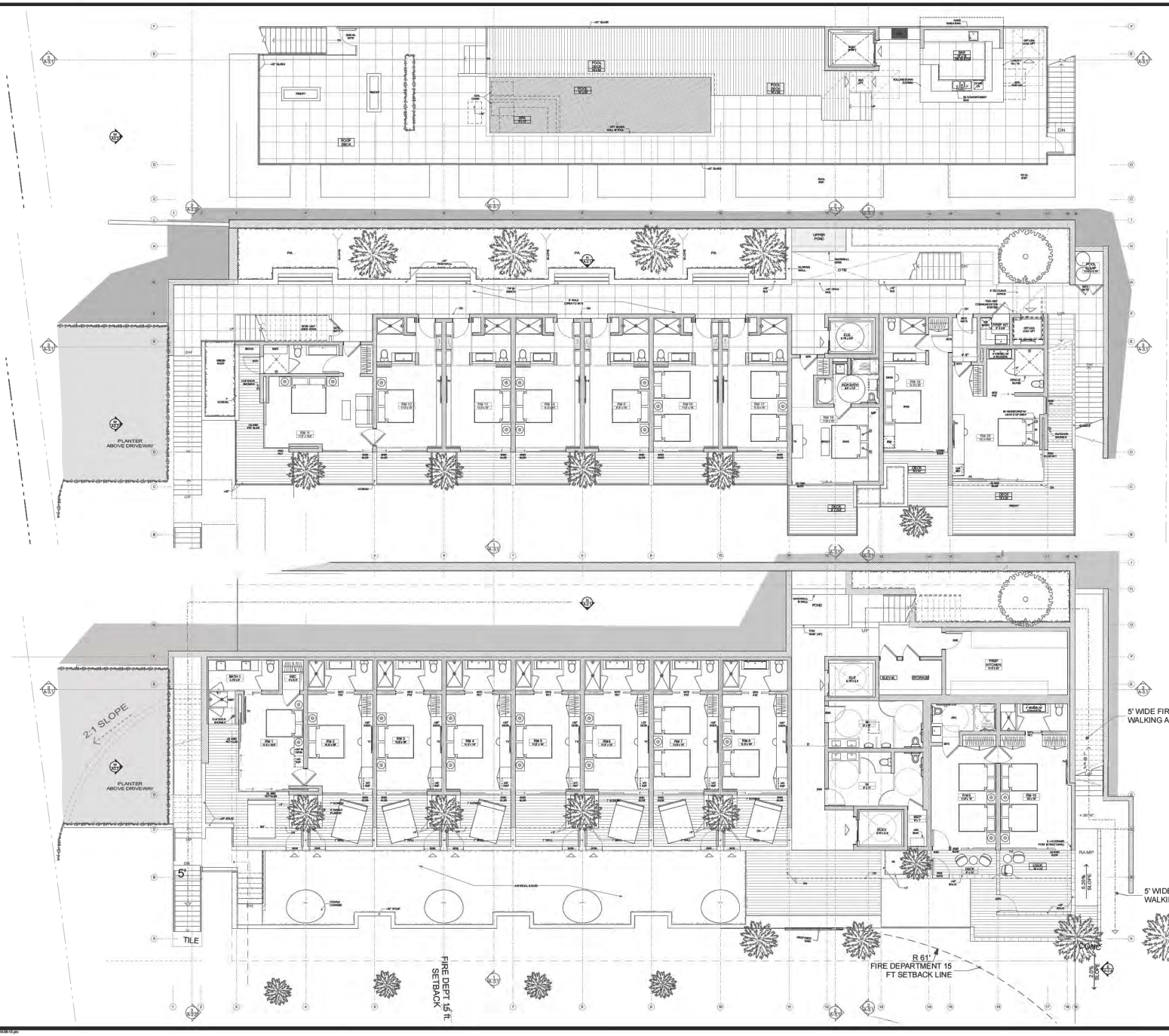
SHEET TITLE: PROPOSED GARAGE

DRAWING NO. A-1.1

PLOT DATE: 3/5/20

SCALE

DRAWN BY



NOTE:

1. 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)

2. VENTS SHALL RESIST THE INTRUSION OF FLAME AND EMBER 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)

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MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY
MALIBU, CA 90265
TEL 310-456-5848

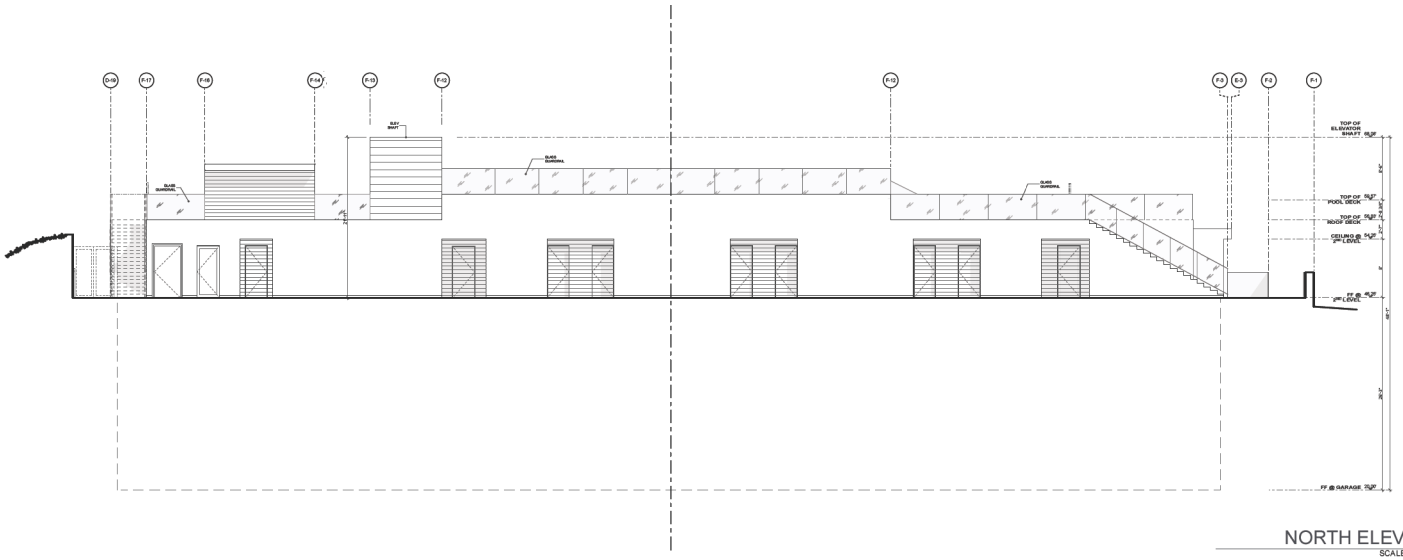
SHEET TITLE
PROPOSED FLOOR PLANS

DRAWING NO.
A-1.2

PLOT DATE 10/10/19
SCALE
DRAWN BY



SOUTH ELEVATION (S)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION (N)
SCALE: 1/8" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

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22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

SHEET TITLE
PROPOSED NORTH AND SOUTH ELEVATIONS

DRAWING NO.
A-2.1

PLOT DATE	5/2/20
SCALE	AS NOTED
DRAWN BY	



PARTIAL SOUTH ELEVATION (S)
SCALE: 1/4" = 1'-0"



PARTIAL SOUTH ELEVATION (S)
SCALE: 1/4" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

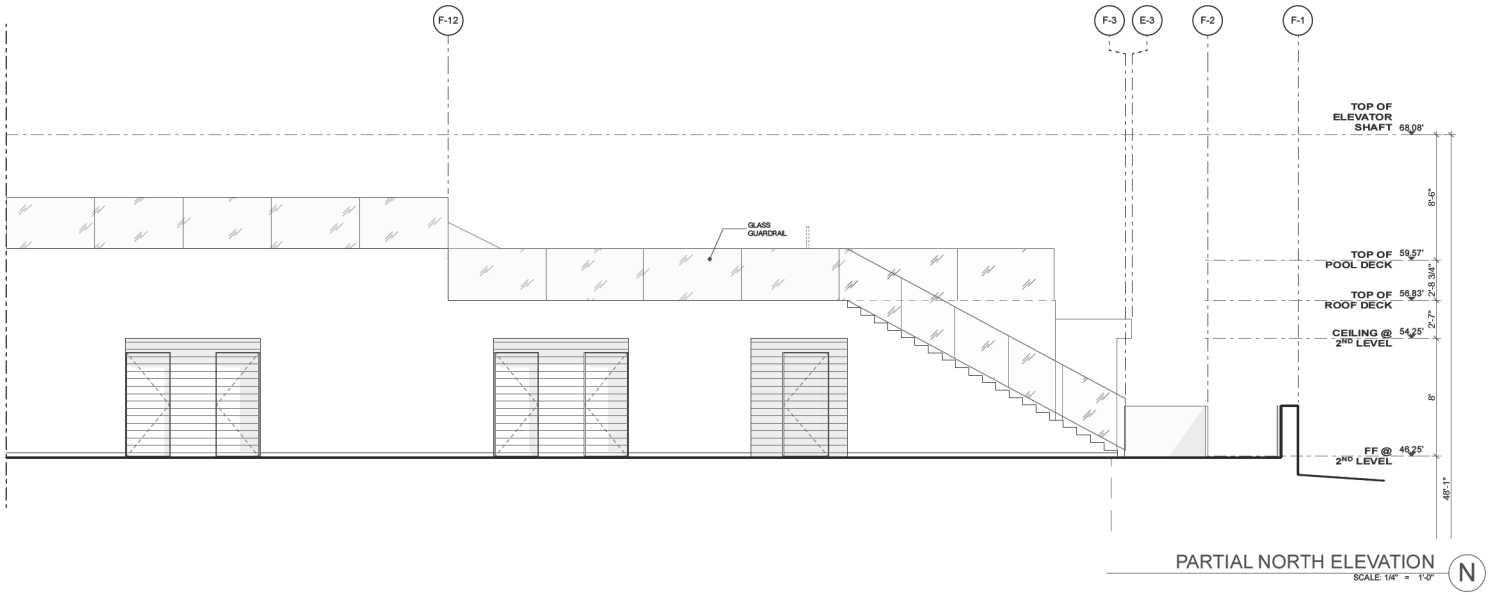
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
3900 PACIFIC COAST HWY
MALIBU, CA 90265
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WWW.BURDGE.COM

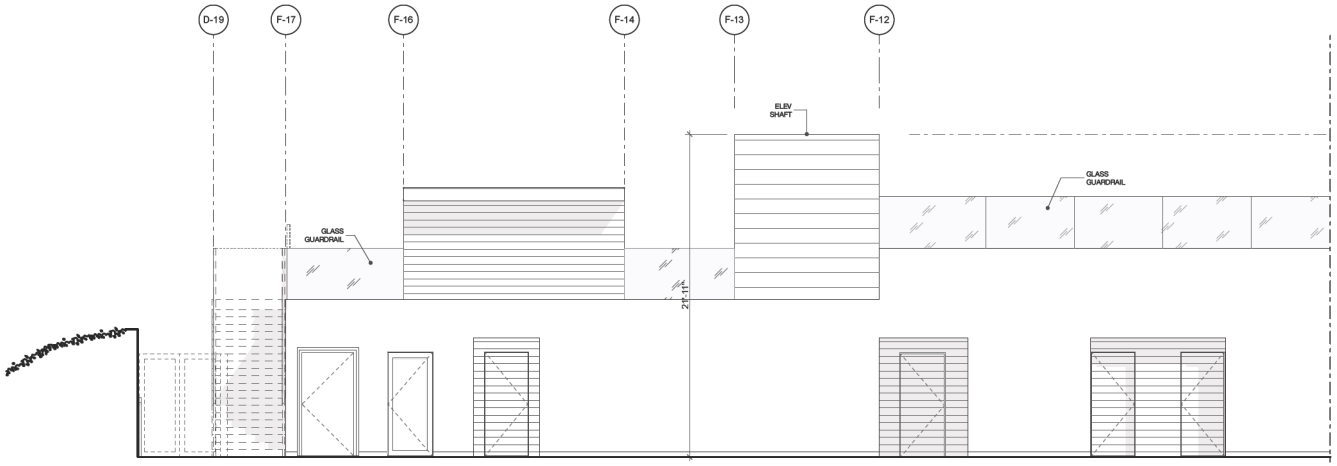
SHEET TITLE
PROPOSED PARTIAL SOUTH ELEVATION

DRAWING NO.
A-2.2

PLOT DATE	5/2/20
SCALE	AS NOTED
DRAWN BY	



PARTIAL NORTH ELEVATION
SCALE: 1/4" = 1'-0"



PARTIAL NORTH ELEVATION
SCALE: 1/4" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

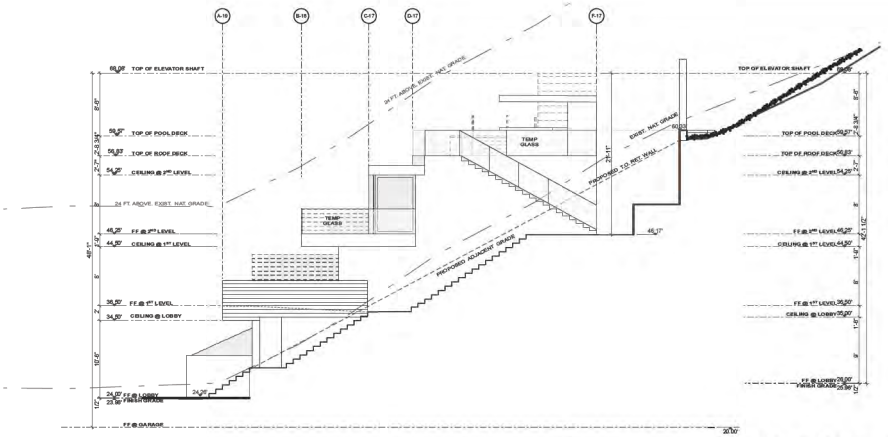
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

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ARCHITECTS
MALIBU
SUN VALLEY
WWW.BUARA.COM
22410 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

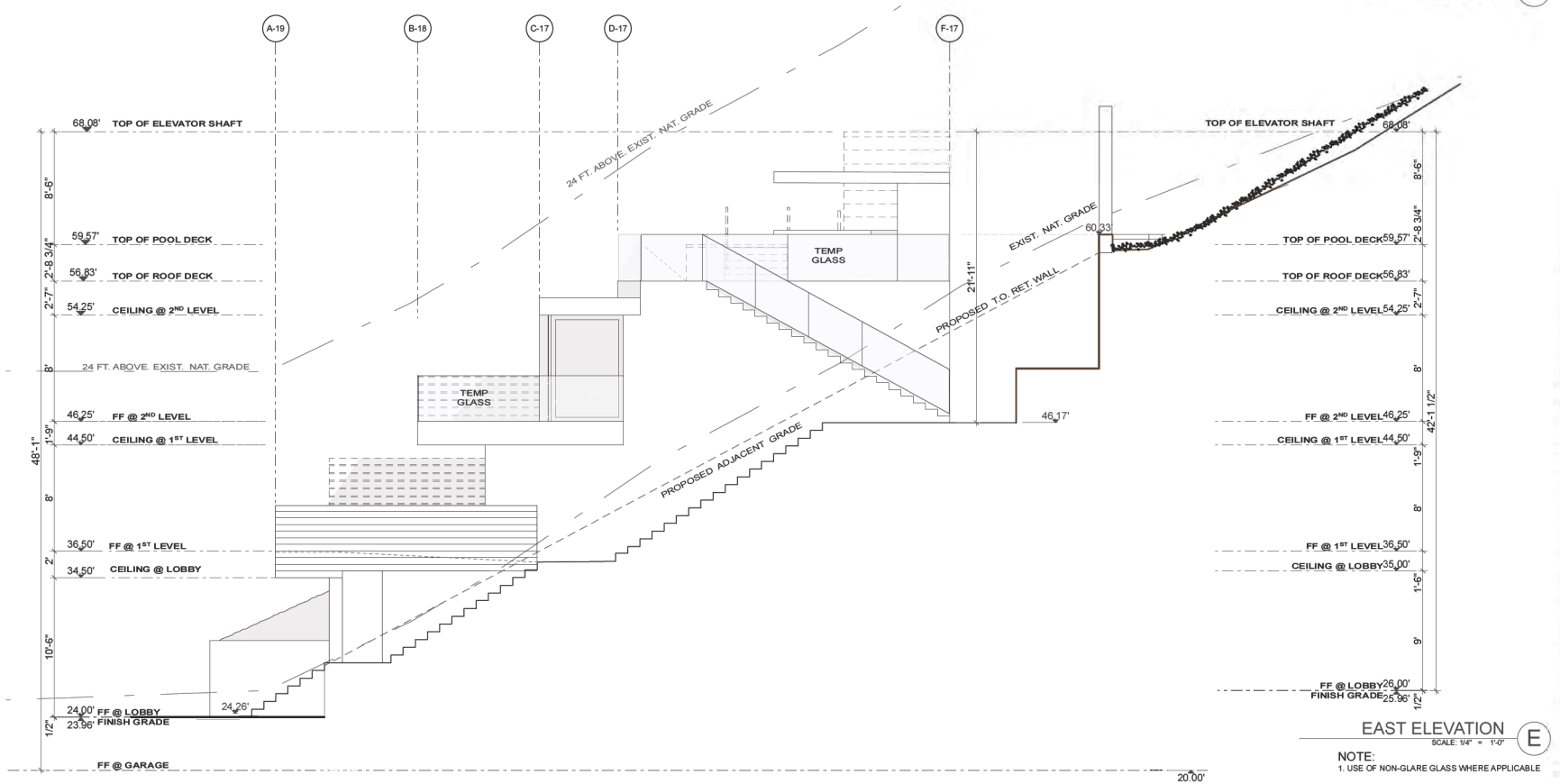
SHEET TITLE
PROPOSED PARTIAL NORTH ELEVATION

DRAWING NO.
A-2.3

PLOT DATE	2/25/20
SCALE	AS NOTED
DRAWN BY	



EAST ELEVATION (E)
SCALE: 1/8" = 1'-0"



EAST ELEVATION (E)
SCALE: 1/4" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

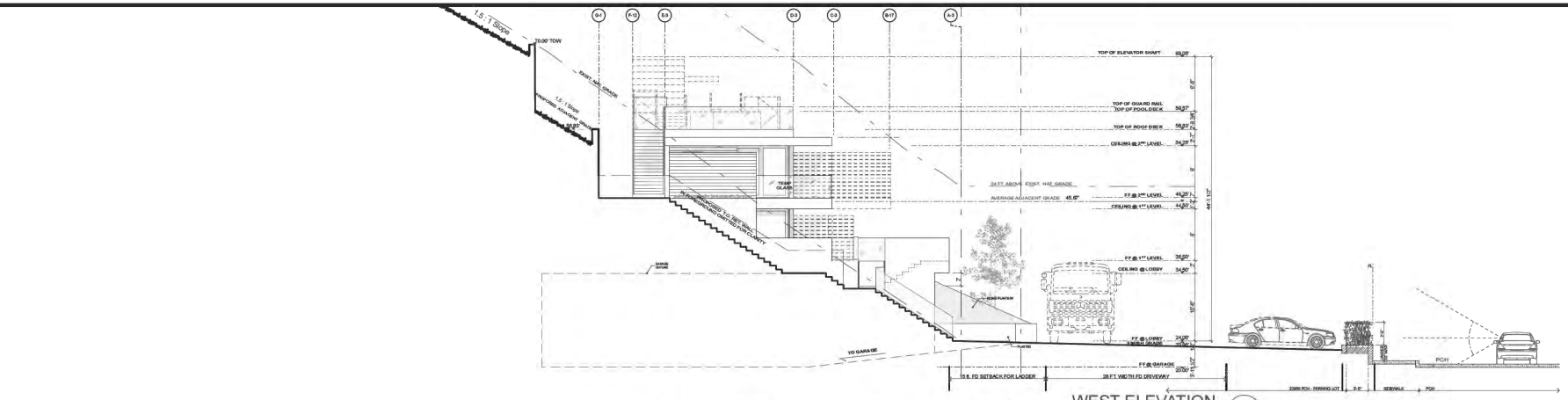
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU / SUN VALLEY
WWW.BURDGE.COM

SHEET TITLE
PROPOSED EAST ELEVATION

DRAWING NO.
A-2.4

PLOT DATE	2/25/20
SCALE	AS NOTED
DRAWN BY	



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

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

WEST ELEVATION
SCALE: 1/4" = 1'-0"

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MARK	DATE	DESCRIPTION

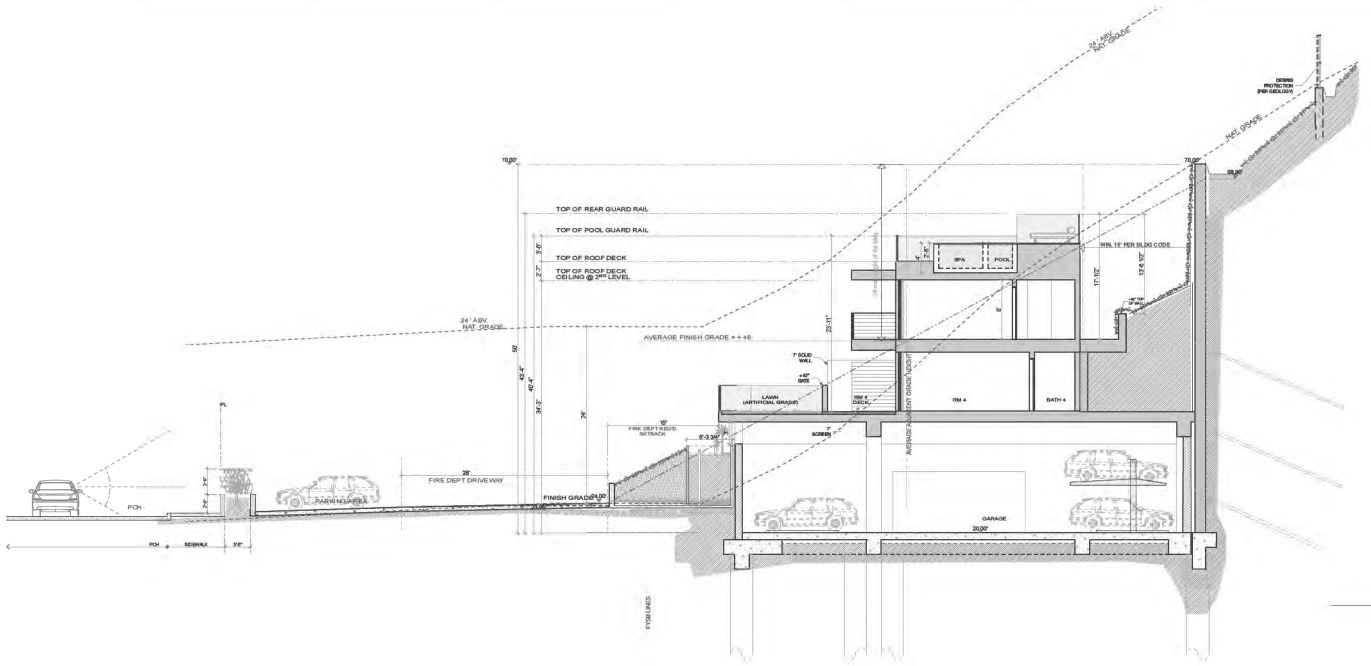
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3900 PACIFIC COAST HWY
MALIBU, CA 90265
TEL 310-456-5848

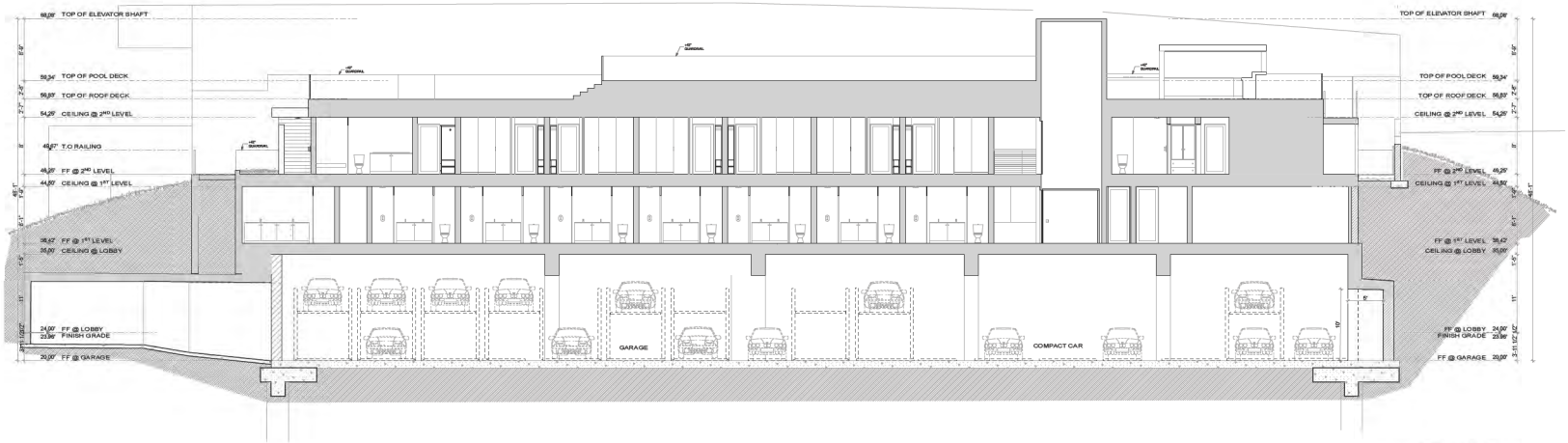
SHEET TITLE
PROPOSED WEST ELEVATION

DRAWING NO.
A-2.5

PLOT DATE 5/2/20
SCALE AS NOTED
DRAWN BY



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



SECTION
SCALE: 1/8" = 1'-0" 2

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

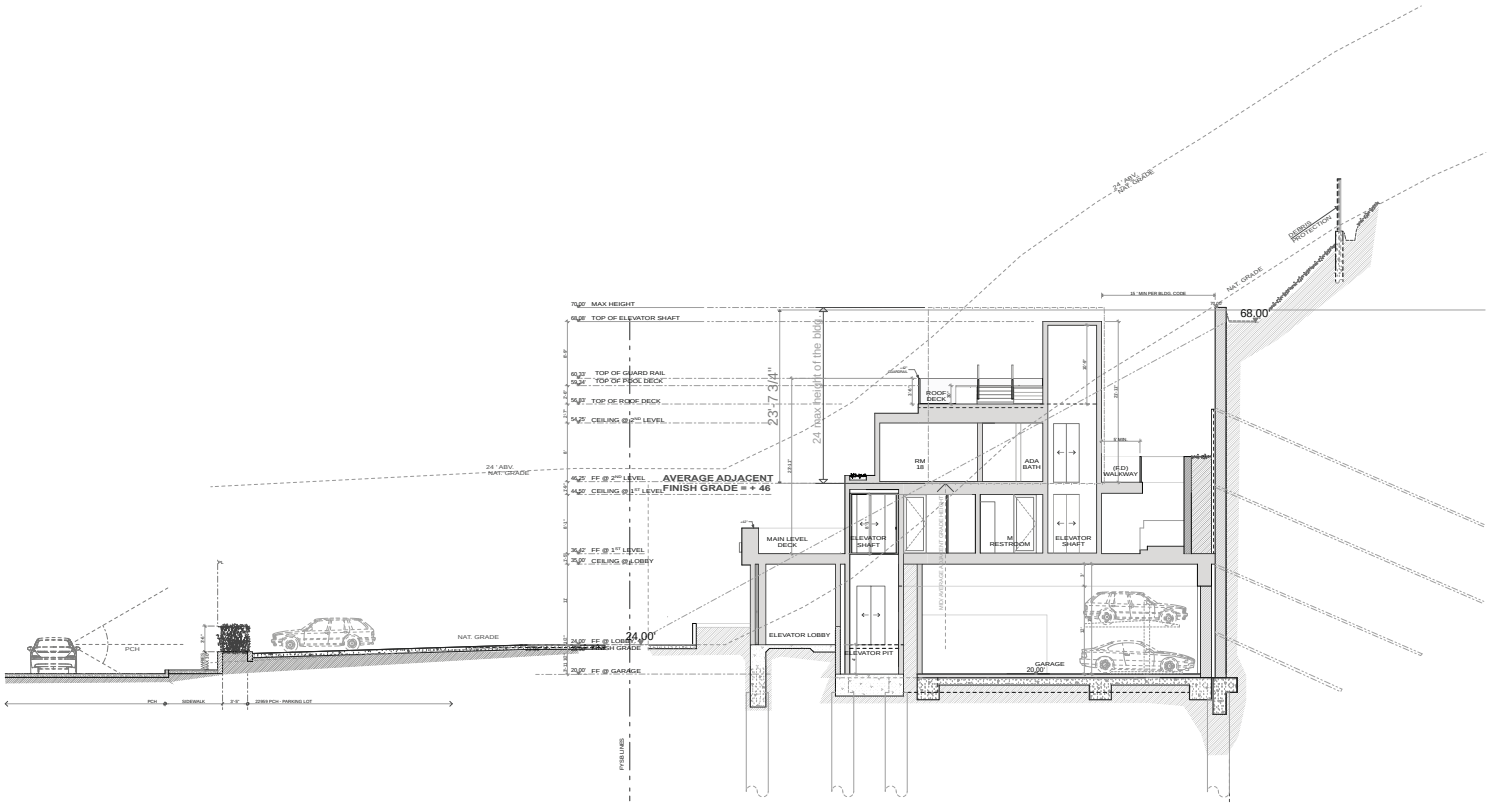
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ARCHITECTS
MALIBU
SUN VALLEY
WWW.BUAIA.COM
3111 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-2489

SHEET TITLE
PROPOSED SECTIONS

DRAWING NO.
A-3.1

PLOT DATE 2/25/20
SCALE
DRAWN BY

22959-PCH-PD-2020-01-07.pln



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

2

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

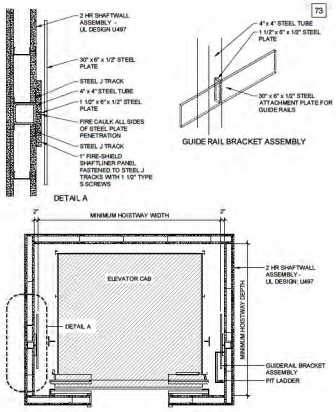
22959 PACIFIC COAST HIGHWAY

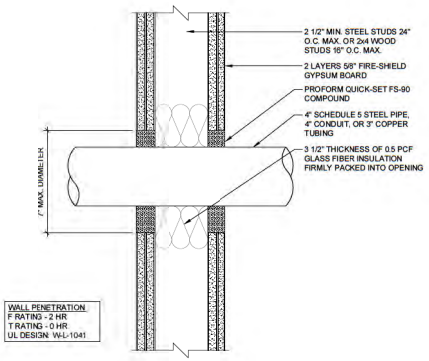
BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
23972 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5905

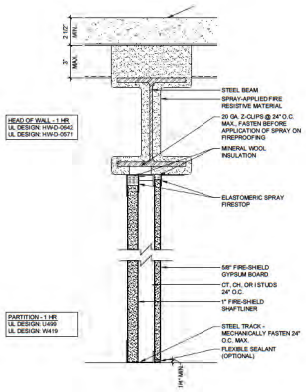
SHEET TITLE
PROPOSED SECTIONS

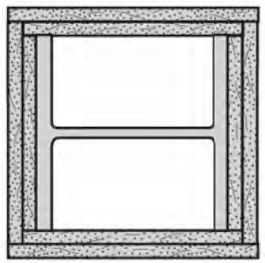
DRAWING NO.
A-3.2

PLOT DATE: 11/2/21
SCALE
DRAWN BY

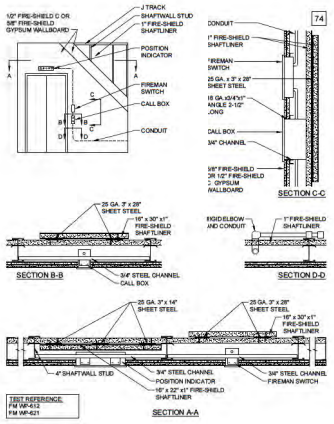


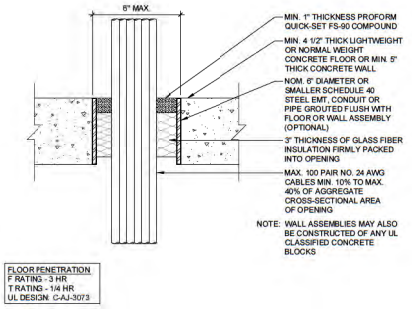


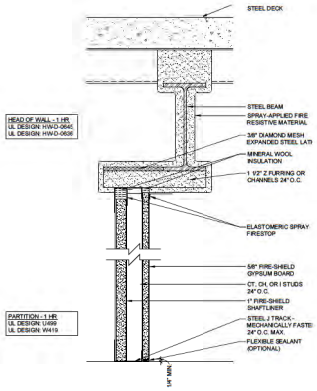


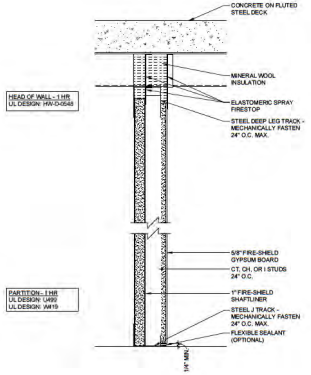


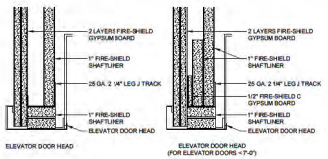
Base Layer: 1/2" (12.7 mm) ToughRock® Fireguard C® gypsum board tied to W13 x 49 (metric W250 x 73) column. 1 hr, with 18-gauge (43 mils) wire 15" (381 mm) o.c. Face Layer: 1/2" (12.7 mm) ToughRock Fireguard C gypsum board applied with laminating compound over entire contact surface. Test conducted with generic Type X in December 1952. Contact SP Technical Service Hotline for a copy of the test report.

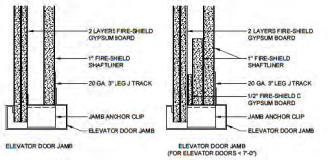


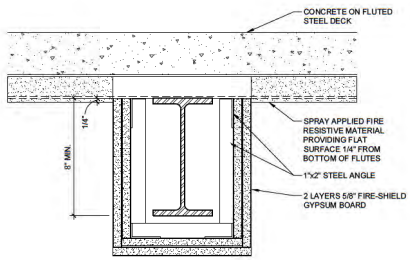


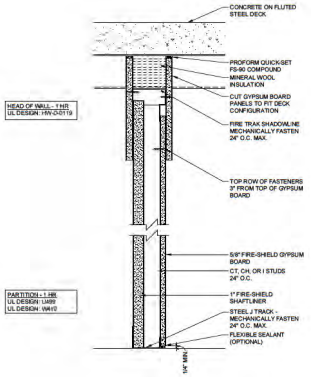












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WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE AND ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM

SHEET TITLE
ARCHITECTURAL DETAILS

DRAWING NO.
A-5.1

PLOT DATE	8/14/19
SCALE	AS NOTED
DRAWN BY	

LIGHTING SCHEDULE

WALL LIGHTS IN CAR PARKING AREA	C 24 T1	2.5W LED BRICK LIGHT - CORONA CL-369B-AB LAMP L-EDBA- 2.5W 180° WIDE FLOOD OR
DOWN LIGHTS	E 10 T2	5W LED ADJUSTABLE DOWN LIGHT FX LUMINAIRE QT-2D-1 LED- BZ LAMP 2700K
WALL LIGHTS	D 41 T4	FX LUMINAIRE MO-2D-3 LED- SQ- BZ LAMP 2700K
PATH LIGHTS	H 17 T6	FX LUMINAIRE M-PL -1 LED- BZ
ACCENT LIGHTS	1 2 T7	ROCKSPACE F113B-NAZ W/ STAKE, MR-16 LAMPS, 35 WATT FLOOD
WATER FEATURE LIGHTS	J 4 T8	HINKLEY STEP 1539BS, SOLID BRASS, EXTRA LONG CORD, MR-16 LAMP 20 WATT, 2700K

LIGHTING LEGEND

CONTRACTOR TO UTILIZE MANUFACTURER SUPPLIED CONNECTORS TO CONNECT FIXTURES TO MAINLINE. NO OTHER TYPE OF CONNECTION CAN BE USED WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT. THE LANDSCAPE DESIGNER TO APPROVE LOCATION OF ALL LIGHTS, TRANSFORMER, CLOCK, ETC., PRIOR TO RUNNING WIRES AND INSTALLING LIGHTS.

T1 **TRANSFORMER**

KICHLER PROFESSIONAL SERIES SS.

TOTAL WATTAGE NEEDED FOR SYSTEM TO BE DETERMINED BY LANDSCAPE LIGHTING CONTRACTOR, WHO WILL PROPERLY SIZE THE TRANSFORMER(S). TRANSFORMER(S) LOCATED OUTDOORS SHALL BE MANUFACTURED FOR THAT TYPE OF ENVIRONMENT, AND SHALL BE IN STAINLESS STEEL CABINETS. TRANSFORMER(S) SHALL HAVE A WATTAGE THAT IS 20% GREATER THAN THE WATTAGE LOAD OF THE FIXTURES ON EACH TRANSFORMER TO ALLOW FOR ADDITION OF EXTRA LIGHT FIXTURES BY OWNER IN FUTURE WITHOUT HAVING WATTAGE LIMIT PROBLEMS.

CLOCK

C SHALL BE INTERMATIC TN311C 24HR TIMER (3 ON/OFFCYCLES) MECHANICAL CLOCK MOUNTED AT EYE LEVEL AT LOCATION PER NOTE 'Z'. THERE WILL BE 2 (TWO) CLOCKS; EACH WITH PHOTOCELL OVERRIDE.

WIRING

SHALL BE 10-2 DIRECT BURIAL LOW VOLTAGE WIRE. ALL WIRING SHALL BE MINIMUM OF 12" BELOW SOIL FINISH SURFACE AND MAY BE INSTALLED IN IRRIGATION SYSTEM TRENCHES. IT IS ASSUMED THAT WIRING SLEEVES WERE INSTALLED UNDER PAVING TO ALLOW WIRES TO TRANSITION UNDER PAVING. SEE NOTE 'Z' BELOW.

T1 — TRANSFORMER #
A / 4 — FIXTURE TYPE / FIXTURE QTY.
WPGFI - DUPLEX GROUND FAULT INTERRUPTER RECEPTACLE FOR LOW VOLTAGE MAGNETIC TRANSFORMER

LIGHTING NOTES :

THE LOCATION OF LIGHTS ARE DIAGRAMMATIC. FINAL LOCATIONS TO BE SET BY ARCHITECT AND / OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

WIRING AND TRANSFORMER INSTALLATION TO BE PROVIDED BY ELECTRICIAN.

ALL LIGHTING SHALL BE FULLY SHIELDED AND DIRECTED DOWNWARD

LUMEN COUNT SHALL NOT EXCEED 650 LUMENS

COLOR TEMPERATURE SHALL NOT EXCEED 3000 KELVIN

UNLESS CONTROLLED BY MOTION SENSORS, OUTDOOR LIGHT SHALL BE EXTINGUISHED BY 11:00 PM OR WHEN PEOPLE ARE LONGER PRESENT IN THE EXTERIOR AREA.

THE HINKLEY SPOT LIGHT (1539BS) WILL NOT TRESPASS BEYOND THE WATERLINE OR WILL BE DIRECTED DOWNWARD

LIGHT DETAIL:

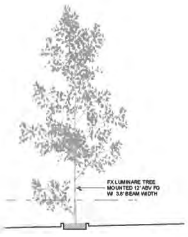
FX LUMINAIRE
DOWN LIGHT



QT 1LED ILLUMIANCE AT A DISTANCE

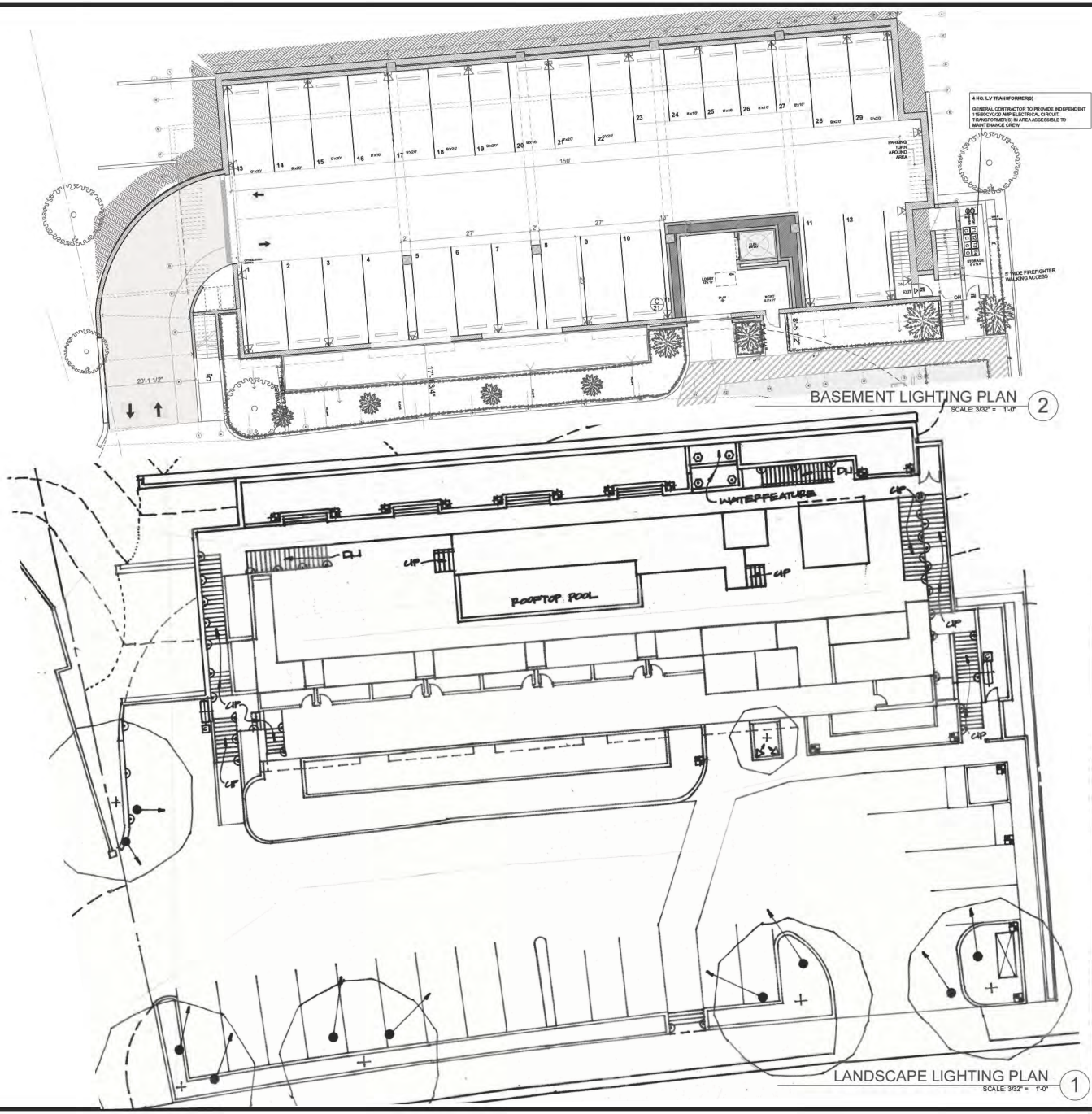
	Center Beam FC	Beam Width
4.0 ft	30.0 ft-c	1.2 ft
8.0 ft	7.50 ft-c	2.5 ft
12.0 ft	3.33 ft-c	3.8 ft
16.0 ft	1.87 ft-c	5.1 ft
20.0 ft	1.20 ft-c	6.4 ft
24.0 ft	0.83 ft-c	7.7 ft

Beam Diameter: 153°



TREE MOUNT STRAP





BASEMENT LIGHTING PLAN 2
SCALE: 3/32" = 1'-0"

LANDSCAPE LIGHTING PLAN 1
SCALE: 3/32" = 1'-0"

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WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

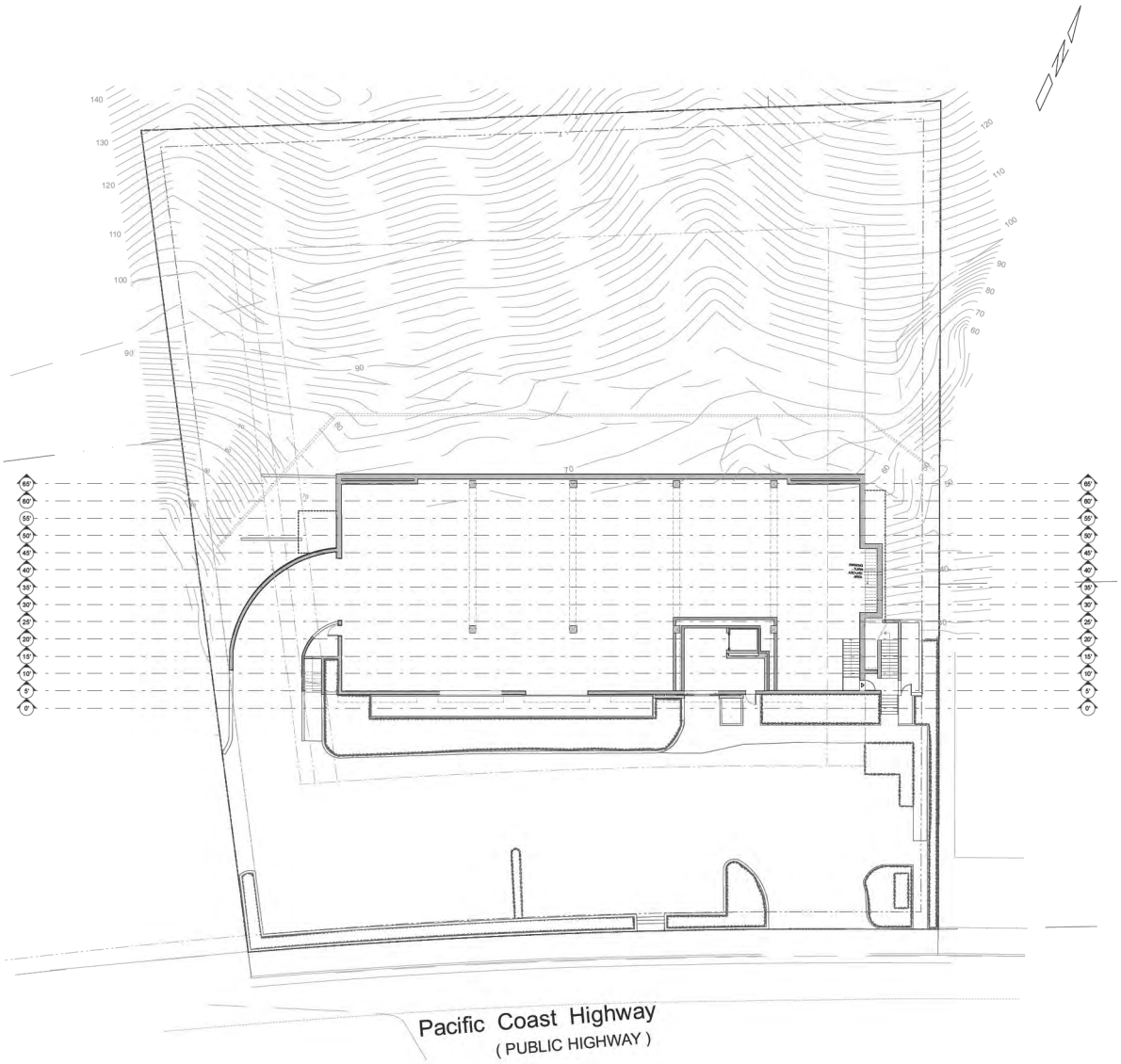
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MAILING: SUN VALLEY
WWW.BURDGE.COM
3900 PACIFIC COAST HWY
MALIBU, CA 90265
TEL: 310-456-5848

SHEET TITLE
LIGHTING PLAN

DRAWING NO.
A-6.1

PLOT DATE: 5/2/20
SCALE:
DRAWN BY:



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22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5961

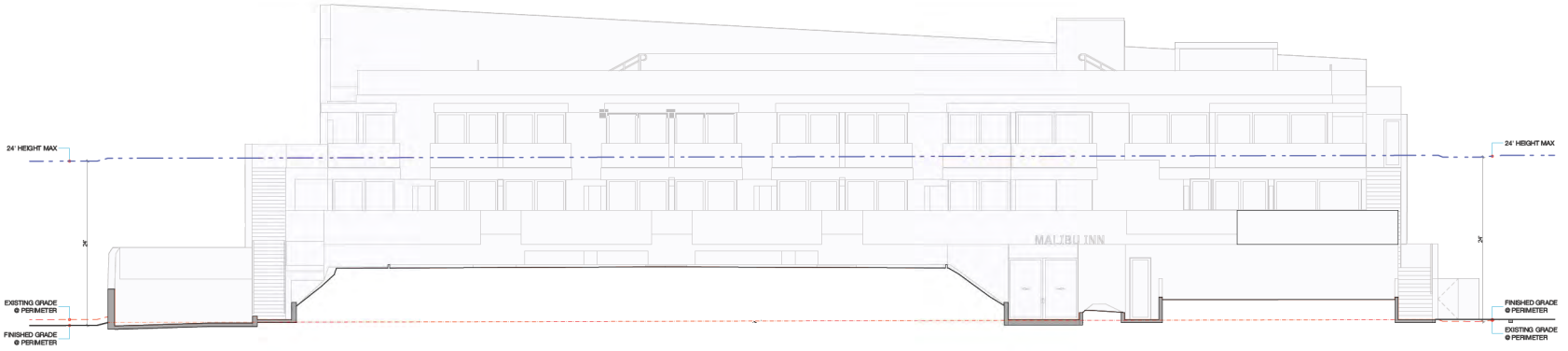
SHEET TITLE

HEIGHT EXHIBIT KEYMAP

DRAWING NO.

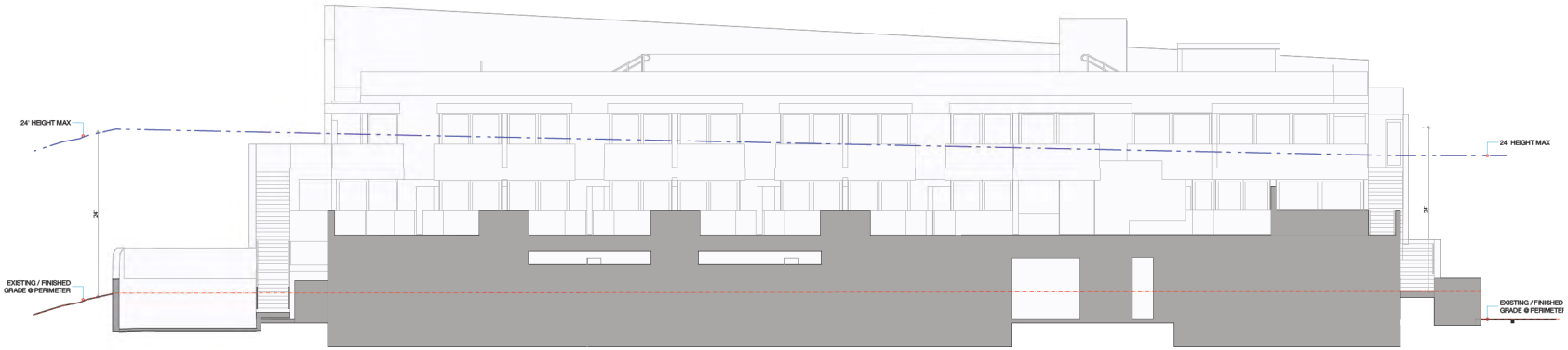
A-8.1

PLOT DATE	3/5/20
SCALE	1/16" = 1'-0"
DRAWN BY	



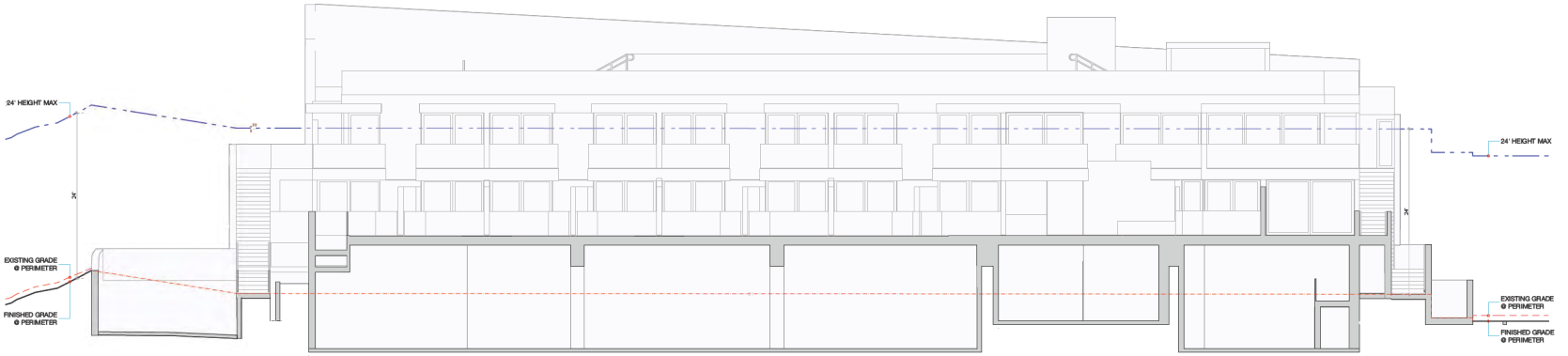
SECTION CUT AT - 0' INTERVAL

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



SECTION CUT AT - 5' INTERVAL

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



SECTION CUT AT - 10' INTERVAL

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

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SUN VALLEY

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3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-2489

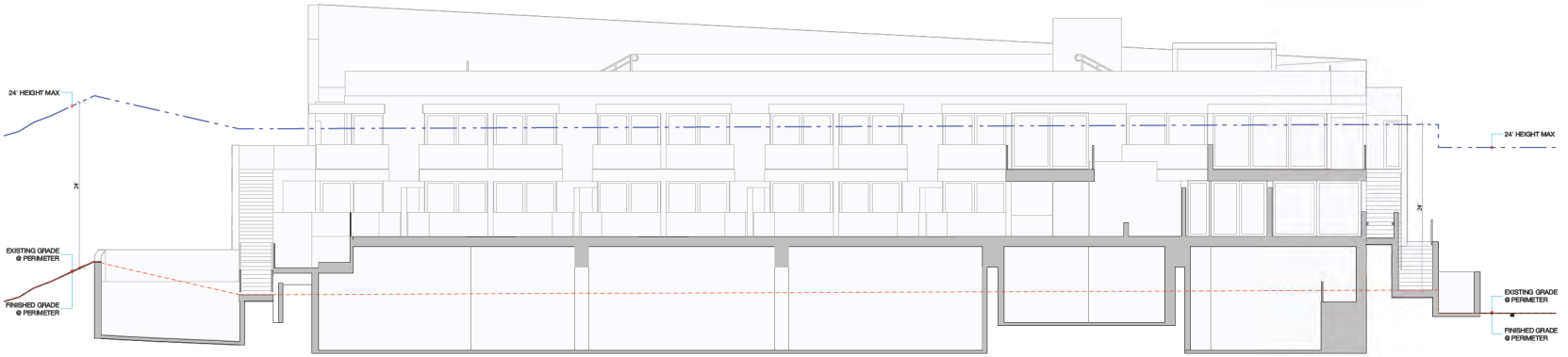
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HEIGHT EXHIBIT

DRAWING NO.

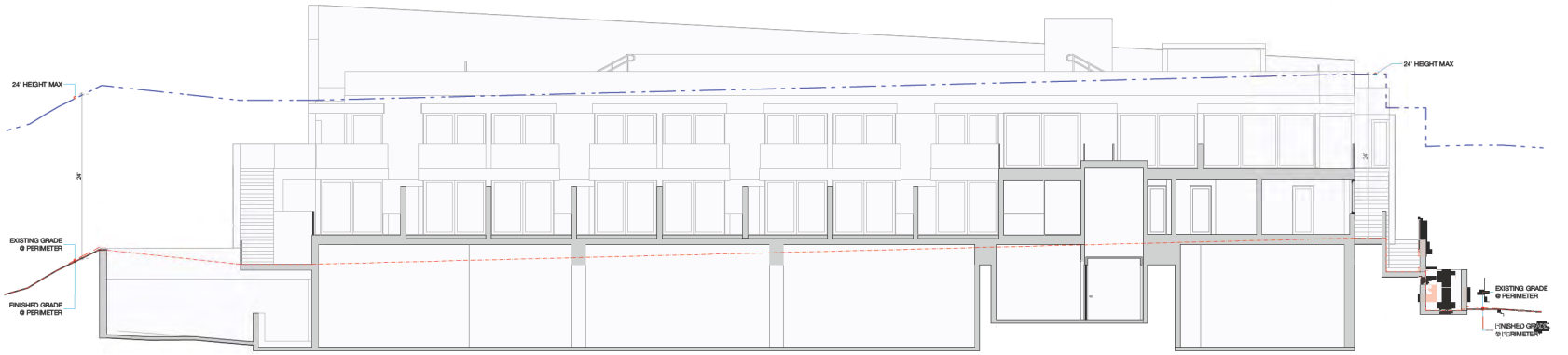
A-8.2

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



SECTION CUT AT - 15' INTERVAL

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



SECTION CUT AT - 20' INTERVAL

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



SECTION CUT AT - 25' INTERVAL

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

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BURDGE & Associates ARCHITECTS

MALIBU
SUN VALLEY

WWW.BUAIA.COM

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MALIBU, CA 90265
TEL 310-456-5848

SHEET TITLE

HEIGHT EXHIBIT

DRAWING NO.

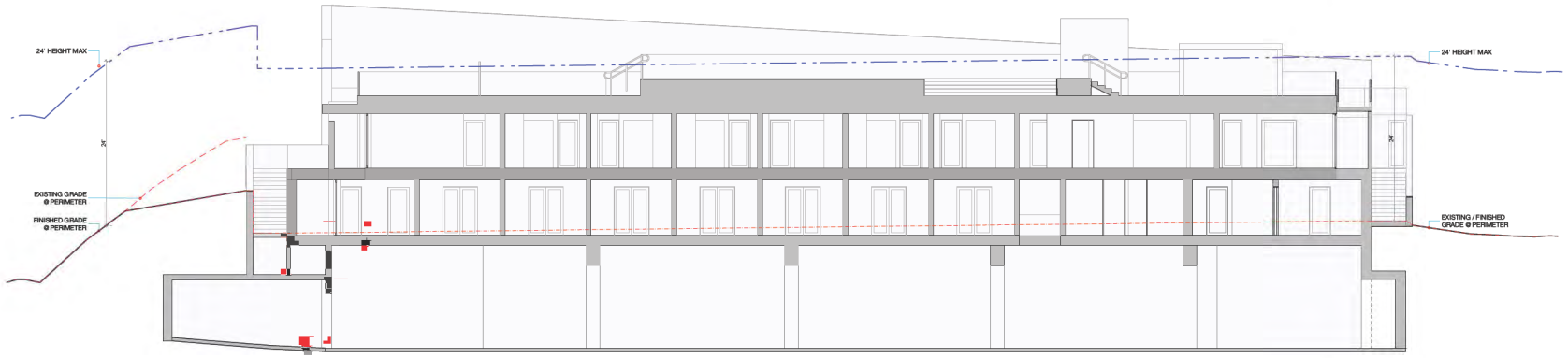
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PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



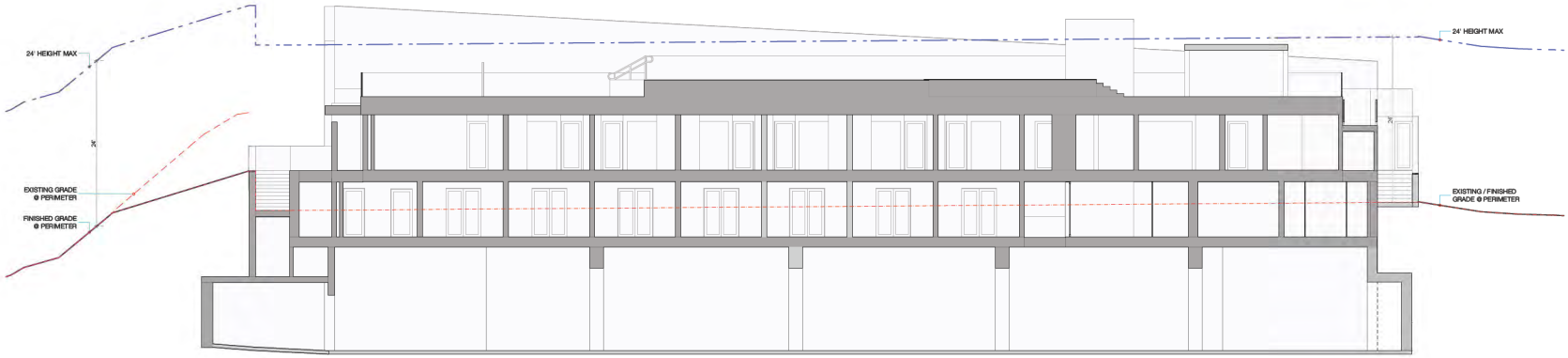
SECTION CUT AT - 30' INTERVAL

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



SECTION CUT AT - 35' INTERVAL

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



SECTION CUT AT - 40' INTERVAL

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

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WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE BEFORE ANY WORK IS PERFORMED. IT IS THE RESPONSIBILITY AND DUTY OF THE CONTRACTOR TO BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5961

SHEET TITLE

HEIGHT EXHIBIT

DRAWING NO.

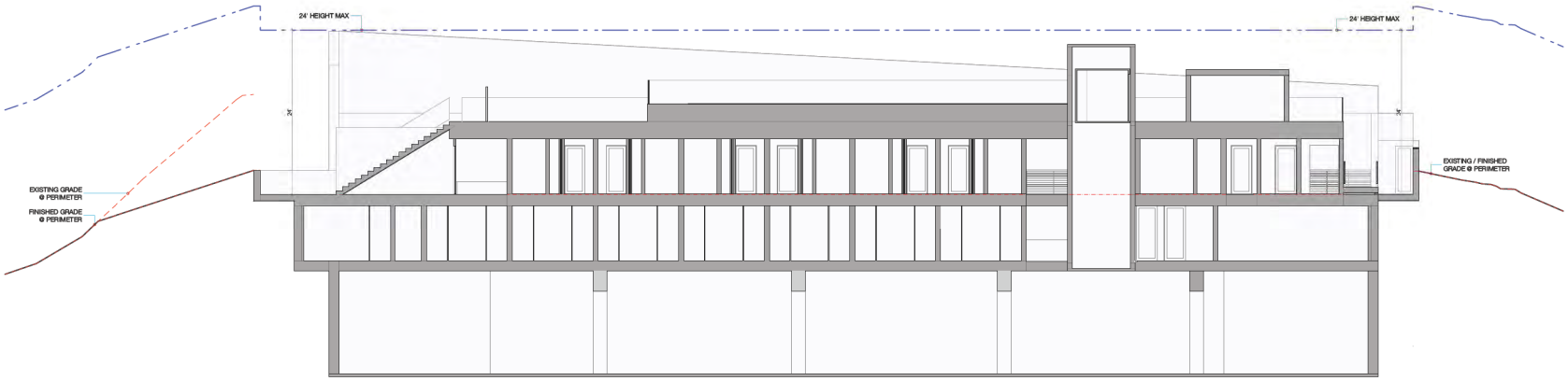
A-8.4

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



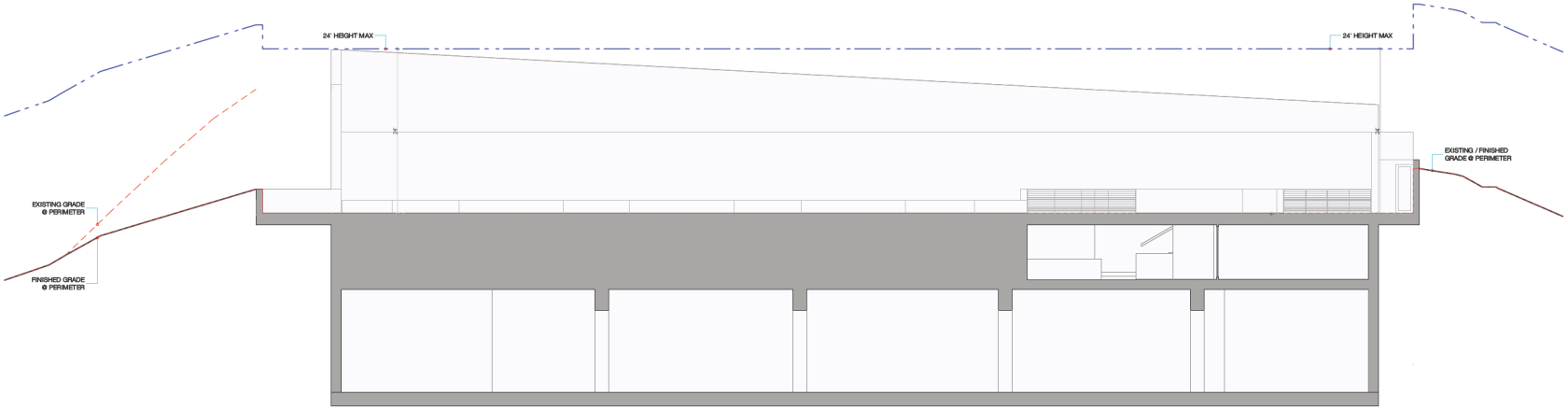
SECTION CUT AT - 45' INTERVAL

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



SECTION CUT AT - 50' INTERVAL

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



SECTION CUT AT - 55' INTERVAL

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

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

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BURDGE & Associates ARCHITECTS

MALIBU
SUN VALLEY

WWW.BURDGE.COM

3001 PACIFIC COAST HWY.
MALIBU, CA 90265
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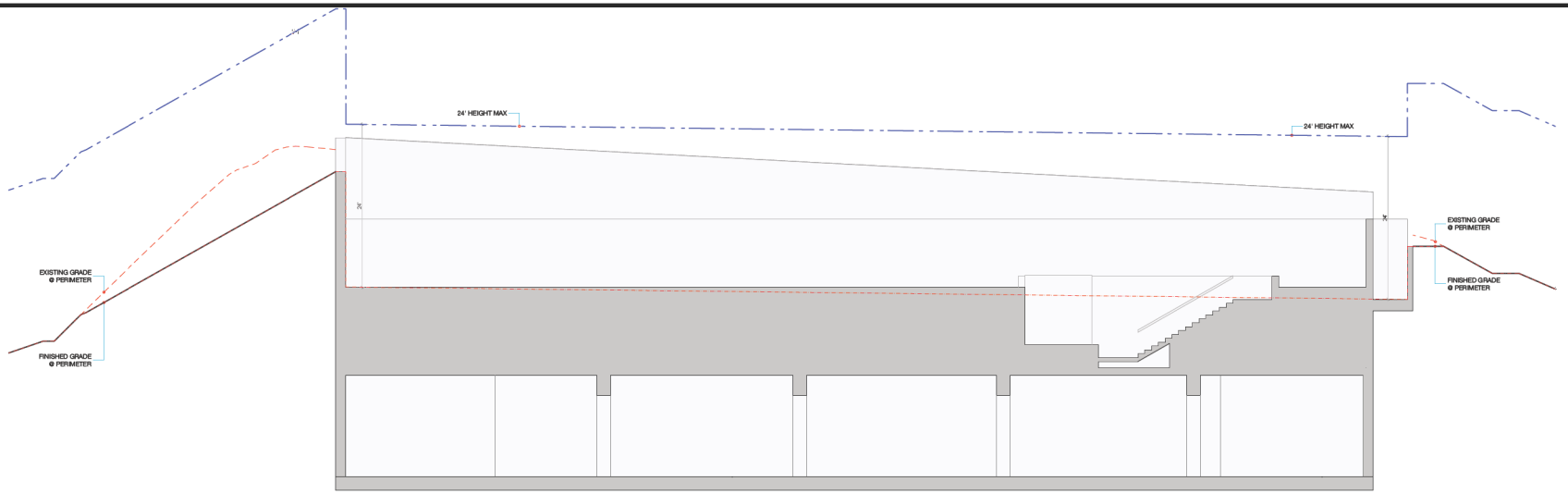
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HEIGHT EXHIBIT

DRAWING NO.

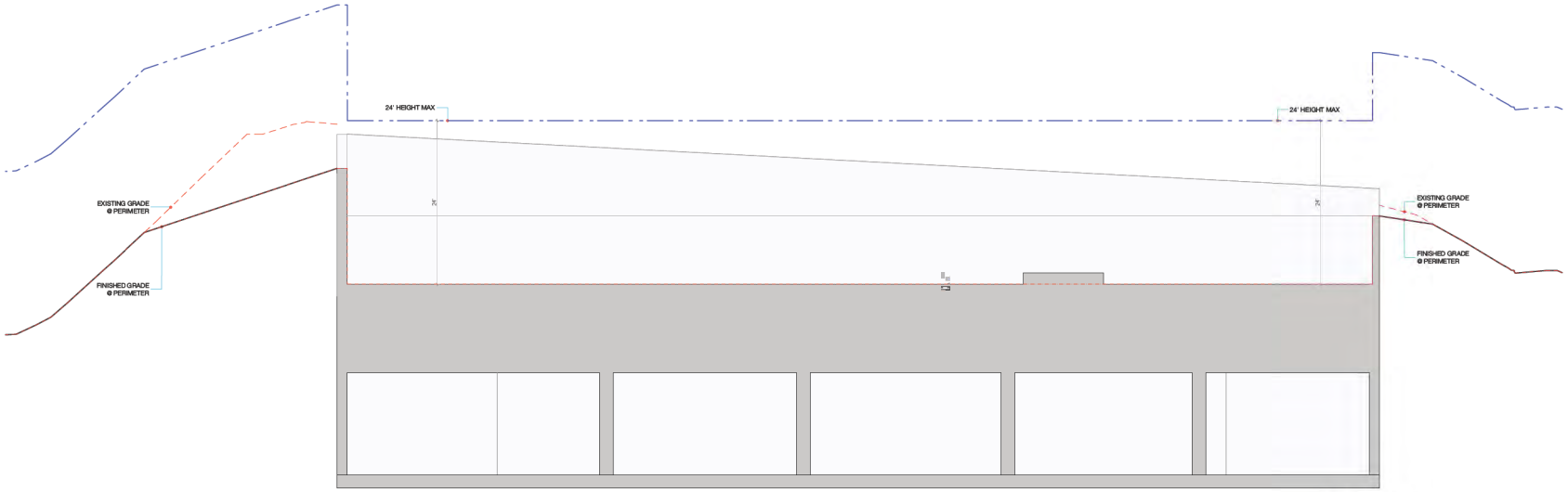
A-8.5

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



SECTION CUT AT - 60' INTERVAL

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



SECTION CUT AT - 65' INTERVAL

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

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MALIBU INN MOTEL

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BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5998

SHEET TITLE

HEIGHT EXHIBIT

DRAWING NO.

A-8.6

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	

City of Malibu

23815 Stuart Ranch Road • Malibu, California 90265-4861 (310) 456-2489 • fax (310) 317 0950
• www.ci.malibu.ca.us

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. 235 for Pre-Construction Meeting prior to the commencement of any construction or grading operations. Contractor shall notify the City Public Works Inspector 48 hours prior to commencing any construction and 24 hours in advance of specific inspection needs during the course of the work.
4. 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. 235 to apply for a permit.
6. Storage of any construction materials, construction trailer, and/or parking and any work within the Caltrans public right of way shall require a Caltrans Encroachment Permit. Submit a copy of the Caltrans Encroachment Permit to the Public Works Department.
7. All work shall be performed during City working hours and in compliance with these plans.
8. Contractor shall verify all conditions and dimensions and shall report any discrepancies to the Engineer prior to the commencement of any work.
9. Contractor shall locate, protect, and save any and all survey monuments that will be or may be damaged or destroyed by their operations. Once found, the Contractor shall then notify both the developer's supervising Civil Engineer and the Public Works Inspector. The supervising Civil Engineer shall reset all said monuments per he requirements of the Professional Land Surveyor's Act.
10. The Contractor shall be responsible for protecting all public and private property insofar as it may be affected by these operations.
11. Existing traffic signs are not to be removed without prior notification and approval of the City Engineer. As a minimum, construction work zone traffic signs and striping shall be furnished, installed, and maintained in accordance with the "Work Area Traffic Control Handbook" (the "WATCH Manual"), published by BNI Building News, Inc. 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 NPDES requirements. The Storm Water Pollution Prevention Plan (SWPPP) shall be available at the construction site at all times and shall be kept updated.
16. All recommendations made by the Geotechnical/Soils Engineer (and Engineering Geologist, where employed), and contained in the reports referenced herein, 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 constructes 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: 12,649 cu.yd. Fill: 394 cu.yd.
    Export: 12,255 cu.yd. Import: 0 cu.yd.
20. Total Disturbed Area acres 0.77 ACRES
    (including grading, clearing, and landscaping area)
    Total Existing Impervious Surface Area: 0 sq.ft.
    Total Proposed Impervious Surface Area: SEE ARCH PLAN sq.ft.
    Flood Zone on FIRM: _____ Base Flood Elevation: _____ ft.
21. All slopes on private property adjoining streets, drainage channels, or other public facilities shall be graded not steeper than 2:1 for cut and fill unless specifically approved by the City Engineer on recommendation of the project's geotechnical/soils consultant.
22. All catch basins and drainage inlets shall be stenciled with the City of Malibu storm drain logo.

GRADING GENERAL NOTES:

MALIBU DEVELOPMENT STANDARDS (CUTS and FILLS) [3312, 3313 & Malibu LCP 8.3]:

1. Cut material may only be exported to an appropriate landfill or a site permitted to accept material.

GRADING INSPECTION REQUIREMENTS [3317.6]:

1. Initial Inspection: When the site has been cleared of vegetation and unapproved fill and it has been scarified, benched or otherwise prepared for fill. No fill shall have been placed prior to this inspection.
2. Toe Inspection: After the natural ground is exposed and prepared to receive fill and before any fill is placed.
3. Excavation Inspection: After the excavation is started and before the depth of excavation exceeds 10 feet.
4. Rough Inspection: When approximate final elevations have been established, drainage terrace, swales and other drainage devices necessary for the protection of the building site from flooding are installed, berms installed at the top of slopes. Submit the recommended inspection to the building official to represent Official has approved Rough Grading.
5. Final Inspection: When grading has been completed, all drainage devices necessary to drain the building pad are installed, slope planting established and all irrigation systems and the Engineer shall inspect and approve the construction of the buttressing and certify to the stability of the slope and adjacent structures upon completion.
6. 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]
7. Fill Inspection:
   7.1. After the fill emplacement is started and before the vertical height of the lifts exceeds 10 ft. [3313.2]
   7.2. During preparation of natural ground and placement and compaction of fill.
   7.3. The soils engineer shall be present during the entire fill placement and compaction of fills that will exceed a vertical height or depth of 30 ft. or result in a slope surface steeper than 2horizontal to 1 vertical. [33 ft.7
8. Drainage Device Inspection: After forms and pipe are in place and before any concrete is poured.
9. Rough Grading: When all rough grading has been completed and erosion protection has been installed. The Geotechnical Engineer shall submit the final compaction report prior to the approval of rough grade.

COMPACTION TESTING REQUIREMENTS:

1. Fill shall be compacted (as determined by A.S.T.M. Soil Compaction Test D1557- Latest Version) throughout their full extent to [3313.4]:
2. A minimum relative compaction of 90% of maximum dry density within 40 ft. below finished grad, and
3. 93% of maximum dry density deeper than 40 ft. below finished grade
4. Field density shall be determined by Sand-Cone Method, A.S.T.M. D1556 - Latest Version. In fine-grained cohesive soils field density may be determined by the Drive-Cylinder Method, A.S.T.M. D-2937- Latest Version, provided not less than 20% of the required density tests, uniformly distributed, are by the Sand-Done Method. The method of determining field density shall be shown in the compaction report. Other methods may be used if recommended by the Soils Engineer and approved in advance by the Building Official. [3313.4]
5. 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. [3313.8] One field density test to be made as follows:
   5.1. One test for each two foot vertical left.
   5.2. One test for each 1,000 cubic yard of material placed.
   5.3. 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.

GENERAL NOTES:

1. Any modifications of or changes in approved grading plans must be approved by the Building Official.
2. A copy of the grading permit and approved grading plan must be in the possession of a responsible person and available at the site.
3. This plan has been checked on the assumption that the fills shown will not be suitable for the support of structures. All foundations for future buildings are to be correction numbers 94, 95 & 96.
4. Engineer must set grade stakes for all drainage devices and the contractor shall obtain inspection before pouring.
5. All storm drain work is to be done under continuous inspection by the Field Engineer. Weekly status reports shall be submitted by the Feld Engineer to the City Building Department.
6. Provisions shall be made for contributory drainage at all times.
7. Secure permission from (City Engineer), (State Highway Department) for construction, grading and/or discharge of drainage within street right-of-way.
8. Separate plans for temporary drainage and Wet Weather Erosion Control measure to be used during the rainy season must be submitted prior to October 1. The erosion control devices shown on said plans must be installed by not later than November 1 and maintained in operable condition until April 15. [3319.3]
9. The Grading Contractor shall submit a written statement verifying that the work done under his direction was performed in accordance with he 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]
10. The Design Engineer verifies that this grading plan was prepared under my supervision in accordance with Section 3318.1 of the Malibu Building Code. All soils engineer and engineering geology recommendations were incorporated in plan. (Must be signed and dated by the Design Engineer.)
11. All recommendations included in the consultant's soil and geology reports must be complied with and are a part of the grading specifications.
12. Grading operations must be conducted under periodic geologic inspection with monthly inspection reports to be submitted to the City Building Department.
13. The consulting geologist must approve rough grading by final report. Final report must include an as-built geologic map.
14. 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.
15. Fill shall be benched into competent material per City of Malibu Standard or Soils Engineer's directions.
16. All existing fills shall be approved by the Building Official or removed prior to placing additional fills.

ADDITIONAL GRADING GENERAL NOTES:

1. The Building Official shall approve stock piling of excess material prior to excavation.
2. The Field Engineer, as a condition of rough grade approval, shall provide a blue top with accompanying witness stake, set at the center of each pad reflecting the pad elevation for precise permits and a blue top with witness stake set at the drainage swale high point reflecting the high point elevation for Preliminary Permits.
3. All trench backfills shall be tested and approved by the Soil Engineer.
4. The Engineering Geologist and Soil Engineer shall, after clearing and prior to the placement of fill in canyons, inspect each canyon for areas of adverse stability and to determine the presence of absence of subsurface water or spring flow. If needed, subdrains will be designed and constructed prior to the placement of fill in each respective canyon.
5. 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.
6. 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 recommendations to the building official to represent.
7. Where support or buttressing of cut and natural slopes is determined to be necessary by the Engineering Geologist and Soil Engineer, the Soil Engineer shall submit design, locations, and calculations to the Building Official prior to construction. The Engineering Geologist and Soil Engineer shall inspect and approve the construction of the buttressing and certify to the stability of the slope and adjacent structures upon completion.
8. 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.
9. The composition report and approval from the Soil Engineer shall indicate the type of field-testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or nuclear gauge, and shall be so noted for each test.
10. Export soil must be transported to a legal dump or to a permitted site shown clearly on approved plans.
11. 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.
12. 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.
13. 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.
14. Roof gutters shall be installed to prevent roof drainage from falling on manufactured slopes. Gutters shall be connected to non-erosive piping or other other method acceptable to the Building Official.
15. Any excavations adjacent to other property or structures are subject to the provisions of California Civil Code, Section 832, and is the responsibility of the permittee and/or owner.

ADDITIONAL GEOTECHNICAL NOTES:

1. Subgrade soils shall be tested for Expansion Index prior to pouring footings or slabs; Foundation Plans shall be reviewed and revised by the Geotechnical Consultant, as appropriate.
2. All foundation excavations must be observed and approved by the Geotechnical Consultant prior to placement of reinforcing steel.
3. Prior to final approval of the project, an as-built compaction report prepared by the Project Geotechnical Consultant must be submitted to the City for review. The report must include the results of all density tests as well as a map depicting the limits of fill, locations of all density tests, locations and elevations of all removal bottoms, locations and elevations of all keyways and backdrains, and locations and elevations of all retaining wall backdains and outlets. Geologic conditions exposed during grading must be depicted on an as-built geologic map.
4. Prior to final approval of the project, an as-built report documenting the installation of the retaining wall tie-back system shall be prepared by the Project Geotechnical Consultant. The report shall include,as a minimum, the locations and details of the installations such as tieback length, dates of installation, and test results of tension capacities. the report shall include a statement that the retaining walls tie-back systems were installed under the observation of the geologist and geotechnical engineer of record and that the installations conformed to the approved plan and specifications. Any modifications to the plans necessary fo the conditions encountered during construction must be documented in the final report.
5. An as-built geotechnical report documenting the installation of the pile and soldier pile foundation elements for the motel and retaining walls.
   The report shall document total depth, depth into bedrock, depth to groundwater, and include a map with the locations of the piles.

City of Malibu

23815 Stuart Ranch Road • Malibu, California 90265-4861 (310) 456-2489 • fax (310) 317 0950
• www.ci.malibu.ca.us

TOTAL GRADING YARDAGE VERIFICATION CERTIFICATE
PLANNING DIVISION REVIEW LEVEL

PLANNING APPLICATION NUMBER: _____
PROJECT ADDRESS: 22959 PACIFIC COAST HWY

All projects proposing land form alteration which involves more than 100 cubic yards of grading shall complete this form. The completed form must be provided at the time of Planning Division application for grading approval. All applicable cubic yardages shall be completed in the table. All calculations utilized to estimate the cubic yardages indicated shall be attached to this form. This form and the required calculations must be prepared by a State of California Licensed Civil Engineer or a Licensed Surveyor. The form and the calculations shal be stamped and wet signed by the preparing party.

	EXEMPT			Non-		
	R&R	Understructures	Safety	Exempt	Remedial	Total
Cut	0	11,255	0	394	0	12,649
Fill	0	0	0	394	0	394
Total	0	11,695	0	1348	0	13,043
Import	0	0	0	0	0	0
Export	0	0	0	0	0	12,255

All quantities indicated shall be in Cubic Yards only.
R&R = Removal and Recompaction
Safety Grading is required grading for L.A. County Fire Depart. access approval beyond the fifteen foot minimum access and may include tuorouts, hammerheads, turnarounds, and access roadway widening. Remedial grading is grading recommended by a full site geotechnical or soils report prepared by a licensed geologist or soils engineer which is necessary to correct physical deficiencies on the site for the construction of a primary residence structure or access to the lot.

PREPARED BY: JUSTIN D. HOLT
PRINT NAME:
SIGNATURE: 03/09/20
DATE:

REGISTERED PROFESSIONAL ENGINEER JUSTIN DENVER HOLT No.71452 CIVIL STATE OF CALIFORNIA



VICINITY MAP

LIST OF CONSULTANTS:

CIVIL: **GEOWORKS, INC.**
5158 COCHRAN ST.,
SIMI VALLEY, CA, 93063
(805) 304-2101

GEOTECHNICAL: **GEOCONCEPTS., INC.**
14428 HAMLIN STREET, UNIT 200
VAN NUYS, CA., 91401
(818) 994-8505
(818) 994-8599 fax

ARCHITECT: **BURDGE & ASSOCIATES ARCHITECTS, INC.**
24911 PACIFIC COAST HIGHWAY
MALIBU, CA., 90265
(310) 456-5905
(310) 456-2467 FAX

REGISTERED PROFESSIONAL ENGINEER JUSTIN DENVER HOLT No.71452 CIVIL STATE OF CALIFORNIA

PREPARED BY:
GeoWorks Engineering Group
3158 Cochran Street
Simi Valley, CA 93063
(805) 515-5300 phone

OWNER INFORMATION:
SKA DEVELOPMENT
1541 OCEAN AVENUE, STE. 200
SANTA MONICA, CA. 90401

DATE

REVISIONS

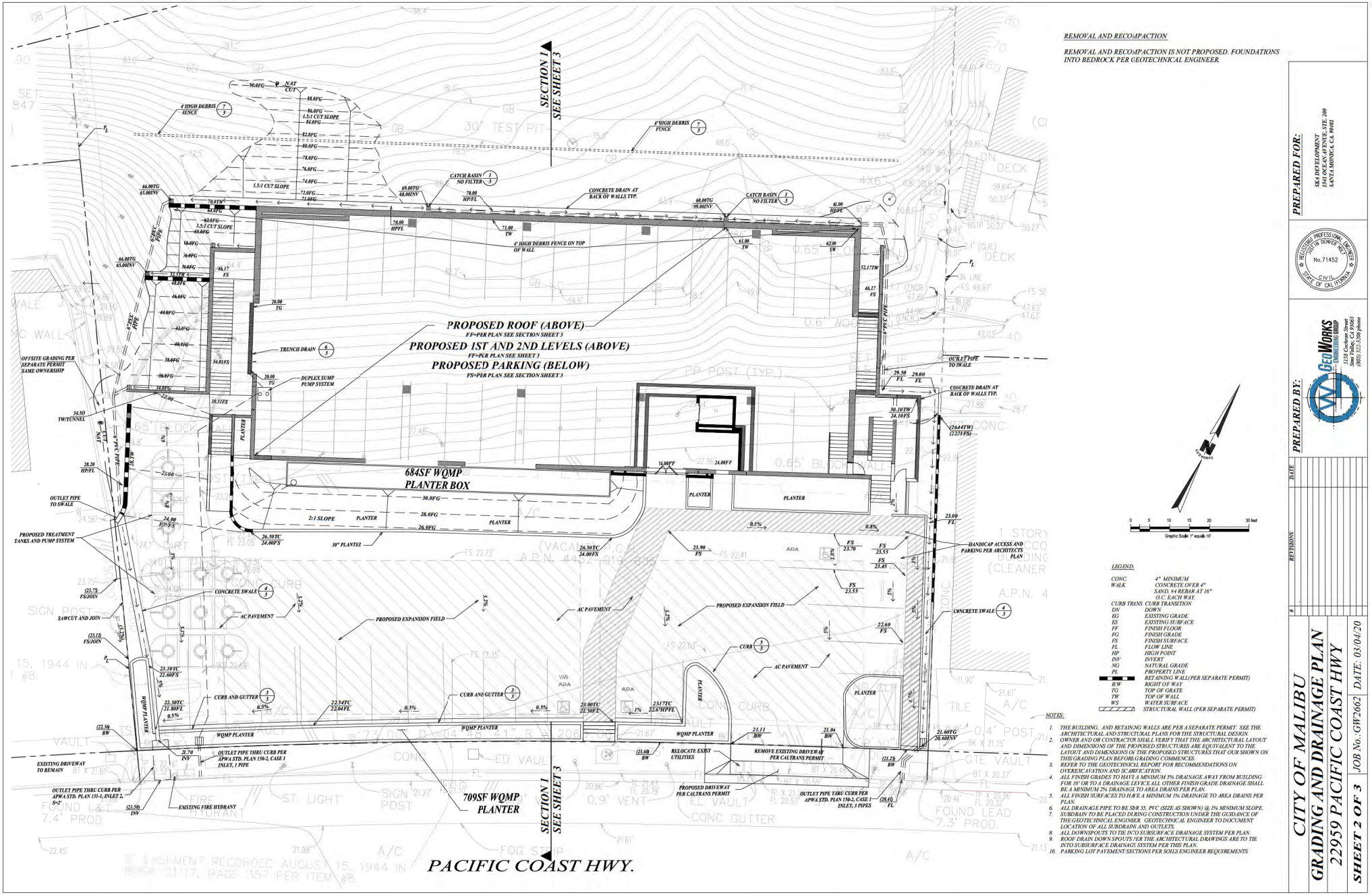
SHEET INDEX

SHT. 1	COVER SHEET
SHT. 2	GRADING AND DRAINAGE PLAN
SHT. 3	SITE AND SECTION

NOTES:

1) **TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE EXPANSION INDEX OF THE SUPPORTING SOILS AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.**
2) **FOUNDATIONS TO BE PLACED INTO CERTIFIED COMPACTED FILL PER THE GEOTECHNICAL ENGINEER AND GEOLOGIST RECOMMENDATIONS.**

CITY OF MALIBU
COVER SHEET
22959 PACIFIC COAST HWY
SHEET 1 OF 3 | **JOB No.: GW2662** | **DATE: 03/04/20**



REMOVAL AND RECOMPACTION

REMOVAL AND RECOMPACTION IS NOT PROPOSED. FOUNDATIONS INTO BEDROCK PER GEOTECHNICAL ENGINEER.

LEGEND.

CONC		4" MINIMUM CONCRETE OVER 4" SAND, #4 REBAR AT 16" O.C. EACH WAY.
WALK		
CURB TRANS		CURB TRANSITION
DN		DOWN
EG		EXISTING GRADE
ES		EXISTING SURFACE
FF		FINISH FLOOR
FG		FINISH GRADE
FS		FINISH SURFACE
FL		FLOW LINE
HP		HIGH POINT
INV		INVERT
NG		NATURAL GRADE
PL		PROPERTY LINE
		RETAINING WALL(PER SEPARATE PERMIT)
RW		RIGHT OF WAY
TG		TOP OF GRATE
TW		TOP OF WALL
WS		WATER SURFACE
		STRUCTURAL WALL (PER SEPARATE PERMIT)

NOTES:

1. THE BUILDING, AND RETAINING WALLS ARE PER A SEPARATE PERMIT. SEE THE ARCHITECTURAL AND STRUCTURAL PLANS FOR THE STRUCTURAL DESIGN.
2. OWNER AND OR CONTRACTOR SHALL VERIFY THAT THE ARCHITECTURAL LAYOUT AND DIMENSIONS OF THE PROPOSED STRUCTURES ARE EQUIVALENT TO THE LAYOUT AND DIMENSIONS OF THE PROPOSED STRUCTURES THAT OUR SHOWN ON THIS GRADING PLAN BEFORE GRADING COMMENCES.
3. REFER TO THE GEOTECHNICAL REPORT FOR RECOMMENDATIONS ON OVEREXCAVATION AND SCARIFICATION.
4. ALL FINISH GRADES TO HAVE A MINIMUM 5% DRAINAGE AWAY FROM BUILDING FOR 10' OR TO A DRAINAGE DEVICE. ALL OTHER FINISH GRADE DRAINAGE SHALL BE A MINIMUM 2% DRAINAGE TO AREA DRAINS PER PLAN.
5. ALL FINISH SURFACES TO HAVE A MINIMUM 1% DRAINAGE TO AREA DRAINS PER PLAN.
6. ALL DRAINAGE PIPE TO BE SDR 35, PVC (SIZE AS SHOWN) @ 1% MINIMUM SLOPE.
7. SUBDRAIN TO BE PLACED DURING CONSTRUCTION UNDER THE GUIDANCE OF THE GEOTECHNICAL ENGINEER. GEOTECHNICAL ENGINEER TO DOCUMENT LOCATION OF ALL SUBDRAINS AND OUTLETS.
8. ALL DOWNSPOUTS TO TIE IN TO SUBSURFACE DRAINAGE SYSTEM PER PLAN.
9. ROOF DRAIN DOWN SPOUTS PER THE ARCHITECTURAL DRAWINGS ARE TO TIE INTO SUBSURFACE DRAINAGE SYSTEM PER THIS PLAN.
10. PARKING LOT PAVEMENT SECTIONS PER SOILS ENGINEER REQUIREMENTS.

Graphic Scale: 1" equals 10'

PREPARED FOR:

SEA DEVELOPMENT
23440 HAWTHORNE BLVD. STE. 200
TORRANCE, CA. 90505

REGISTERED PROFESSIONAL ENGINEER
No.71452
CIVIL
STATE OF CALIFORNIA

PREPARED BY:

GeoWorks
ENGINEERING GROUP
5138 Cochran Street
Simi Valley, CA 93063
(805) 312-2306 phone

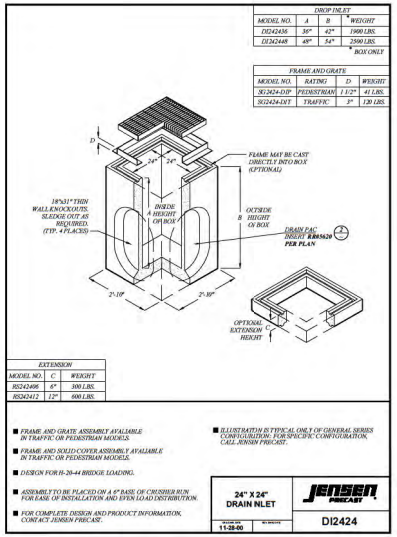
#	REVISIONS	DATE

CITY OF MALIBU

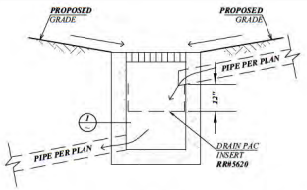
GRADING AND DRAINAGE PLAN

22959 PACIFIC COAST HWY

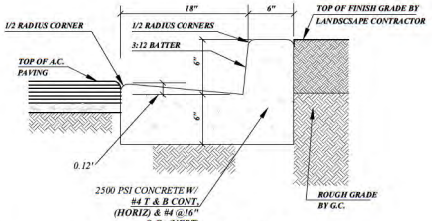
SHEET 2 OF 3 | JOB No.: GW2662 | DATE: 03/04/20



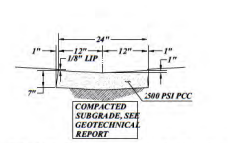
CATCH BASIN - DETAIL 1
NTS



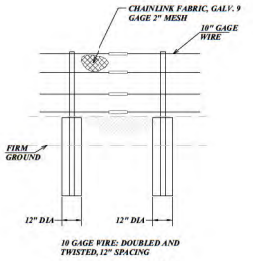
CATCH BASIN/ DRAIN PAC INSERT - DETAIL 2
1" = 2'



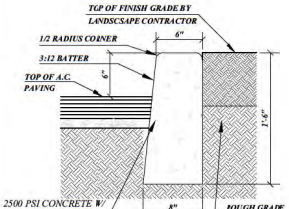
CONCRETE CURB DETAIL-3
NTS



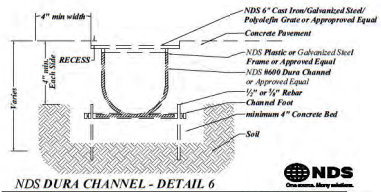
CONCRETE SWALE - DETAIL 4
1" = 1'



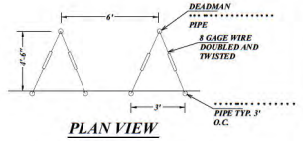
FRONT VIEW



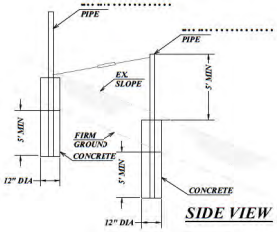
CONCRETE CURB - DETAIL 5
NTS



NDS DURA CHANNEL - DETAIL 6
NOT TO SCALE

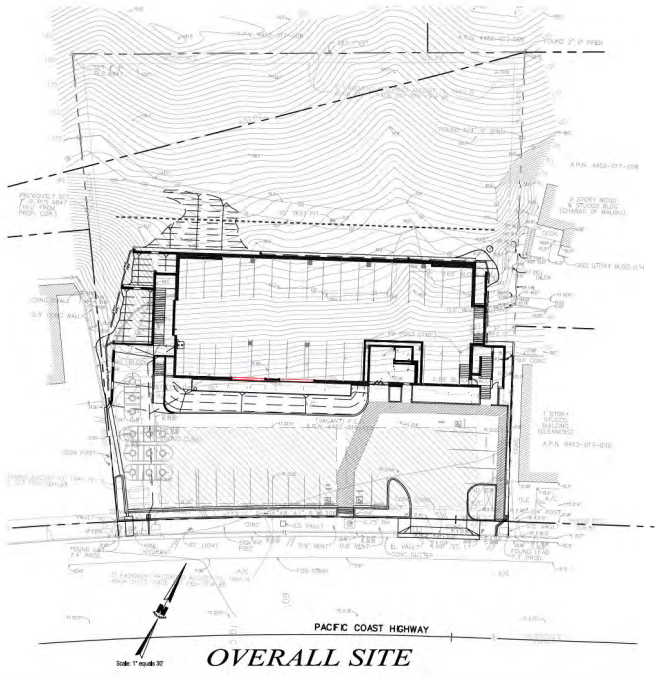


PLAN VIEW



SIDE VIEW

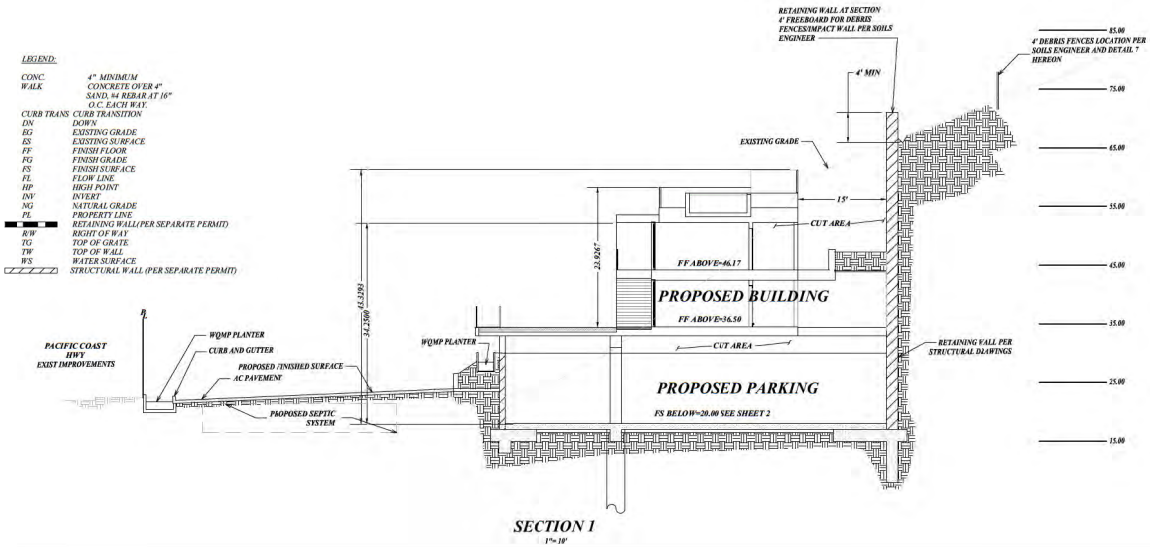
DEBRIS FENCE - DETAIL 7
1" = 2'



OVERALL SITE

LEGEND:

CONC. WALK	4" MINIMUM CONCRETE OVER 4" SAND, #4 REBAR AT 16" O.C. EACH WAY.
CURB TRANS	CURB TRANSITION
DN	DOWN
EG	EXISTING GRADE
ES	EXISTING SURFACE
FF	FINISH FLOOR
FG	FINISH GRADE
FS	FINISH SURFACE
FL	FLOW LINE
HP	HIGH POINT
INV	INVERT
NG	NATURAL GRADE
PL	PROPERTY LINE
	RETAINING WALL(PER SEPARATE PERMIT)
ROW	RIGHT OF WAY
TG	TOP OF GRATE
TW	TOP OF WALL
WS	WATER SURFACE
	STRUCTURAL WALL (PER SEPARATE PERMIT)



SECTION 1
1"= 10'

PREPARED FOR:
SEA DEVELOPMENT
23440 CIVIC CENTER WAY, STE. 200
MALIBU, CALIFORNIA 90265

PREPARED BY:
GeoWorks
ENGINEERING GROUP
5138 Cochran Street
Simi Valley, CA 93063
(805) 312-2306 phone

REGISTERED PROFESSIONAL ENGINEER
No.71452
CIVIL
STATE OF CALIFORNIA

#	REVISIONS	DATE

CITY OF MALIBU
SITE AND SECTION
22959 PACIFIC COAST HWY
SHEET 3 OF 3 | JOB No.: GW2662 | DATE: 3/04/20

PLANT KEY:

ARBUTUS MARINA, MULTI., 36" BOX (B)

ARBUTUS UNEDO, MULTI., 24" BOX STRAWBERRY TREE (B)

HETEROMELES ARBUTIFOLIA, MULTI., 15 GALLON TOYON (10)

PLATANUS RACEMOSA, STD., 48" BOX CALIFORNIA SYCAMORE (5)

(C) CEANOTHUS GRISEUS HORIZONTALIS, 1 GALLON 'YANKEE POINT CEANOTHUS (6' O.C.)

(F) FESTUCA OVINA GLAUCA, 1 GALLON BLUE FESCUE (12" O.C.)

(J) JUNCUS PATENS, 5 GALLON RUSH (2' O.C.)

(L) LIRIOPE MUSCARI, 1 GALLON BIG BLUE LILY TURF (2' O.C.)

(M) MYOPORUM PARVIFOLIUM, FLAT, PROSTRATE MYOPORUM (6' O.C.)

(P) PENNISETUM MESSIACUM, 5 GALLON RED BUNNY TAILS PENNISETUM (2' O.C.)

(S) SEDUM SPATHULIFOLIUM, 1 GALLON SUCCULENTS (12" O.C.)

(V) VERBENA PULCHELLA GRACILIOR, FLAT, MOSS VERBENA (6" O.C.)

STRELITZIA NICOLAI, 24" BOX GIANT BIRD OF PARADISE (16)

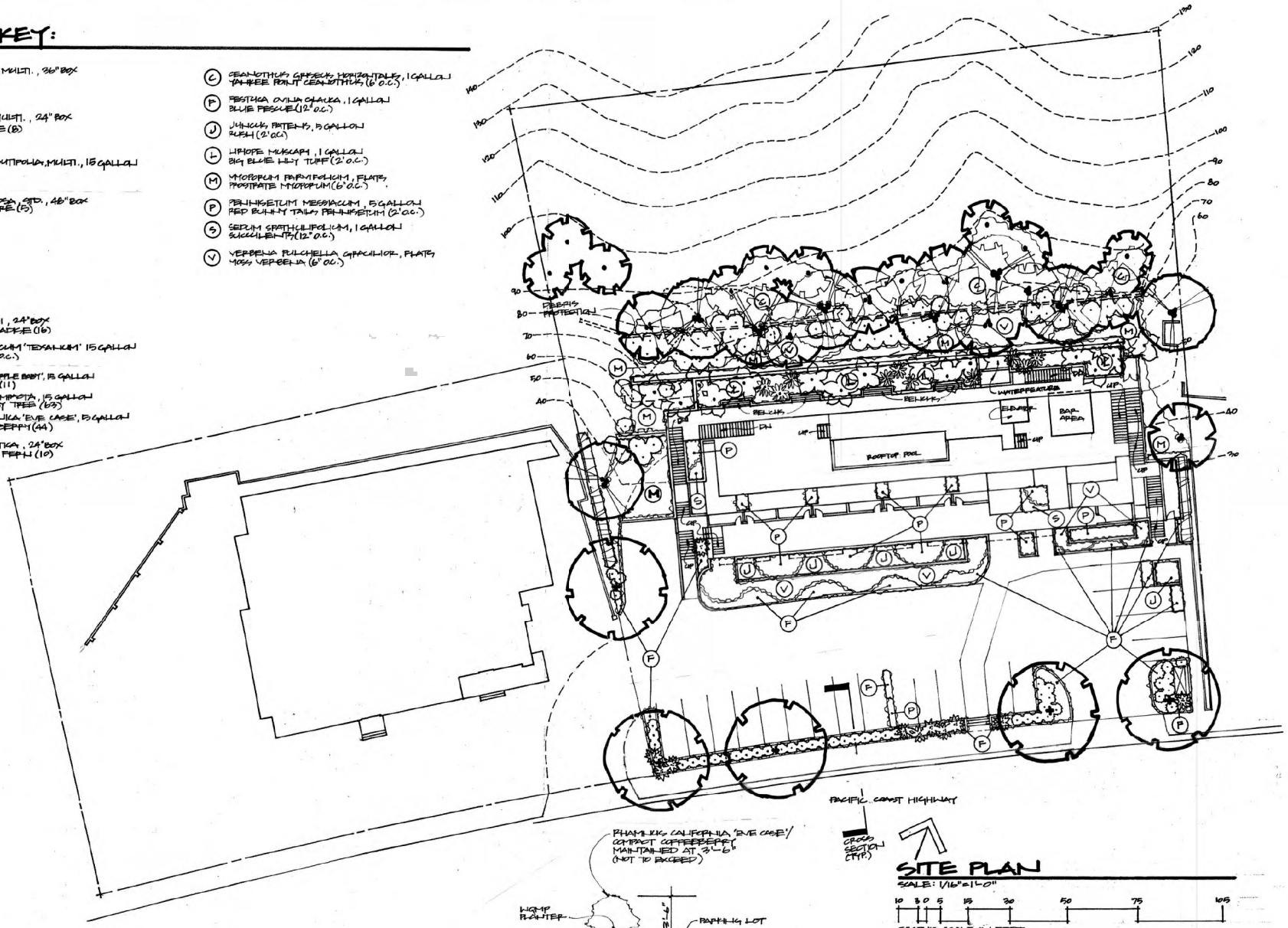
LIGUSTRUM JAPONICUM 'TEXANUM' 15 GALLON PRIVET HEDGE (2' O.C.)

PHORMIUM TENAX 'PURPLE BABY', 15 GALLON DWARF PURPLE FLAX (11)

ARBUTUS UNEDO COMPACTA, 15 GALLON DWARF STRAWBERRY TREE (63)

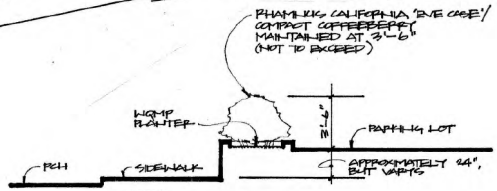
PHAMILIS CALIFORNICA 'EVE CASE', 5 GALLON EVE CASE COFFEEBERRY (44)

DICKSONIA ANTARCTICA, 24" BOX TASMANIAN TREE FERN (10)



SITE PLAN
SCALE: 1/16"=1'-0"

10 5 0 5 15 30 50 75 105
GRAPHIC SCALE IN FEET



(TYP.)
PARKING LOT SCREENING CROSS SECTION
SCALE: 1/4"=1'-0"

MALIBU INN MOTEL
22652 PACIFIC COAST HIGHWAY MALIBU, CALIFORNIA 90265

D. TURNER LANDSCAPE ARCHITECTURE
P.O. BOX 2224 MALIBU, CA.
WWW.DTURNERLA.COM/310.456.3892

PLANTING PLAN

SHEET P.1

MAY 2019
NOV. 2019
APRIL 2020

HYDROZONE KEY: (TOTAL LOT SQ. FOOTAGE - APPROX. 51,685)

ZONE	DESCRIPTION OF ZONE	SQ. FOOTAGE
1	POOL (HIGH WATER USE)	400
2	WATER FEATURE (HIGH WATER USE)	90
3	PLANTED AREA (MEDIUM WATER USE)	1521
4	HEDGE (MEDIUM WATER USE)	276
5	WQMP PLANTER	1618
6	DROUGHT TOLERANT PLANTED AREA (LOW WATER USE)	1493
7	HILLSIDE DROUGHT TOLERANT PLANTED AREA (LOW WATER USE)	6689
8	NATURAL UNDISTURBED HILLSIDE (NO WATER USE) OPEN SPACE	17666

11,507 S.F. TOTAL PLANTED AREA

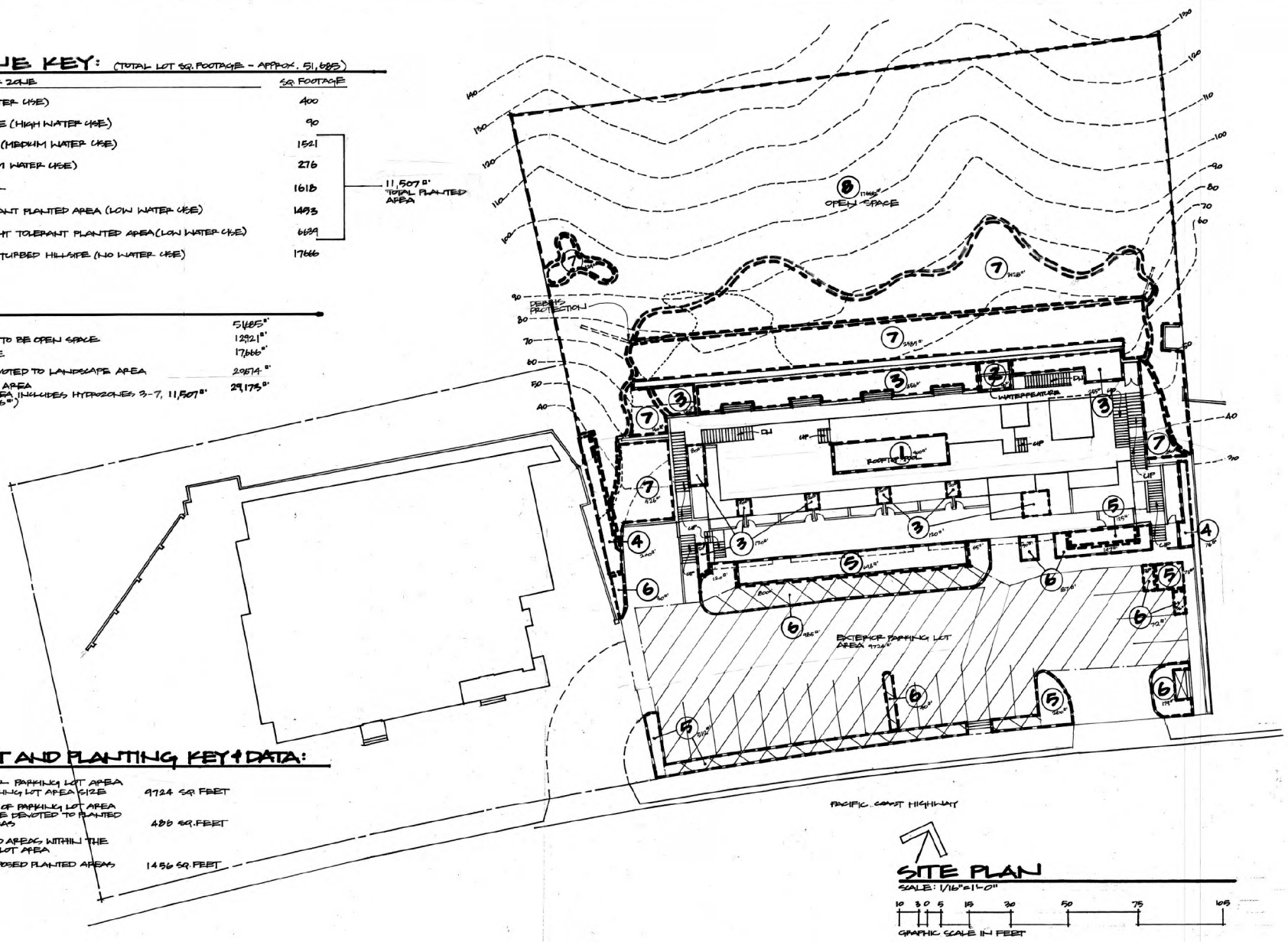
LOT DATA

TOTAL LOT SIZE	51685 S.F.
25% OF LOT REQUIRED TO BE OPEN SPACE	12921 S.F.
PROPOSED OPEN SPACE	17,666 S.F.
40% OF LOT TO BE DEVOTED TO LANDSCAPE AREA	20674 S.F.
PROPOSED LANDSCAPE AREA (TOTAL LANDSCAPE AREA INCLUDES HYDROZONES 3-7, 11,507 S.F. AND OPEN SPACE., 17,666 S.F.)	29,173 S.F.

PARKING LOT AND PLANTING KEY & DATA:

EXTERIOR PARKING LOT AREA
PARKING LOT AREA SIZE — 9724 SQ. FEET
5% OF PARKING LOT AREA TO BE DEVOTED TO PLANTED AREAS — 486 SQ. FEET

PLANTED AREAS WITHIN THE PARKING LOT AREA
PROPOSED PLANTED AREAS — 1456 SQ. FEET



SITE PLAN

SCALE: 1/16"=1'-0"

10 3 0 5 15 30 50 75 105

GRAPHIC SCALE IN FEET

MALIBU INN MOTEL
22878 PACIFIC COAST HIGHWAY
MALIBU, CALIFORNIA 90265

D'TARNER LANDSCAPE ARCHITECTURE
P.O. BOX 2224
MALIBU, CA.
WWW.DTURNERLA.COM/310.456.3982

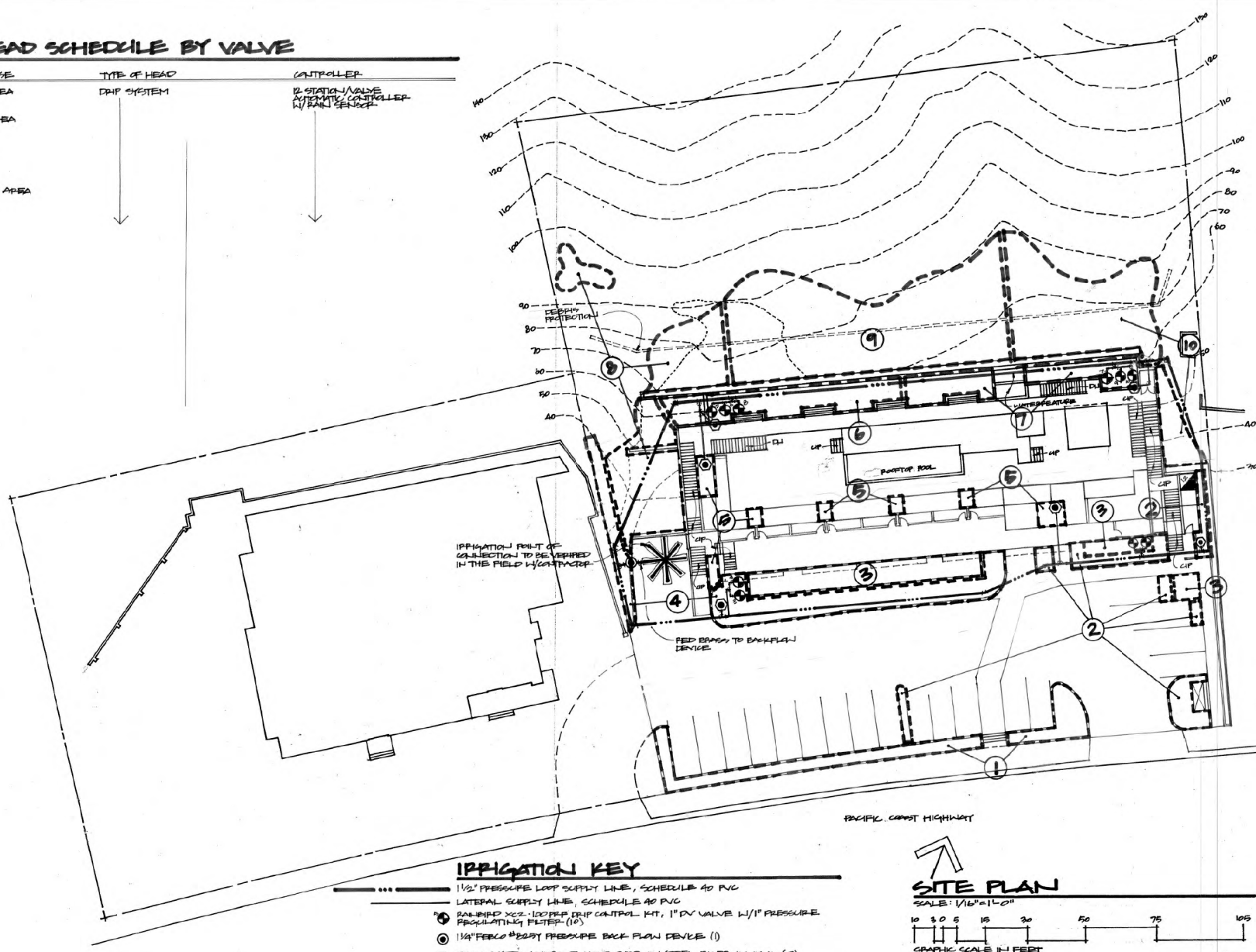
HYDROZONE PLAN
W/LOT AND PARKING LOT AREA DATA

SHEET
HZ.1

MAY 2019
NOV. 2019

IRRIGATION HEAD SCHEDULE BY VALVE

ZONE/ VALVE	DESCRIPTION OF USE	TYPE OF HEAD	CONTROLLER
1	WUMP PLANTED AREA	DRIP SYSTEM	12 STATION/VALVE AUTOMATIC CONTROLLER W/ RAIN SENSOR
2	PLANTED AREA		
3	WUMP PLANTED AREA		
4	PLANTED AREA		
5			
6			
7			
8	HILLSIDE PLANTED AREA		
9			
10			



IRRIGATION KEY

- 1½" PRESSURE LOOP SUPPLY LINE, SCHEDULE 40 PVC
- LATERAL SUPPLY LINE, SCHEDULE 40 PVC
- RAINBIRD XCZ-100-PRB DRIP CONTROL KIT, 1" DV VALVE W/1" PRESSURE REGULATING FILTER (10)
- 1¼" FEBCO #825Y PRESSURE BACK FLOW DEVICE (1)
- BRASS WATER HYDRANT HOSE BIBB ON STEEL PIPE IN CONC. (7)
- 12 STATION/VALVE AUTOMATIC CONTROLLER, IRRITROL OR EQUAL W/ RAIN SENSOR (1)
- AREA OF VALVE (10)

SITE PLAN

SCALE: 1/16"=1'-0"

10 30 0 5 15 30 50 75 105

GRAPHIC SCALE IN FEET

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY
MALIBU, CALIFORNIA 90265

DTHAHER LANDSCAPE ARCHITECTURE
P.O. BOX 2224
MALIBU, CA.
WWW.DTHAHER.COM
(310) 456-3982

IRRIGATION PLAN

SHEET L-1

MAY 2019
NOV. 2019

LANDSCAPE LIGHTING KEY:

- CONTROLLER, FX LUMINAIRE LUX-500-SS (2)
- DIRECTIONAL DOWN LIGHT, FX LUMINAIRE QT-2D-1LED-BZ (10)
- WALL LIGHT, FX LUMINAIRE MO-2D-3LED-SQ-BZ (41)
- PATH LIGHT, FX LUMINAIRE M-FL-2D-1LED-BZ (17)
- ACCENT LIGHT, ROCKSCAPE P113B-NAZ W/SDRE, MR-16 LAMPS, 35 WATT FLOOD (2)
- WATER FEATURE LIGHT, HINKLEY 1539BS, SOLID BRASS, EXTRA LONG CORD, MR-16 LAMP 20 WATT (4)
- CLOCK, INTERMATIC TN311C 24 HOUR TIMER (3ON/OFF CYCLES) MECHANICAL CLOCK MOUNTED AT EYE LEVEL AT LOCATION PER NOTE. THERE WILL BE 2 CLOCKS, EACH W/ PHOTOCELL OVERRIDE

UNLESS CONTROLLED BY MOTION SENSORS, OUTDOOR LIGHTING SHALL BE EXTINGUISHED BY 11:00PM OR WHEN PEOPLE ARE NO LONGER PRESENT IN EXTERIOR AREAS.

LIGHTING NOTES:

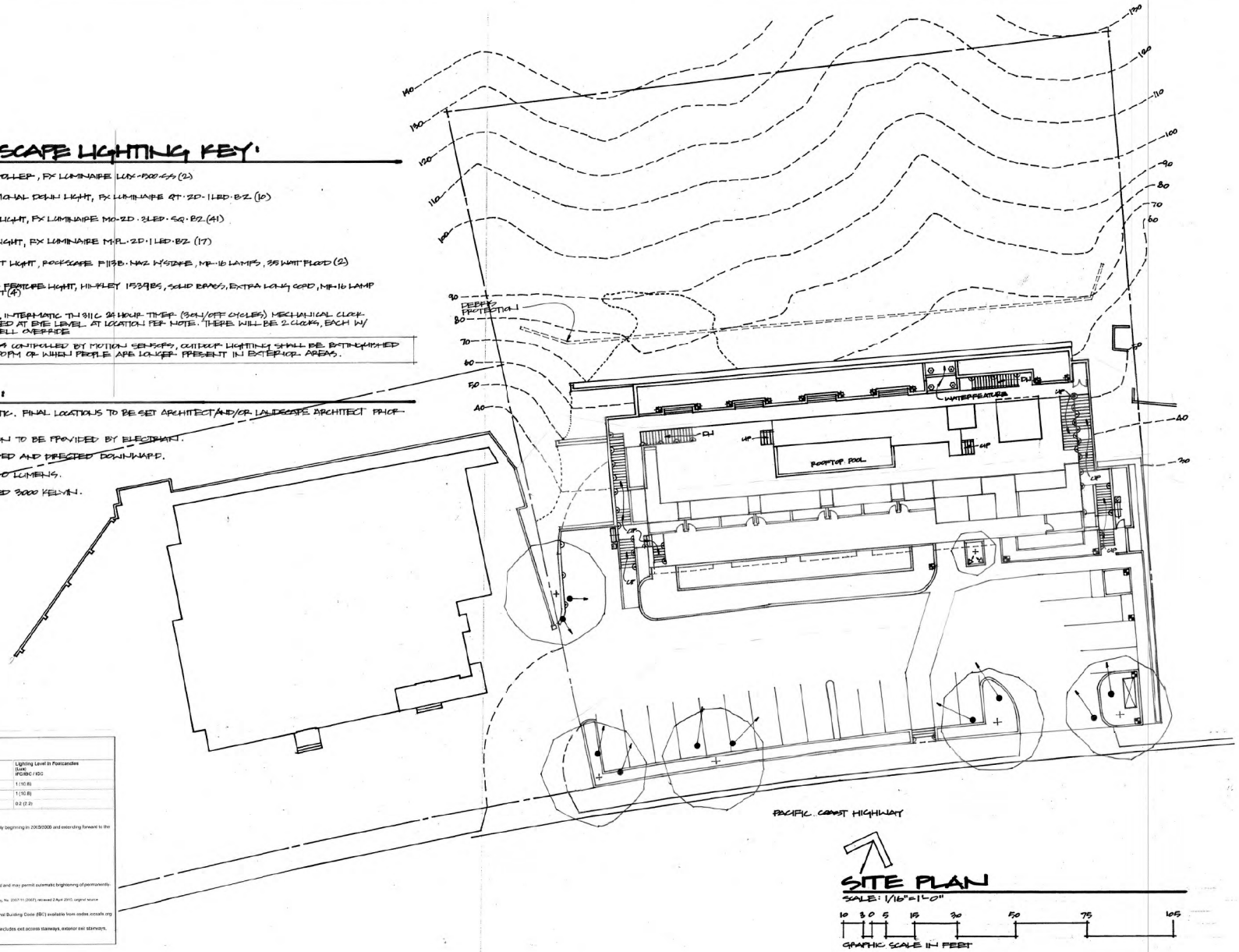
LOCATION OF LIGHTS ARE DIAGRAMMATIC. FINAL LOCATIONS TO BE SET ARCHITECT AND/OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

WIRING AND TRANSFORMER INSTALLATION TO BE PROVIDED BY ELECTRICIAN.

ALL LIGHTING SHALL BE FULLY SHIELDED AND DIRECTED DOWNWARD.

LUMEN COUNT SHALL NOT EXCEED 850 LUMENS.

COLOR TEMPERATURE SHALL NOT EXCEED 3000 KELVIN.



Egress Stairway Illumination Requirements per Building & Fire Codes

Walking Surface or Area	Lighting Level in Footcandles [Lux] NFPA 1 & 101	Lighting Level in Footcandles [Lux] IFC/IBC / IGC
New stairways	10 (108)	1 (10.8)
Floors & other walking surfaces (not stairs)	1 (10.8)	1 (10.8)
Assembly areas during performances	0.2 (2.2)	0.2 (2.2)

Notes:

Effective dates: NFPA as of 2003 in the U.S. but adoption by local jurisdictions may vary, typically beginning in 2005/2006 and extending forward to the current IBC 2015

Illumination is measured at the walking surface

Illumination is always-on, 24/7 but can be automatically dimmed

Key NFPA Standards, Codes & Guidelines include:

- NFPA 1, Uniform Fire Code™, Chapter 14
- NFPA 101, Life Safety Code®, Chapter 7

Note that jurisdictions may permit automatic dimming of stairways when the stair is not occupied and may permit automatic brightening of permanently illuminated (dimmed at night) stairways by automatic sensor switches that detect occupancy or motion

Adapted from FEMA, USA. "Means of Egress Illumination." FEMA U.S. Fire Administration (National Fire Academy, Re. 2007-11 (2007). retrieved 2 April 2015. original source: http://www.usfa.fema.gov/downloads/pdf/coffee-break/cb-2007-11.pdf

The most-current International Building Code Egress Lighting Code is the 2015 International Building Code (IBC) available from codes.iccsafe.org at this website: http://codes.iccsafe.org/app/book/toc/2015/I-Codes/2015%20IBC%20HTML/

In that document see 2015 IBC Section 1001, Chapter 10, Means of Egress whose discussion includes exit access stairways, exterior exit stairways, interior exit stairways, scissor stairways, stairs, stairways, spiral stairs, and winder stairs.

SITE PLAN

SCALE: 1/16"=1'-0"

10 30 5 15 30 50 75 105

GRAPHIC SCALE IN FEET

MALIBU INN MOTEL

22878 PACIFIC COAST HIGHWAY MALIBU, CALIFORNIA 90265

D'TURNER LANDSCAPE ARCHITECTURE
P.O. Box 2224
MALIBU, CA.
WWW.DTURNERLA.COM/310.456.3932

LANDSCAPE LIGHTING PLAN

SHEET LL-1

MAY 2019
NOV. 2019

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

RECEIVED
JAN 08 2019
PLANNING DEPT.

BIOLOGY REVIEW REFERRAL SHEET

TO: City of Malibu Biologist **DATE:** 6/11/2018

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architect
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
APPLICANT EMAIL:	joseph@buaia.com
PLANNER:	Adrian Fernandez
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

TO: Malibu Planning Department and/or Applicant

FROM: City Biologist, Dave Crawford

____ The project review package is INCOMPLETE and; CANNOT proceed through Final Planning Review until corrections and conditions from Biological Review are incorporated into the proposed project design (See Attached).

X The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.

____ The project may have the potential to significantly impact the following resources, either individually or cumulatively: Sensitive Species or Habitat, Watersheds, and/or Shoreline Resources and therefore Requires Review by the Environmental Review Board (ERB).

Signature

2/11/19
Date

Additional requirements/conditions may be imposed upon review of plan revision

Contact Information:
Dave Crawford, City Biologist, dcrawford@malibucity.org, (310) 456-2489, extension 277

Rev 05/29/2018

ATTACHMENT 3

City of Malibu

Biology • Planning Department
23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 317-1950 · www.malibucity.org

BIOLOGY REVIEW SHEET

PROJECT INFORMATION

Applicant: (name and email address)	Joseph Lezama joseph@buaia.com	
Project Address:	**22959 Pacific Coast Highway**	
Planning Case No.:	CDP 09-067	
Project Description:	New motel, grading, retaining walls, NAOWTS, Previously proposed as a new commercial building	
Date of Review:	February 11, 2019	
Reviewer:	Dave Crawford	Signature:
Contact Information:	Phone: (310) 456-2489 ext. 307	Email: dcrawford@malibucity.org

SUBMITTAL INFORMATION

Site Plans:	1/8/19
Site Survey:	1/8/19
Planting Plan:	1/8/19
Irrigation/Hydrozone/ water budget Plan:	1/8/19
Grading Plans:	1/8/19
OWTS Plan:	1/8/19
Bio Assessment:	
Bio Inventory:	
Native Tree Survey:	
Native Tree Protection Plan	
Other:	
Previous Reviews:	Incomplete 12/14/09, incomplete 5/22/12, incomplete 4/7/15, approved 8/25/15, incomplete 6/26/18

REVIEW FINDINGS

Review Status:	☐	**INCOMPLETE**: Additional information and/or a response to the listed review comments is required.
	☐	**DENIED** The project cannot be approved as designed as it is conflict with one or more elements of the LCP and/or City Codes.
	☒	**APPROVED** The proposed project approved with the conditions attached.
Environmental Review Board:	☐	This project has the potential to impact ESHA and may require review by the Environmental Review Board

Recycled Paper

DISCUSSION:

1. The Maximum Applied Water Allowance (MAWA) for this project totals 131,018 gallons per year. The Estimated Applied Water Use (EAWU) totals 120,472 gpy, thus meeting the Landscape Water Conservation Ordinance Requirements.

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 Chapter 9.22). 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 Chapter 9.22.

   D. Prior to Final Plan Check Approval, if your property is serviced by the Los Angeles County Waterworks District No. 29, please provide landscape water use approval from that department. For approval contact:

      Nima Parsa
      Address: 23533 West Civic Center Way, Malibu, CA 90265-4804
      Email: Nparsa@DPW.LACOUNTY.GOV (preferred)
      Phone: (310) 317-1389

      Please note this action may require several weeks. As such, the applicant should submit their approved landscape plans to DPW as soon as feasible in order to avoid a delay at plan check.

   E. **Delete Dragon tree** (*Dracaena draco*) from the planting plan along the PCH frontage. All street frontage trees are limited to species native to the Santa Monica Mountains.

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

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

H. 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).

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

J. Grading should be scheduled only during the dry season from April 1-October 31st. If it becomes necessary to conduct grading activities from November 1 –March 31, a comprehensive erosion control plan shall be submitted for approval prior to issuance of a grading permit and implemented prior to initiation of vegetation removal and/or grading activities.

K. 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.

L. Up-lighting of landscaping 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** ~~03/21/2022~~

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	John Yaroslaski
APPLICANT ADDRESS:	7475 Carmelita Ave Atascadero, CA 93422
APPLICANT PHONE #:	(805) 772-0150
APPLICANT FAX #:	
APPLICANT EMAIL:	John Yaroslaski <jyaroslaski@ensitu.com>
PROJECT DESCRIPTION:	New motel, grading, retaining walls, new AOWTS

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)**

Paolo Quinto
Signature

January 20, 2023
Date

Rev 141008

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** **03/21/2022**

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.

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)	John Yaroslaski Ensitu Engineering, Inc. jyaroslaski@ensitu.com		
Project Address:	**22959 Pacific Coast Hwy** Malibu, CA 90265		
Planning Case No.:	CDP 09-067 Revised		
Project Description:	New motel, grading, retaining walls, new AOWTS		
Date of Review:	January 20, 2023		
Reviewer:	Paolo Quinto	Signature:	Paolo Quinto
Contact Information:	Phone: (310) 456-2489 ext.364	Email:	pquinto@malibucity.org

SUBMITTAL INFORMATION

Architectural Plans:	Burdge & Associates: Dated 6-8-18
Grading Plans:	Grading and Drainage plan by GeoWorks: Dated 5-8-18
OWTS Plan:	Ensitu Engineering Inc.: Revised plan dated 1-11-23
OWTS Report:	Ensitu Engineering Inc.: Revised design report dated 1-11-23
Geology Report:	Geologic Map by GeoConcepts dated May 2018
Miscellaneous:	Reduced setback letter by GeoConcepts dated 1-24-19 Reduced setback letter by Kurt Fischer Structural Engineering Dated 1-28-19
Previous Reviews:	Ensitu Engineering Inc.: Revised plans dated 10-27-22, 6-28-22, 3-17-22; Plans dated 5-30-18, revised plan dated 2-19-19; EH Complete Conformance Review dated 3-8-19 for CDP 09-067, commercial building; EH Complete Conformance Review dated 4-9-16 for CDP 09-067, commercial office building. Revised EH Conformance review dated 6-25-18

REVIEW FINDINGS

Planning Stage:	☒	**CONFORMANCE REVIEW COMPLETE** for the City of Malibu Local Coastal Program/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 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 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) **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 must fit on an 11" x 17" sheet leaving a 5" left margin clear to provide space for a City-applied legend. If the plan scale 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" x 22" for review by Environmental Health).

2) **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.]

3) **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.

4) **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.

5) **Notice of Decision:** The final onsite wastewater treatment system plans shall include the Conditions of Approval sections of the Notice of Decision (NOD) from the Planning Department.

6) **Architect / Engineer Certification for Reduction in Setbacks to Buildings or Structures:**
All proposed reductions in setbacks from the onsite wastewater treatment system to structures or other features less than those shown in Malibu Municipal Code (MMC) Section 15.42 must be supported by letters from the project consultants. The wastewater plans and the construction plans must be specifically referenced in all certification letters. The construction plans for all structures and/or buildings with reduced setback must be approved by City of Malibu Building Safety prior to Environmental Health final approval. The architectural and/or structural plans submitted for Building Safety plan check must detail methods of construction that will compensate for the reduction in setback (e.g., waterproofing, concrete additives). For complex waterproofing installations, submittal of a separate waterproofing plan may be required. All plans must show the location of onsite wastewater treatment system components in relation to those structures from which the setback is reduced, and the plans must be signed and stamped by the architect, structural engineer, and geotechnical consultants (as applicable).

- Structures – All proposed reductions in setback from the onsite wastewater treatment system to structures (i.e., setbacks less than those shown in MMC Section 15.42) must be supported by a letter from the project Structural Engineer and a letter from the project Soils Engineer (i.e., a Geotechnical Engineer or Civil Engineer practicing in the area of soils engineering). Both

engineers must certify unequivocally that the proposed reduction in setbacks from the treatment tank and effluent dispersal area will not adversely affect the structural integrity of the onsite wastewater treatment system, and will not adversely affect the structural integrity of the structures for which the setback is reduced.

- Buildings – All proposed reductions in setback from the onsite wastewater treatment system to buildings (i.e., setbacks less than those shown in MMC Section 15.42) also must be supported by a letter from the project Architect, who must certify unequivocally that the proposed reduction in setbacks will not produce a moisture intrusion problem for the proposed building(s). If the building designer is not a California licensed architect, then the required Architect's certification may be supplied by an Engineer who is responsible for the building design with respect to mitigation of potential moisture intrusion from reduced setback to the wastewater system; in this case the Engineer must include in the letter an explicit statement of responsibility for mitigation of potential moisture intrusion. If any specific construction features are proposed as part of a moisture intrusion mitigation system in connection with the reduced setback(s), then the Architect (or Engineer) must provide associated construction documents for review and approval during Building Plan Check.

7) **Proof of Ownership:** Proof of ownership of subject property shall be submitted.

8) **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.

9) **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**.

10) **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 onsite wastewater treatment system 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**.

11) **OWTS Monitoring Plan:** A monitoring and maintenance plan must be submitted to the Environmental Health Administrator for approval. The plan must adhere to the recommendations of the OWTS designer and include a monitoring plan, maintenance schedule, sampling program and corrective actions if the OWTS fails to function as designed or meet the prescribed standards outlined in the monitoring plan.

12) **Project Geologist/Geotechnical Consultant Approval:** Project Geologist/Geotechnical Consultant final approval of the Onsite Wastewater Treatment System plan shall be submitted to the Environmental Health Administrator.

13) **City of Malibu Geologist/Geotechnical Approval:** City of Malibu geotechnical staff final approval of the Onsite Wastewater Treatment System plan shall be submitted to the Environmental Health Administrator.

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

15) **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.

16) **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.

17) **Waste Discharge Requirements:** Submit wastewater plans, and all necessary supporting forms and reports, to the Los Angeles Regional Water Quality Control Board (RWQCB), 320 W. 4th St., Los Angeles, CA 90013, (213) 576-6600, to assure compliance with the California Water Quality Control Plan, Los Angeles Region (Basin Plan). RWQCB Waste Discharge Requirements shall be obtained and submitted to the City of Malibu Environmental Health Administrator.

18) **Final plans must include the following:**

a) The flow diagram and final plans shall show recycle flows from the MicroSepTec processor units back to the flow equalization tank.
b) Ensure that sufficient alkalinity and carbon is available in the waste stream to achieve the treatment standard.
c) Integrated provisions for automated return flow to the head of the system.

-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

SURFRIDER PLAZA
22959 PACIFIC COAST HIGHWAY
MALIBU, CA 90265

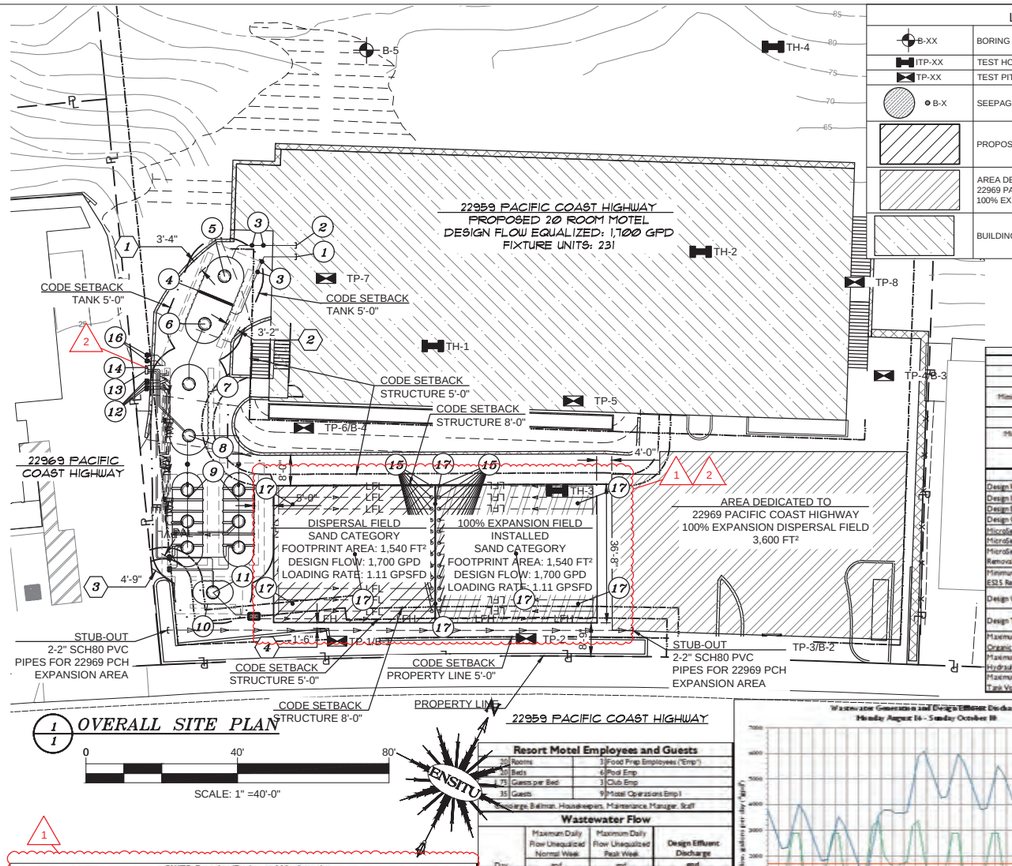
(CDP 09-067) REVISED
SUPERSEDES ALL PREVIOUS
APPROVALS

MOTEL with RESTAURANT:	20 Rooms (N) 231 Fixture Units (N)
DESIGN FLOW:	1,700 gal/d
GREASE INTERCEPTOR EQUILIZATION TANK:	(24,000 Gallon Total) Xerxes 3 compartment tank!(N) 5,470 Gallon – grease compartment 10,500 Gallon – equalization compartment 6,000 Gallon – primary compartment
TREATMENT TANK:	2-7,540 Gallon (total 15,080 Gallon) MicroSepTec ES 25 with UV disinfection (N)
DOSING TANK:	1,500 Gallon 6'Diameter Fiberglass Xerxes (N)
ACTIVE:	1-1,540 sq.ft Drainfield with Drenco air vent (N)
FUTURE:	1-1,540 sq.ft Drainfield with Drenco air vent (F)
PERC RATE:	Sand Category (1.11 gpsfd)
DESIGNER:	John Yaroslaski (RCE 60149)
REFERENCE:	Ensitu Engineering, Inc. – OWTS Design Report dated 9-12-14; 3-3-15; 2-25-16; Revised report dated 7-26-18 GeoConcepts – Geotechnical Report dated 2-27-12; 12-4-14; 6-16-15; Revised report dated 6-20-18, 2-21-19; Revised report dated 3-17-22, 6-28-22, 10-27-22, 1-11-23:

NOTES:

1. This conformance review is for a new motel and new advanced onsite wastewater treatment system (OWTS). The new OWTS shown conforms to the requirements of the City of Malibu Municipal Code (MMC) and the Local Coastal Program (LCP).
2. This conformance review relates only to the minimum requirements of the MMC, and the LCP, and does not include an evalustion of any geological or other potential problems, which may require an alternative method of wastewater treatment.
3. This conformance review is valid for one year, or until MMC, and/or LCP, and/or Administrative Policy changes render it noncomplying.
4. The OWTS must be maintained in accordance with the Monitoring Plan contained in the OWTS final design report by Ensitu Engineering dated 1-11-23.

CITY OF MALIBU
ENVIRONMENTAL SUSTAINABILITY DEPT.
ENVIRONMENTAL HEALTH
CONFORMANCE REVIEW
SIGNATURE: 1/20/23
THIS IS NOT AN APPROVAL. FINAL APPROVAL IS REQUIRED PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMITS



1/1 OVERALL SITE PLAN

0 40' 80'

SCALE: 1" =40'-0"

LEGEND

B-XX	BORING LOCATION
ITP-XX	TEST HOLE LOCATION
TP-XX	TEST PIT LOCATION
B-X	SEEPAGE PIT TEST HOLE
	PROPOSED DISPERSAL FIELD
	AREA DEDICATED TO 22969 PACIFIC COAST HIGHWAY 100% EXPANSION DISPERSAL FIELD
	BUILDINGS AND STRUCTURES

Septic Tank (ST) Calculations		
Total Existing Fixture Units		
Total Proposed Fixture Units	231	
Total Fixture Units	231	
Minimum Septic Tank Size based on FU	6775	gal
Number of Dwelling Units	20	
Number of Bedrooms	20	bedroom
Minimum Septic Tank Size based on Bedrooms	4600	gal
Design Septic Tank Size	24040	gal

MicroSepTec Design		
Design Flow Equalized	1,700	gpd
Design Influent BOD	266	mg/L
Design Effluent BOD	30	mg/L
Design Organic Loading BOD	378	lb-B CD_5
MicroSepTec Model Specified	ES25	
MicroSepTec Tank Volume	7540	gal
MicroSepTec ES25 Base Organic Removal (I)	417	lb-B CD_5
Minimum Number of MicroSepTec ES25 Required	1	units
Design Organic Removal	417	lb-B CD_5
Design Tank Volume	7540	gal
Maximum Effluent Flow Based on Organic loading	2033	gpd
Maximum Effluent Flow Based on Hydraulic Loading	2590	gpd
Maximum Fixtures Based on Design Tank Volume	261	

GENERAL NOTES:

1. EXISTING OWTS COMPONENTS LOCATION AND ABANDONMENT:
   1.1. CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING ONSITE WASTEWATER TREATMENT SYSTEM (OWTS) COMPONENTS. THE LOCATIONS ON THE ENGINEERING PLANS ARE INFORMATIONAL AND MAY NOT INCLUDE ALL COMPONENTS OF THE OWTS. MANY ITEMS, SUCH AS TANKS, PIPING, DISTRIBUTION DEVICES, SEEPAGE PITS, DISPERSAL FIELDS, AND OTHER APPURTENANCES ARE BURIED AND NOT LOCATABLE BY THE SURVEYOR OR UTILITIES LOCATOR .
   1.2. PRIOR TO COMMENCING WORK TO ABANDON, REMOVE, OR REPLACE EXISTING ONSITE WASTEWATER TREATMENT SYSTEM (OWTS) COMPONENTS AN "OWTS ABANDONMENT PERMIT" SHALL BE OBTAINED FROM THE CITY OF MALIBU. ALL WORK PERFORMED IN THE OWTS ABANDONMENT, REMOVAL, OR REPLACEMENT AREA SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL AND OCCUPATIONAL SAFETY AND HEALTH REGULATORY REQUIREMENTS. THE OBTAINMENT OF ANY SUCH REQUIRED PERMITS OR APPROVALS FOR THIS SCOPE OF WORK SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND THEIR AGENTS.
   1.3. THE EXISTING OWTS COMPONENTS INCLUDING; SEPTIC TANK(S), PIPING, CLEANOUT(S) SEEPAGE PIT(S), DISPERSAL FIELD(S), AND ALL OTHER APPURTENANCES SHALL BE PROPERLY ABANDONED PURSUANT TO CITY OF MALIBU ORDINANCE 435, SECTION 15.40.170 C, AND SECTION 15.40.170 D, TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND POLICIES. METHOD OF ABANDONMENT SHALL BE DETERMINED BY THE ENGINEER AND/OR THE OWNER'S REPRESENTATIVE
2. SEWER PIPE SHALL BE BEDDED IN ACCORDANCE WITH SPECIFICATIONS AND TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND ORDINANCES.
3. SYSTEM COMPONENTS AND APPURTENANCES (INCLUDING CLEAN-OUTS, VENTS, BACKWATER VALVES, ETC.) SHALL BE INSTALLED IN ACCORDANCE WITH TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND POLICIES.
4. ELECTRICAL COMPONENTS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH TITLE 27 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA ELECTRICAL CODE, LOCAL ELECTRICAL CODE, AND ORDINANCES.
5. A REGISTERED GEOTECHNICAL ENGINEER, UNDER THE DIRECTION OF THE OWNER, SHALL DETERMINE IF THE WASTEWATER LOADING RATE WILL CAUSE THE EXISTING SLOPE TO BECOME UNSTABLE. ENSITU ENGINEERING INC., IS NOT A GEOTECHNICAL ENGINEERING FIRM, THEREFORE, WE CAN NOT PREDICT AND/OR DETERMINE THE STABILITY OF THE EXISTING SLOPE.
6. THE PROJECT ENGINEERING GEOLOGIST SHALL OBSERVE THE INSTALLATION OF THE TANK AND DISPERSAL SYSTEM COMPONENTS OF THE AOWTS (INCLUDING BUT NOT LIMITED TO; (A) TANK EXCAVATION, BEDDING, AND BACKFILL (B) SEEPAGE PITS EXCAVATION, CONSTRUCTION, AND BACKFILL (C) SUBSURFACE DISPERSAL SYSTEM BEDDING, FILL MATERIAL, CONSTRUCTION, AND BACKFILL) AND PROVIDE THE CITY INSPECTOR WITH A FIELD MEMORANDUM(S) DOCUMENTING AND VERIFYING THAT THE TANK AND DISPERSAL SYSTEM COMPONENTS WERE INSTALLED PER APPROVED AOWTS PLANS.
7. LEACH FIELDS AND DISPERSAL SYSTEMS DESIGNATED AS SAND CATEGORY: ANY REMAINING FILL MATERIAL AND ANY BEACH SAND SEDIMENT THAT MIGHT HAVE REDUCED PERMEABILITY FROM EXISTING LEACH FIELD OPERATIONS ENCOUNTERED BELOW THE BOTTOM OF THE PROPOSED LEACH FIELD OR ANY MATERIAL ENCOUNTERED IN THE CONSTRUCTION OF THE LEACH FIELD THAT IS NOT CATEGORIZED AS BEACH SAND DEPOSITS SHALL BE EXCAVATED TO THE LEVEL OF THE NATIVE BEACH SAND DEPOSITS AND REPLACED WITH DOUBLE- WASHED SAND. THE PROJECT ENGINEERING GEOLOGIST SHALL OBSERVE THE EXCAVATION OF THE LEACH FIELD AND CONFIRM IN WRITING THAT ALL THE DELETERIOUS FILL AND NON-BEACH SAND MATERIALS BELOW THE LEACH FIELD HAVE BEEN REMOVED AND REPLACED WITH CLEAN SAND AND THE LEACH FIELD WAS CONSTRUCTED IN ACCORDANCE WITH THE APPROVED OWTS PLANS.
8. SUBSURFACE DRIP LINE SHALL BE PLACED IN UNCOMPACTED NATIVE SOILS RIPPED AND TILLED A MINIMUM OF 18 INCHES. SOIL SHALL BE AMENDED TO BE 30% SAND, 30% MULCH, 40% NATIVE OR LANDSCAPE DESIGNER SHALL BE CONTACTED TO ADVISE CONTRACTOR ON TYPE OF TOPSOIL TO IMPORT FOR MINIMUM BURIAL DEPTH. DISPERSAL FIELD SHALL BE PLANTED AND ESTABLISHED PRIOR TO OCCUPANCY (ENGINEER TO VERIFY)
9. ALL DIMENSIONS AND GRADES SHALL BE VERIFIED BY CONTRACTOR PRIOR TO SYSTEM INSTALLATION, BUILDING SEWER DEPTH OR CONNECTION POINT WAS NOT PROVIDED AND SHALL BE DETERMINED BY CONTRACTOR PRIOR TO CONSTRUCTION
10. CONTRACTOR TO VERIFY DEPTH AND LOCATION OF BUILDING SEWER CONNECTION, MINIMUM 2% SLOPE FROM STRUCTURE TO CONNECTION POINT.
11. ONSITE WASTEWATER TREATMENT SYSTEM SHALL BE VENTED IN ACCORDANCE WITH TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND POLICIES.
12. THE OWTS IS SITED AS FAR LANDWARD AS FEASIBLE.

SETBACK REDUCTIONS				
	COMPONENT	SITE ELEMENT	CODE REQUIREMENT	ACTUAL
1	TANK	SITE WALL	5'-0"	3'-4"
2	TANK	SITE WALL	5'-0"	3'-2"
3	TANK	SITE WALL	5'-0"	4'-9"
4	DISPERSAL FIELD	CURB	5'-0"	1'-6"

1

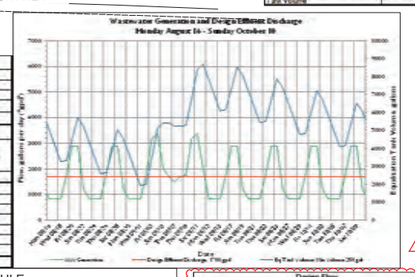
OWTS Capacity (Design and Maximum)				
Component	Description	Size/Capacity	Design Capacity	Max Capacity
Grease Interceptor	Xerxes	5470 gallons	410 gpd	2735 gpd
Primary Tank (Trash Trap)	Xerxes	6000 gallons	2890 gpd	6000 gpd
Equalization Tank	Xerxes	10500 gallons	2890 gpd	
Sand Category Dispersal	Sand Category	1540 square feet at 1.11 gallons per square foot per day	1,700 gpd	1,925 gpd

Resort Motel Employees and Guests

20 Rooms	3 Food Prep Employees ("Emp")
20 Beds	6 Pool Emp
1.75 Guests per Bed	3 Club Emp
35 Guests	9 Hotel Operations Emp'l
Concierge, Bellman, Housekeepin, Maintenance, Manager, Staff	

Wastewater Flow

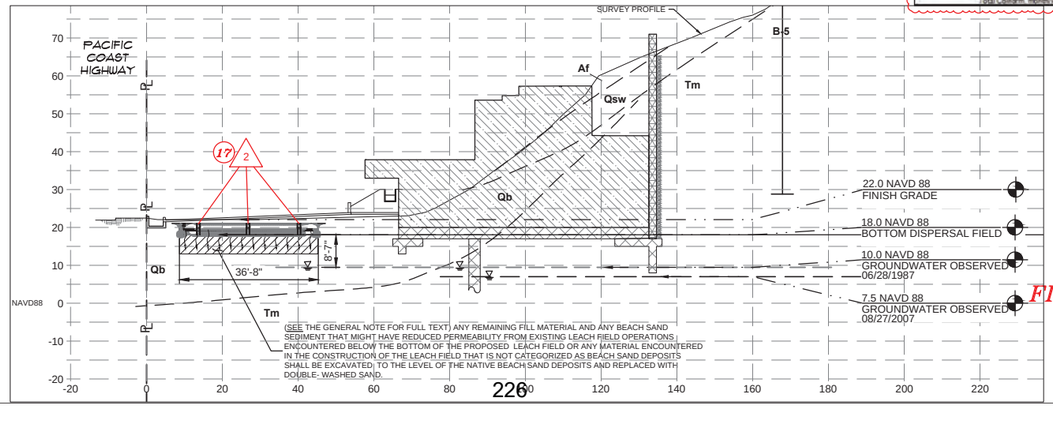
Day	Maximum Daily Flow Unequalized Normal Week gpd	Maximum Daily Flow Unequalized Peak Week gpd	Design Effluent Discharge gpd
Monday	828	1696	1700
Tuesday	828	1496	1700
Wednesday	828	1696	1700
Thursday	1763	3556	1700
Friday	2890	3170	1700
Saturday	2890	3350	1700
Sunday	1208	2016	1700
Week Total	11234	15980	11900



PIPING SCHEDULE

TAG	DESCRIPTION	SPECIFICATION
GSL	PROPOSED GRAVITY SEWER LINE	4" SCH40 PVC
PEL	PROPOSED PUMPED EFFLUENT LINE	2" SCH80 PVC
KWL	PROPOSED KITCHEN WASTE LINE	4" SCH40 PVC
PAL	PROPOSED AIR COMPRESSOR LINE	1" SCH80 PVC
PVL	PROPOSED AIR VENT LINE	4" SCH40 PVC
RCRC	RECIRCULATION RETURN LINE	1½" SCH80 PVC
LFH	DISPERSAL FIELD HEADER	1½" SCH80 PVC
LFL	DISPERSAL FIELD LATERAL	1½" SCH80 PVC
	PROPOSED PUMPED EFFLUENT FOR CONNECTION FROM 22969 OWTS TO DEDICATED 100% EXPANSION AREA FOR 22969 PCH	2 - 2" SCH80 PVC

Design Flow		
Total Peak Flow Before Equalization	2,890	gpd
Design Flow Equalized	1,700	gpd
Kitchen Waste	410	gpd
Influent Characteristics		
Parameter	Units	Value
Guest Beds BOD5	mg/L	220
Restaurant BOD5	mg/L	600
Pool and Club BOD5	mg/L	220
Employee BOD5	mg/L	220
Design Organic Loading, BOD5	mg/L	364.0
	lb/day	3.6
Effluent Characteristics/Limits		
Parameter	Units	Effluent Limit
Effluent Wastewater Flow	gpd	1,700
BOD5 (mg/l)	mg/L	30
TSS (mg/l)	mg/L	30
Total Nitrogen, (N)	mg/L as N	30
Total Coliform, weekly	MPN/100ml	23
Total Coliform, monthly	MPN/100ml	240



EQUIPMENT SCHEDULE

ITEM	QTY	DESCRIPTION	MFG/PART NUMBER
1	1	CONNECTION TO BUILDING SANITARY SEWER[2]	
2	1	CONNECTION TO BUILDING KITCHEN WASTE LINE (GREASE LINE)[2]	
3	2	GRAVITY CLEAN-OUT AND BACKWATER VALVE[2]	INDUSTRIAL BACKWATER VALVE (SPEARS MODEL S475P FOR 4") 8" I.D. VALVE BOX (CHRISTY MODEL F08)
4	1	12,000 GALLON 10' DIAMETER FIBERGLASS GREASE AND SEPTIC TANK[1][2]	XERXES
5	1	5,470 GALLON GREASE INTERCEPTOR (FIRST COMPARTMENT OF ITEM 4)	XERXES
6	1	6,000 GALLON SEPTIC TANK (SECOND COMPARTMENT OF ITEM 4)	XERXES
7	1	12,000 GALLON 10' DIAMETER FIBERGLASS EQUALIZATION TANK[2] 10,500 GALLONS WORKING EQUALIZATION VOLUME	XERXES
8	1	DUPLEX PUMP SYSTEM[1][2]	ORENCO BIOTUBE PUMP SYSTEM
9	2	TREATMENT TANK[1][2]	MICROSEPTEC ES25 IN PARALLEL
10	1	1,500 GALLON 6' DIAMETER FIBERGLASS DOSING TANK[2]	XERXES
11	1	DUPLEX PUMP SYSTEM[1][2]	ORENCO BIOTUBE PUMP SYSTEM
12	4	AIR COMPRESSOR[1][2]	MICROSEPTEC
13	1	REMOTE TELEMETRY CONTROL UNIT DEDICATED COMMUNICATION AND POWER AS OUTLINED IN MANUFACTURER INSTALLATION GUIDELINES.[1][2]	MICROSEPTEC
14	1	MANUAL TRANSFER SWITCH MAIN POWER CONNECTION TO TREATMENT SYSTEM AND PORTABLE GENERATOR CONNECTION WITH QUELARC GENERATOR RECEPTACLE. IF BACKUP POWER IS PROVIDED TO FACILITY MAIN FEED SHALL BE CONNECTED TO BACKUP POWER.	QUELARC CONNECTOR PYLE MODEL: JRE-3100 (2-POLE 3-WIRE) JRE-4100 (3-POLE 3 WIRE)
15	24	DISPERSAL FIELD CLEANOUTS	
16	1	VENT ASSEMBLY[1][2]	ORENCO
17	8	6" OBSERVATION PIPE AND AIR/VACUUM RELIEF	6" DIA PERFORATED PIPE WITH 8" I.D. VALVE BOX AND GRATE (CHRISTY MODEL F08)

[1] ALL PLUMBING APPURTENANCES AND WORK SHALL COMPLY WITH CURRENT LOCAL, COUNTY, AND STATE PLUMBING CODES. APPURTENANCES AND WORK INCLUDE, BUT ARE NOT LIMITED TO; CONNECTION TO BUILDING PLUMBING, VENTILATION, ISOLATION, BACKWATER VALVES, CLEANOUTS, AND FITTINGS.

[2] ALL ELECTRICAL APPURTENANCES INCLUDING BUT NOT LIMITED TO; CONDUIT, CONDUCTOR, CONTROL PANELS, CONTACTORS, FLOATS, PUMPS, DISCONNECTS, AND COMMUNICATION DEVICES SHALL COMPLY WITH CURRENT LOCAL, COUNTY, AND STATE ELECTRICAL CODE AND CURRENT NATIONAL ELECTRIC CODE. CONDUIT AND CONDUCTOR RUNS AND SIZING SHOWN ON PLANS ARE FOR ILLUSTRATION AND COST ESTIMATION. ELECTRICAL CONTRACTOR SHALL SPECIFY AND INSTALL ALL APPURTENANCES. CONTROL AND POWER CONDUCTORS SHALL BE PLACED IN SEPARATE CONDUIT

FINAL FOR APPROVAL
ISSUED
01/11/2023

JOHN N. YAROSLASKI
PRINCIPAL ENGINEER

ENSITU
7473 CAMELITA AVE.
ATASCADERO, CA 93422
Tel: 805.772.0150
Fax: 805.772.0813
ENSITU@ensitu.com

ENSITU ENGINEERING, INC.
"Dedicated to achieving higher standards in onsite and decentralized wastewater systems."

REVISIONS

NO.	DATE	BY
1	10/27/2022	JNY
	ADDED 100% INSTALLED EXPANSION DISPERSAL FIELD, REVISED SEPTIC TANKS AND EFFLUENT CHARACTERISTICS/LIMITS	
2	01/11/2023	JNY
	MANUAL TRANSFER SWITCH RECEPTACLE	

22959 PACIFIC COAST HIGHWAY AOWTS
CONFORMANCE REVIEW DESIGN PLANS
CR-SITE PLANS AND TABLES 11x17
MALIBU, CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
JOHN N. YAROSLASKI
60149
EXP 06-2024
CIVIL
STATE OF CALIFORNIA

DATE: 01/11/2023
DESIGNED BY: JNY
DRAWN BY: JNY
CHECKED BY: JNY

JOB NO. 498-01

SHEET 1 OF 1

Project Engineer: John N. Yaroslaski PE# 60149
DWG: M:\498-01 Malibu Vista Motel, 22959 Pacific Coast Highway PMCR-07.dwg
CREATION TIME: Wednesday, January 11, 2023 9:48:30 AM
MOD. TIME: Wednesday, January 11, 2023 9:48:30 AM
PLOT TIME: Wednesday, January 11, 2023 9:50:10 AM

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-3356 www.malibucity.org

RECEIVED
FEB 26 2019
PLANNING DEPT.

ENVIRONMENTAL HEALTH REVIEW
REFERRAL SHEET

TO: City of Malibu Environmental Health Administrator **DATE:** 6/11/2018

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architects
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
APPLICANT EMAIL:	joseph@buaia.com
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

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)

Melinda Talent — 3-8-19

Signature — Date

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)	Joseph Lezama Burdge & Associates joseph@buaia.com		
Project Address:	**22959 Pacific Coast Hwy, Malibu Inn Motel** Malibu, CA 90265		
Planning Case No.:	CDP 09-067 Revised		
Project Description:	New motel, grading, retaining walls, new AOWTS		
Date of Review:	March 8, 2019		
Reviewer:	Melinda Talent	Signature:	Melinda Talent
Contact Information:	Phone: (310) 456-2489 ext.364	Email:	mtalent@malibucity.org

SUBMITTAL INFORMATION

Architectural Plans:	Burdge & Associates dated 6-8-18
Grading Plans:	Grading and Drainage plan by GeoWorks dated 5-8-18
OWTS Plan:	Ensitu Engineering dated 5-30-18, Revised plan dated 2-19-19
OWTS Report:	Ensitu Engineering dated 7-26-18, 2-21-19
Geology Report:	Geologic Map by GeoConcepts dated May 2018
Miscellaneous:	Reduced setback letter by GeoConcepts dated 1-24-19. Reduced setback letter by Kurt Fischer Structural Engineering Dated 1-28-19.
Previous Reviews:	EH Complete Conformance Review dated 4-9-16 for CDP 09-067, commercial office building. Revised EH Conformance review dated 6-25-18.

REVIEW FINDINGS

Planning Stage:	☒	**CONFORMANCE REVIEW COMPLETE** for the City of Malibu Local Coastal Program/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 LIP and MMC. The listed Planning stage review comments shall be addressed prior to conformance review completion.
OWTS Plot Plan:	☐	**NOT REQUIRED**

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 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) **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 must fit on an 11" x 17" sheet leaving a 5" left margin clear to provide space for a City-applied legend. If the plan scale 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" x 22" for review by Environmental Health).

2) **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.]

3) **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.

4) **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.

5) **Notice of Decision:** The final onsite wastewater treatment system plans shall include the Conditions of Approval sections of the Notice of Decision (NOD) from the Planning Department.

6) **Architect / Engineer Certification for Reduction in Setbacks to Buildings or Structures:** All proposed reductions in setbacks from the onsite wastewater treatment system to structures or other features less than those shown in Malibu Municipal Code (MMC) Section 15.42 must be supported by letters from the project consultants. The wastewater plans and the construction plans must be specifically referenced in all certification letters. The construction plans for all structures and/or buildings with reduced setback must be approved by City of Malibu Building Safety prior to Environmental Health final approval. The architectural and/or structural plans submitted for Building Safety plan check must detail methods of construction that will compensate for the reduction in setback (e.g., waterproofing, concrete additives). For complex waterproofing installations, submittal of a separate waterproofing plan may be required. All plans must show the location of onsite wastewater treatment system components in relation to those structures from which the setback is reduced, and the plans must be signed and stamped by the architect, structural engineer, and geotechnical consultants (as applicable).

- Structures – All proposed reductions in setback from the onsite wastewater treatment system to structures (i.e., setbacks less than those shown in MMC Section 15.42) must be supported by a letter from the project Structural Engineer and a letter from the project Soils Engineer (i.e., a Geotechnical Engineer or Civil Engineer practicing in the area of soils engineering). Both engineers must certify unequivocally that the proposed reduction in setbacks from the treatment tank and effluent dispersal area will not adversely affect the structural integrity of the onsite wastewater treatment system, and will not adversely affect the structural integrity of the structures for which the setback is reduced.

- Buildings – All proposed reductions in setback from the onsite wastewater treatment system to buildings (i.e., setbacks less than those shown in MMC Section 15.42) also must be supported by a letter from the project Architect, who must certify unequivocally that the proposed reduction in setbacks will not produce a moisture intrusion problem for the proposed building(s). If the building designer is not a California licensed architect, then the required Architect's certification may be supplied by an Engineer who is responsible for the building design with respect to mitigation of potential moisture intrusion from reduced setback to the wastewater system; in this case the Engineer must include in the letter an explicit statement of responsibility for mitigation of potential moisture intrusion. If any specific construction features are proposed as part of a moisture intrusion mitigation system in connection with the reduced setback(s), then the Architect (or Engineer) must provide associated construction documents for review and approval during Building Plan Check.

7) **Proof of Ownership:** Proof of ownership of subject property shall be submitted.

8) **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.

9) **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**.

10) **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 onsite wastewater treatment system 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**.

11) **Covenant to Forfeit 100% Expansion Effluent Disposal Area:** A covenant running with the land shall be executed by the property owner and recorded with the City of Malibu Recorder's Office. Said covenant shall serve as constructive notice to any successors in interest that (1) the private sewage disposal system serving the development on the property does not have a 100% expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)) and (2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through an operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair. Said covenant shall be in a form acceptable to the City Attorney and approved by the Environmental Sustainability Department. ***Please submit a certified copy issued by* the City of Malibu Recorder.**

12) **OWTS Monitoring Plan:** A monitoring and maintenance plan must be submitted to the Environmental Health Administrator for approval. The plan must adhere to the recommendations of the OWTS designer and include a monitoring plan, maintenance schedule, sampling program and

corrective actions if the OWTS fails to function as designed or meet the prescribed standards outlined in the monitoring plan.

13) **Project Geologist/Geotechnical Consultant Approval:** Project Geologist/Geotechnical Consultant final approval of the Onsite Wastewater Treatment System plan shall be submitted to the Environmental Health Administrator.

14) **City of Malibu Geologist/Geotechnical Approval:** City of Malibu geotechnical staff final approval of the Onsite Wastewater Treatment System plan shall be submitted to the Environmental Health Administrator.

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

16) **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.

17) **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.

18) **Waste Discharge Requirements:** Submit wastewater plans, and all necessary supporting forms and reports, to the Los Angeles Regional Water Quality Control Board (RWQCB), 320 W. 4th St., Los Angeles, CA 90013, (213) 576-6600, to assure compliance with the California Water Quality Control Plan, Los Angeles Region (Basin Plan). RWQCB Waste Discharge Requirements shall be obtained and submitted to the City of Malibu Environmental Health Administrator.

-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

SURFRIDER PLAZA (CDP 09-067) REVISED

22959 PACIFIC COAST HIGHWAY SUPERSEDES ALL PREVIOUS

MALIBU, CA 90265 APPROVALS

MOTEL with RESTAURANT:	20 Rooms (N) 229 Fixture Units (N)
DESIGN FLOW:	4056 gal/d
GREASE INTERCEPTOR EQUILIZATION TANK:	(15,000 Gallon Total) Xerxes 3 compartment tank: (N) 4,700 Gallon - grease compartment 5,200 Gallon - equalization compartment 4,700 Gallon - denitrification compartment
TREATMENT TANK:	4-7,540 Gallon (total 30,160 Gallon) MicroSepTec ES 25 with UV disinfection (N)
DOSING TANK:	5,000 Gallon Xerxes (N)
ACTIVE:	1-2600 sq.ft Drainfield with Orenco air vent (N)
FUTURE:	None
PERC RATE:	Sand Category (1.56 gpsfd)
DESIGNER:	John Yaroslaski (RCE 60149)
REFERENCE:	Ensitu Engineering, Inc. - OWTS Design Report dated 9-12-14; 3-3-15; 2-25-16; Revised report dated 7-26-18 GeoConcepts - Geotechnical Report dated 2-27-12; 12-4-14; 6-16-15; Revised report dated 6-20-18, 2-21-19

NOTES:

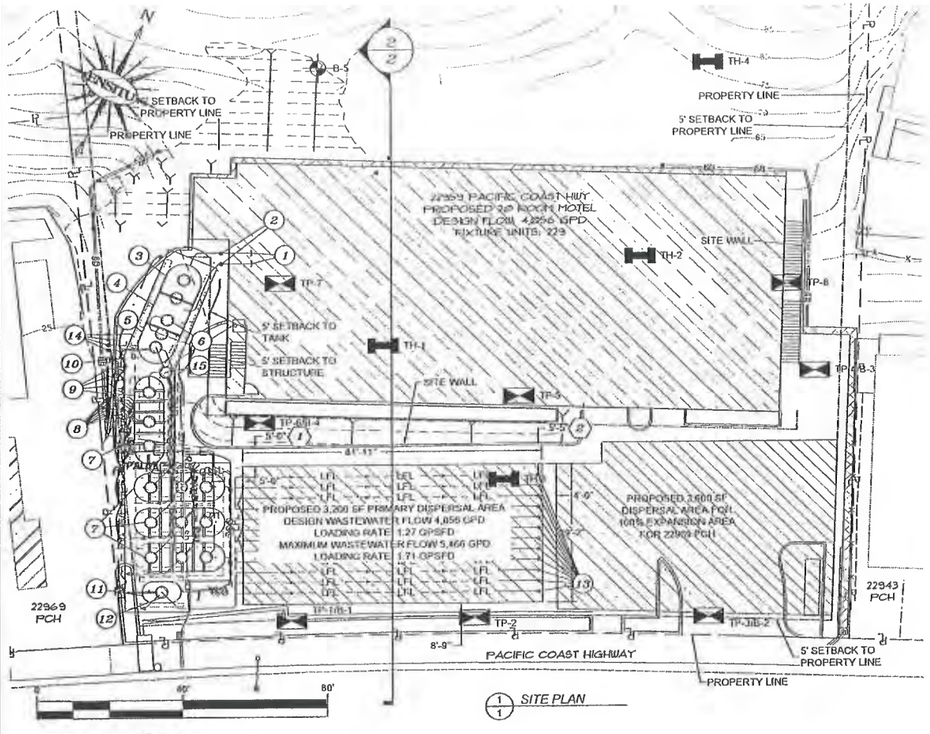
1. This conformance review is for a new motel and new advanced onsite wastewater treatment system (OWTS). The new OWTS shown conforms to the requirements of the City of Malibu Municipal Code (MMC) and the Local Coastal Program (LCP).
2. This conformance review relates only to the minimum requirements 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 wastewater treatment.
3. This conformance review is valid for one year, or until MMC, and/or LCP, and/or Administrative Policy changes render it noncomplying.
4. The OWTS must be maintained in accordance with the Monitoring Plan contained in the OWTS final design report by Ensitu Engineering dated 2-21-19.

CITY OF MALIBU
ENVIRONMENTAL SUSTAINABILITY DEPT.
ENVIRONMENTAL HEALTH

CONFORMANCE REVIEW

SIGNATURE: Melinda Talent DATE: 3-2-19

THIS IS NOT AN APPROVAL. FINAL APPROVAL IS REQUIRED PRIOR TO THE ISSUANCE OF ANY CONSTRUCTION PERMITS



Design Assumptions	
[1] City of Malibu "Plumbing Code of the City of Malibu," City of Malibu, Malibu 2011.	20 rooms
	1.5 beds/room
	30 beds
	1.75 Guests per Bed
	53 Guests

Commercial Uses Wastewater Flow and Strength Calculations

Use	Description	Type	Per Capita Flow	Rational For Per Capita Flow	Number	Flow Per Use gal/day	mg/L BOD_5	lb/day BOD_5
1	Bed and Breakfast Room	Motel no Kitchen Waste	50 gal/bed space	[1]	30 bed spaces	1,500	220	2.76
2	Cooking for Hotel	Food Prep	10 gal/person	[1] Difference Between Motel With and Without Kitchen Waste	53 People	530	600	2.66
			20 gal/employee	[1]	3 Employee	60	300	0.16
3	Pool Use	Pool	10 gal/person	[1]	53 People	530	300	1.33
			20 gal/employee	[1]	6 Employee	120	300	0.31
4	Gym, Spa, and Mini-Bar	Club Use	22 gal/person	[2] Assume County Club	53 People	1,166	300	2.92
			20 gal/employee		3 Employee	60	300	0.16
5	Hotel Operations	Concierge, Bellmen, Housekeepers, Maintenance, Manager, Staff	10 gal/employee	[1]	9 Employee	90	300	0.23
Total Peak and Design Flow						4,056.00	Weighted Average mg/L BOD_5	Weighted Average lb/day BOD_5
							310	10.59
Expected Average Flow		Peaking Factor 1.5				2,704.00	310	6.99

SETBACK REDUCTIONS

	COMPONENT	SITE ELEMENT	REQUIRED	ACTUAL
1	DISPERSAL FIELD	SITE WALL	8'	5'-0"
2	DISPERSAL FIELD	SITE WALL	8'	5'-5"

OWTS Capacity (Design and Maximum)

Component	Description	Size/Capacity	Design Capacity	Max Capacity
Grease Interceptor	Xerxes 15,000 gallon tank 4 compartment	4,700 gallons	530 gpd	2,356 gpd
Equalization Tank	Xerxes 15,000 gallon tank 2nd compartment	5,200 gallons	1,200 gpd one day peak	2,500 gpd one day peak
Anoxic Tank	Xerxes 15,000 gallon tank 3rd compartment	4,700 gallons	3-4 times daily flow	3-4 times daily flow
Fatpage	4-MicroSepTec ES25 in Parallel	30,160 gallons	229 fixture units	1,200 fixture units
Treatment	4-MicroSepTec ES25 in Parallel	16 cft to BOD_5	4,056 gpd at 310 mg/L BOD_5 (9.82 lb BOD_5)	6,892 gpd at 310 mg/L BOD_5 (16.68 lb BOD_5)
Dechlorination	4-MicroSepTec ES25 in Parallel	16,000 gpd	4,056 gpd	16,000 gpd
Dispersal	2,600 ft2 pressure dispersal field Hard Classroom	2,561 gpd	4056 gpd at 1.56 gpsfd	5200 gpd at 2 gpsfd

Septic Tank (ST) Calculations

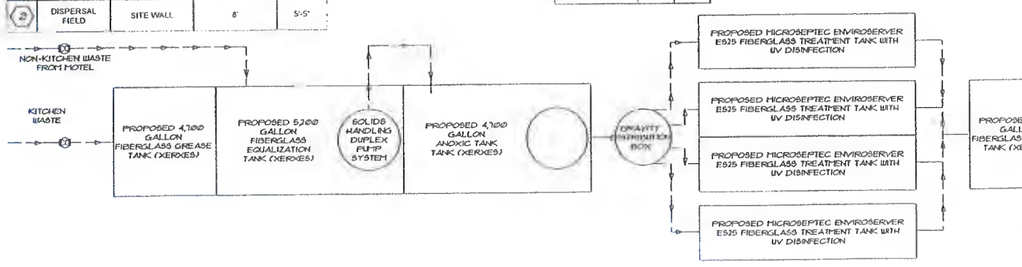
Peak Flow	4,056.00	gpd	
Septic Tank Volume	4167	gal	
Leaching Field Calculations			
Max Sand Category Loading Rate, L_R	2.00	gpsfd	
Preferred Sand Category Loading Rate (LCP Chapter 18.7.C), L_R	1.79	gpsfd	
Minimum Square Feet of Leaching Area Required, A_R	2028	ft^2	
Preferred Square Feet of Leaching Area Required, A_R	2348	ft^2	
Actual Calculated Leaching Area, A_A	2600	ft^2	
Actual Loading Rate, L_A	1.56	gpsfd	
Maximum Wastewater Calculations Leaching			
Max Sand Category Loading Rate, L_R	2.00	gpsfd	
Design Leaching Area Required, A_R	2600	ft^2	
Max Flow, Q_{max}	5200.0	gpd	

Commercial MicroSepTec Design

Design Flow	4,056.00	gpd
Design Influent BOD	310	mg/L
Design Effluent BOD	20	mg/L
Design Organic Loading BOD	9.82	lb BOD^5
MicroSepTec ES25 Rate Organic Removal	4.87	lb BOD^5
Minimum Number of MicroSepTec ES25 Required	3.00	units
Design Number of MicroSepTec ES25 Required	4.00	units
Design Organic Removal	16.68	lb BOD^5
Maximum Effluent Flow	6892	gpd

[1] MST Organic Removal Rate

Model	Waste Flow (gpd)	Waste Strength (mg/L BOD^5) influent	Effluent	Organic Removal (lb BOD^5)
MicroSepTec ES4	600	220	20	1.66
MicroSepTec ES12	1800	220	20	2.60
MicroSepTec ES25	2500	220	20	4.17



PROCESS SCHEMATIC
NO SCALE

GENERAL NOTES:

1. PRIOR TO COMMENCING WORK TO ABANDON, REMOVE, OR REPLACE EXISTING ONSITE WASTEWATER TREATMENT SYSTEM (OWTS) COMPONENTS AN "OWTS ABANDONMENT PERMIT" SHALL BE OBTAINED FROM THE CITY OF MALIBU. ALL WORK PERFORMED BY THE OWTS ABANDONMENT, REMOVAL, OR REPLACEMENT AREA SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL AND OCCUPATIONAL SAFETY AND HEALTH REGULATORY REQUIREMENTS. THE OBTAINMENT OF ANY SUCH REQUIRED PERMITS OR APPROVALS FOR THIS SCOPE OF WORK SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND THEIR AGENTS.
2. EXISTING OWTS COMPONENTS SHALL BE ABANDONED THE EXISTING SEPTIC TANK, AND SEEPAGE PIT SHALL BE PROPERLY ABANDONED PURSUANT TO CITY OF MALIBU ORDINANCE 435, SECTION 15.40.170 C, AND SECTION 15.40.170 D, TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND POLICIES. METHOD OF ABANDONMENT SHALL BE DETERMINED BY THE ENGINEER AND/OR THE OWNER'S REPRESENTATIVE
3. SEWER PIPE SHALL BE BEDDED IN ACCORDANCE WITH SPECIFICATIONS AND TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND ORDINANCES.
4. SYSTEM COMPONENTS AND APPURTENANCES (INCLUDING CLEAN-OUTS, VENTS, BACKWATER VALVES, ETC.) SHALL BE INSTALLED IN ACCORDANCE WITH TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND POLICIES.
5. ELECTRICAL COMPONENTS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH TITLE 27 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA ELECTRICAL CODE, LOCAL ELECTRICAL CODE, AND ORDINANCES.
6. A REGISTERED GEOTECHNICAL ENGINEER, UNDER THE DIRECTION OF THE OWNER, SHALL DETERMINE IF THE WASTEWATER LOADING RATE WILL CAUSE THE EXISTING SLOPE TO BECOME UNSTABLE. ENSITU ENGINEERING INC., IS NOT A GEOTECHNICAL ENGINEERING FIRM, THEREFORE, WE CAN NOT PREDICT AND/OR DETERMINE THE STABILITY OF THE EXISTING SLOPE.
7. THE PROJECT ENGINEERING GEOLOGIST SHALL OBSERVE THE INSTALLATION OF THE TANK AND DISPERSAL SYSTEM COMPONENTS OF THE AOWTS (INCLUDING BUT NOT LIMITED TO: (A) TANK EXCAVATION, BEDDING, AND BACKFILL (B) SEEPAGE PITS EXCAVATION, CONSTRUCTION, AND BACKFILL (C) SUBSURFACE DISPERSAL SYSTEM BEDDING, FILL MATERIAL, CONSTRUCTION, AND BACKFILL) AND PROVIDE THE CITY INSPECTOR WITH A FIELD MEMORANDUM(S) DOCUMENTING AND VERIFYING THAT THE TANK AND DISPERSAL SYSTEM WAS INSTALLED PER APPROVED AOWTS PLANS.
8. LEACH FIELDS AND DISPERSAL SYSTEMS DESIGNATED AS SAND CATEGORY: ANY REMAINING FILL MATERIAL AND ANY BEACH SAND SEDIMENT THAT MIGHT HAVE REDUCED PERMEABILITY FROM EXISTING LEACH FIELD OPERATIONS, ENCOUNTERED BELOW THE BOTTOM OF THE PROPOSED LEACH FIELD OR ANY MATERIAL ENCOUNTERED IN THE CONSTRUCTION OF THE LEACH FIELD THAT IS NOT CATEGORIZED AS BEACH SAND DEPOSITS SHALL BE EXCAVATED TO THE LEVEL OF THE NATIVE BEACH SAND DEPOSITS AND REPLACED WITH DOUBLE- WASHED SAND. THE PROJECT ENGINEERING GEOLOGIST SHALL OBSERVE THE EXCAVATION OF THE LEACH FIELD AND CONFIRM IN WRITING THAT ALL THE DELETERIOUS FILL AND NON-BEACH SAND MATERIALS BELOW THE LEACH FIELD HAVE BEEN REMOVED AND REPLACED WITH CLEAN SAND AND THE LEACH FIELD WAS CONSTRUCTED IN ACCORDANCE WITH THE APPROVED OWTS PLANS.
9. SUBSURFACE DRIP LINE SHALL BE PLACED IN UNCOMPACTED NATIVE SOILS RIPPED AND TILLED A MINIMUM OF 18 INCHES, SOIL SHALL BE AMENDED TO BE 30% SAND, 30% MULCH, 40% NATIVE OR LANDSCAPE DESIGNER SHALL BE CONTACTED TO ADVISE CONTRACTOR ON TYPE OF TOPSOIL TO IMPORT FOR MINIMUM BURIAL DEPTH. DISPERSAL FIELD SHALL BE PLANTED AND ESTABLISHED PRIOR TO OCCUPANCY (ENGINEER TO VERIFY)
10. ALL DIMENSIONS AND GRADES SHALL BE VERIFIED BY CONTRACTOR PRIOR TO SYSTEM INSTALLATION, BUILDING SEWER DEPTH OR CONNECTION POINT WAS NOT PROVIDED AND SHALL BE DETERMINED BY CONTRACTOR PRIOR TO CONSTRUCTION
11. CONTRACTOR TO VERIFY DEPTH AND LOCATION OF BUILDING SEWER CONNECTION, MINIMUM 2% SLOPE FROM STRUCTURE TO CONNECTION POINT.
12. ONSITE WASTEWATER TREATMENT SYSTEM SHALL BE VENTED IN ACCORDANCE WITH TITLE 28 OF THE LOS ANGELES COUNTY CODE, INCORPORATING THE MOST CURRENT CALIFORNIA PLUMBING CODE, LOCAL PLUMBING CODE, AND POLICIES.
13. THE OWTS IS SITED AS FAR LANDWARD AS FEASIBLE.

EQUIPMENT SCHEDULE

ITEM	QTY	DESCRIPTION	MFG/PART NUMBER
1	2	CONNECTION TO EXISTING GRAVITY SEWER LINES[1]	
2	2	GRAVITY CLEAN-OUT[1]	
3	1	GREASE INTERCEPTOR 4,700 GALLON FIRST COMPARTMENT OF 15,000 GALLON XERXES TANK	XERXES
4	1	EQUALIZATION TANK 5,240 GALLON SECOND COMPARTMENT OF 15,000 GALLON XERXES TANK*	XERXES
5	1	ANOXIC TANK 4,700 GALLON THIRD COMPARTMENT OF 15,000 GALLON XERXES TANK	XERXES
6	1	SOLIDS HANDLING DUPLEX PUMP SYSTEM[1][2]	TSURUMI
7	4	TREATMENT TANK[1][2]	MICROSEPTEC ES25
8	4	AIR COMPRESSOR[1][2]	MICROSEPTEC
9	2	REMOTE TELEMETRY CONTROL UNIT DEDICATED COMMUNICATION AND POWER AS OUTLINED IN MANUFACTURER INSTALLATION GUIDELINES.[1][2]	MICROSEPTEC
10	1	CONTROL UNIT DEDICATED COMMUNICATION AND POWER AS OUTLINED IN MANUFACTURER INSTALLATION GUIDELINES.[1][2]	GEOFLOW
11	1	DOSING TANK (5,000 GALLON, FIBERGLASS)*	XERXES
12	1	DUPLEX PUMP SYSTEM[1][2]	ORENCO
13	12	DISPERSAL FIELD CLEANOUTS	
14	2	VENT ASSEMBLY[1][2]	ORENCO
[1]		ALL PLUMBING APPURTENANCES AND WORK SHALL COMPLY WITH CURRENT LOCAL, COUNTY, AND STATE PLUMBING CODES. APPURTENANCES AND WORK INCLUDE, BUT ARE NOT LIMITED TO; CONNECTION TO BUILDING PLUMBING, VENTILATION, ISOLATION, BACKWATER VALVES, CLEANOUTS, AND FITTINGS.	
[2]		ALL ELECTRICAL APPURTENANCES INCLUDING BUT NOT LIMITED TO; CONDUIT, CONDUCTOR, CONTROL PANELS, CONTACTORS, FLOATS, PUMPS, DISCONNECTS, AND COMMUNICATION DEVICES SHALL COMPLY WITH CURRENT LOCAL, COUNTY, AND STATE ELECTRICAL CODE AND CURRENT NATIONAL ELECTRIC CODE. CONDUIT AND CONDUCTOR RUNS AND SIZING SHOWN ON PLAN ARE FOR ALIGNMENT AND COST ESTIMATION. ELECTRICAL CONTRACTOR SHALL SPECIFY ALL ELECTRICAL APPURTENANCES, CONTROL AND POWER CONDUCTORS SHALL BE PLACED IN SEPARATE CONDUIT	

PIPING SCHEDULE

TAG	DESCRIPTION	SPECIFICATION
GSL	PROPOSED GRAVITY SEWER LINE	4" SCH40 PVC
PEL	PROPOSED PUMPED EFFLUENT LINE	2" SCH80 PVC
PVL	PROPOSED AIR VENT LINE	4" SCH40 PVC
PAL	PROPOSED AIR COMPRESSOR LINE	1" SCH80 PVC
SDF	PROPOSED SUBSURFACE FLUSH	1½" SCH80 PVC

FINAL FOR APPROVAL
ISSUED
2/19/2019

JOHN N. YAROSLASKI
PRINCIPAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER JOHN N YAROSLASKI No. 60149 CIVIL STATE OF CALIFORNIA

DATE: 2/19/2019
DESIGNED BY: JNY
DRAWN BY: JNY
CHECKED BY: JNY

JOB NO. 498-01

SHEET 1 OF 2

REVISIONS

NO.	DATE	BY

ENSITU ENGINEERING, INC. 790 MONTEREY AVE., STE. B Morro Bay, CA 93446 Phone: 805.772.0615 Fax: 805.772.0619 ENSITU@sbcglobal.com

"Dedicated to achieving higher standards in onsite and decentralized wastewater systems."

22959 PACIFIC COAST HIGHWAY AOWTS
CONFORMANCE REVIEW PLANS
PW-SITE PLAN AND TABLES 11X17
MALIBU, CALIFORNIA

Project Engineer: John N Yaroslaski PE# 60149 Project: 22959 Pacific Coast Highway, Malibu, CA 90265 APN: 4458-021-026 Zoning: RMH Lot Area: 1.01 Acres Flood Zone: X Fire Zone: No Sewer Service: Septic Water Service: Public CDP: NONE CDP: 09-067 Date: 12/19/2014 MOD: NONE Date: 3/2/2015 MOD: NONE Date: 2/19/2019

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

RECEIVED
DEC 11 2019
PLANNING DEPT

FIRE DEPARTMENT REVIEW
REFERRAL SHEET

TO: Los Angeles County Fire Department **DATE:** 6/11/2018

FROM: City of Malibu Planning Department

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architect
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

TO: Malibu Planning Department and/or Applicant
FROM: Fire Prevention Engineering Assistant

Compliance with the conditions checked below is required prior to Fire Department approval.

The project DOES require Fire Department Plan Review and Developer Fee payment	✓
The project DOES NOT require Fire Department Plan Review	
The required fire flow for this project is 2,000 gallons per minute at 20 pounds per square inch for a 2 hour duration. (Provide flow information from the water dept.)	✓
The project is required to have an interior automatic fire sprinkler system.	✓
Final Fuel Modification Plan Approval is required prior to Fire Department Approval	✓

Conditions below marked "not approved" shall be corrected on the site plan and resubmitted for Fire Department approval.

	App'd	N/app'd
Required Fire Department vehicular access (including width and grade %) as shown from the public street to the proposed project.	✓	
Required and/or proposed Fire Department Vehicular Turnaround	✓	
Required 5 foot wide Fire Department Walking Access (including grade %)	✓	
Width of proposed driveway/access roadway gates	✓	

*County of Los Angeles Fire Department Approval Expires with City Planning permits expiration, revisions to the County of Los Angeles Fire Code or revisions to Fire Department regulations and standards.

**Minor changes may be approved by Fire Prevention Engineering, provided such changes achieve substantially the same results and the project maintains compliance with the County of Los Angeles Fire Code valid at the time revised plans are submitted. Applicable review fees shall be required.

C. KENNELLY — 12.10.19

SIGNATURE — 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

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:	March 22, 2019	**Review Log #:**	**3701**
Site Address:	22959 Pacific Coast Highway		
Lot/Tract/PM #:	n/a	**Planning #:**	**CDP 09-067**
Applicant/Contact:	Joseph Lezama, joseph@buaia	**BPC/GPC #:**	
Contact Phone #:	310-456-5905 **Fax#:**	**Planner:**	**Adrian Fernandez**
Project Type:	Revised project: New three-level Malibu Inn Motel, grading, retaining walls with soldier piles and tie-backs, subterranean parking, new onsite wastewater treatment system (OWTS)		

Submittal Information

Consultant(s) / Report Date(s): *(Current submittal(s) in **Bold**.)*	GeoConcepts, Inc. (Barrett, CEG 2088; Walter, RGE 2476): 10-16-18, 6-20-18, 4-28-16, 9-21-15, 5-29-15, 2-26-15, 12-4-14 GeoConcepts, Inc. (Barrett, CEG 2088): 6-16-15 GeoConcepts, Inc. (Lee, CEG 2545; Haddad, RCE 69169): 6-27-12 GeoConcepts, Inc. (Sousa, CEG 1315; Walter, RGE 2476): 4-27-12, 2-27-12, 6-4-03 GeoConcepts, Inc. (Sousa, CEG 1315): 11-3-09 EnSitu Engineering, Inc. (Yaroslaski, RCE 60149): **2-21-19**, 2-25-16, 3-3-15, 9-12-14 Building Plans prepared by Burdge & Associates Architects dated June 8, 2018. Grading plans prepared by GeoWorks, Inc. dated May 8, 2018. **Final OWTS plans prepared by EnSitu Engineering, Inc. dated February 19, 2019.**
Previous Reviews:	11-8-18; Ref: Environmental Health Review Sheets dated 3-8-19 and 6-25-18; Ref: 5-31-16 (for new commercial development), Environmental Health Review Sheet dated April 19, 2016, 4-8-16, 7-24-15, Environmental Health Review Sheet dated April 3, 2015, 4-1-15, 1-28-15, 7-24-12, 6-4-12, 12-2-09, Geology Review Referral Sheet dated 11-5-09

Review Findings

Coastal Development Permit Review

☒ The motel development project is **APPROVED** from a geotechnical perspective.

☐ The motel development project is **NOT APPROVED** from a geotechnical perspective. The listed 'Review Comments' shall be addressed prior to approval.

Building/Grading Plan-Check Review

☒ Awaiting Building plan check submittal. Please respond to the listed 'Building Plan-Check Stage Review Comments' AND review and incorporate the attached 'Geotechnical Notes for Building Plan Check' into the plans.

☐ **APPROVED** from a geotechnical perspective. Please review the attached 'Geotechnical Notes for Building Plan Check' and incorporate into Building Plan-Check submittals.

☐ **NOT APPROVED** from a geotechnical perspective. The listed 'Building Plan-Check Stage Review Comments' shall be addressed prior to Building Plan-Check Stage approval.

Remarks

The referenced OWTS design report and OWTS plans were reviewed by the City from a geotechnical perspective. The revised project includes constructing a 7,703 square foot three-level motel with 20 lodging units, 46 parking spaces with 24 extra with stacked parking system, grading (11,752 yards of cut under structure: 837 yards of cut and 319 yards of fill non-exempt; and 12,270 yards of export), rear yard retaining walls with tie-back stabilization/soldier piles, terraces and landscaping on the rear-yard ascending slope, and a new onsite wastewater treatment system (OWTS) in the front parking area consisting of a treatment tank system and a new 2,600 square foot leach field with a design peak flow of 4,056 GPD and a design loading rate of 1.56 GPSFD with 100% expansion. A 3,600 square foot expansion dispersal field serving the Malibu Inn property at 22969 Pacific Coast Highway is proposed in the front parking area immediately east of the leach field for the proposed project.

The Consultant asserted that the proposed 20' high 1.5:1 cut slope above the western portion of the rear-yard retaining wall consists of a trim of the thin layer of fill and colluvium on the slope, and that the surficial stability would not be reduced by the cut slope. In addition, the Consultant has recommended 4' of freeboard on the top of the rear-yard retaining wall as well as a debris fence on the slope to protect the development from surficial instabilities, should they occur. The recommendations by the Consultant in this regard appear to be reasonable.

Building/Grading Plan-Check Stage Review Comments:

1. As per the plans, access to the site is from the adjacent property. Granting access from the adjacent property owner (recording of an easement) is a pre-requisite to establish the feasibility of the project.
2. The freeboard on the rear yard retaining wall will designed to provide the Code-required setbacks from ascending slopes. The freeboard should be designed as an impact wall with a minimum equivalent fluid pressure of 125 pcf, based on the Consultant's recommendations.
3. The proposed location and extent (vertical and horizontal) of the impact fence should be depicted on the grading plans and cross-sections. Specifications for the installation of the fence should be provided by the manufacturer and incorporated, as appropriate, with the project documents. Details of the fence installation at the eastern and western property lines should be designed and outlined to prevent debris deflecting into adjacent properties.
4. Based on assumptions by the Consultant in calculating the lateral spreading resistance, pile spacing should not exceed two times the diameter of piles.
5. *Please provide to the City an as-built geotechnical report documenting the installation of the pile and soldier pile foundation elements for the motel and retaining walls. The report should document total depth, depth into bedrock, depth to groundwater, and include a map with the final locations of the piles.* Please include this comment as a note on the Building 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. The Project Geotechnical Engineer has recommended that the vapor barrier be a minimum thickness of 15 mils and conform to ASTM E1745 Class A requirements. Building plans shall reflect the Consultant's recommendation.
7. The following note must appear on the foundation plans: "*Tests shall be performed prior to pouring foundations to evaluate corrosivity of the supporting soils. Foundation plans should be reviewed by the*

Civil or Structural Engineer and revised, if necessary."

8. It appears from the cross sections that the soldier pile walls may be integral to the proposed structure(s). The Consultant should work with the structural engineer to ensure that pile deflections do not induce catastrophic failure or induce other negative impacts to the structure(s).
9. The grading plans need to include specific details for tiebacks including unbonded, bonded, and minimum lengths, bar type and size, and procedures for proof and performance testing. The proof and performance testing should be under the observation of the project geotechnical consultant, who must document the results and submit the observations to the City for review and state that the tiebacks were installed per the approved plans and specifications.
10. Prior to final approval of the project, an as-built report documenting the installation of the retaining wall tie-back systems shall be prepared by the Project Geotechnical Consultant. The report shall include, as a minimum, the locations and details of the installations such as tieback lengths, dates of installation, and test results of tension capacities. The report shall include a statement that the retaining walls and tie-back systems were installed under the observation of the geologist and geotechnical engineer of record and that the installations conformed to the approved plan and specifications. Any modifications to the plans necessary for the conditions encountered during the construction must be documented in the final report. Please include this comment as a note on the plans.
11. A letter should be provided by the Project Structural Engineer indicating that they are aware of the anticipated displacements associated with the installation of the soil nail walls and, given the potential for some slope displacement, the proposed design is adequate to provide slope support required by the CBC (e.g., safeguard against major structural failures and loss of life).
12. Two sets of final grading, retaining wall, soldier pile, tie-back, and motel plans (**APPROVED BY BUILDING AND SAFETY**) incorporating the Project Geotechnical Consultant's recommendations and items in this review sheet must be **reviewed and wet stamped and manually signed by the Project Engineering Geologist and Project Geotechnical Engineer**. City geotechnical staff will review the plans for conformance with the Project Geotechnical Consultants' recommendations and items in this review sheet over the counter at City Hall.

Please direct questions regarding this review sheet to City Geotechnical staff listed below.

Engineering Geology Review by: 3/22/19

Christopher Dean, C.E.G. #1751, Exp. 9-30-20 Date
Engineering Geology Reviewer (310-456-2489, x306)
Email: cdean@malibucity.org

This review sheet was prepared by representatives of Cotton, Shires and Associates, Inc. and GeoDynamics, Inc., contracted through Cotton, Shires and Associates, Inc., as an agent of the City of Malibu.

COTTON, SHIRES AND ASSOCIATES, INC.
CONSULTING ENGINEERS AND GEOLOGISTS

GeoDynamics, Inc.
Applied Earth Sciences
Geotechnical Engineering & Engineering Geology Consultants

City of Malibu

– GEOTECHNICAL –

NOTES FOR BUILDING PLAN-CHECK

The following standard items should be incorporated into Building Plan-Check submittals, as appropriate:

1. One set of grading, retaining wall, OWTS, soldier pile, and office building plans, incorporating the 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 Geotechnical Consultant(s) on the cover sheet of the Building and grading Plans.
3. Include the following note on the Foundation Plans: "*All foundation excavations must be observed and approved by the Geotechnical Consultant prior to placement of reinforcing steel.*"
4. Include the following note on Grading and Foundation Plans: "*Subgrade soils shall be tested for Expansion Index prior to pouring footings or slabs; Foundation Plans shall be reviewed and revised by the Geotechnical Consultant, as appropriate.*"
5. The Foundation Plans for the proposed structures shall clearly depict the embedment material and minimum depth of embedment for the foundations in accordance with the Geotechnical Consultant's recommendations.
6. Show the onsite wastewater treatment system on the grading and building plans.
7. Please contact the Building and Safety Department regarding the submittal requirements for a grading and drainage plan review.

Retaining Walls (As Applicable)

1. Show retaining wall backdrain and backfill design, as recommended by the 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.

Grading Plans (as Applicable)

1. Grading Plans shall clearly depict the limits and depths of overexcavation, as applicable.
2. Prior to final approval of the project, an as-built compaction report prepared by the Project Geotechnical Consultant must be submitted to the City for review. The report must include the results of all density tests as well as a map depicting the limits of fill, locations of all density tests, locations and elevations of all removal bottoms, locations and elevations of all keyways and back drains, 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. This comment must be included as a note on the grading plans.

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** 06/22/2020

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architects
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
APPLICANT EMAIL:	joseph@buaia.com
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

TO: Malibu Planning Department and/or Applicant

FROM: Public Works Department

____ The following items described on the attached memorandum shall be addressed and resubmitted.

✓ The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the Planning process.

Nicole Bryson — SIGNATURE

7/16/20 — DATE

City of Malibu
MEMORANDUM

To: Planning Department

From: Public Works Department
Nicole Benyamin, Assistant Civil Engineer NB

Date: July 16, 2020

Re: Proposed Conditions of Approval for 22959 Pacific Coast Hwy CDP 09-067

The Public Works Department has reviewed the plans submitted for the above referenced project. Based on this review sufficient information has been submitted to confirm that conformance with the Malibu Local Coastal Plan (LCP) and the Malibu Municipal Code (MMC) can be attained. Prior to the issuance of building and grading permits, the applicant shall comply with the following conditions.

STREET IMPROVEMENTS

1. This project proposes to construct a new driveway and drain outlet within Caltrans' right-of-way. Prior to the Public Works Department approval of the grading or building permit, the applicant shall obtain encroachment permits from Caltrans for the proposed work.

GRADING AND DRAINAGE

2. 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

3. 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.**

4. 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.

5. 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

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

Recycled Paper

	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.

11. The applicant shall prepare a Traffic Impact Analysis (TIA) per the City of Malibu TIA Guidelines. The TIA shall be reviewed and approved by the Public Works Department prior to the issuance of the grading and or building permits. The applicant shall also be

required to construct the applicable mitigation measures recommended in the TIA. The traffic mitigation measures shall be constructed prior to occupancy of the first building.

COMMERCIAL DEVELOPMENT

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

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

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

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

- Properly designed Parking lots (5,000 square feet of impervious surface or 25 parking spaces.)
  i. Minimize impervious surfacing for parking area.
  ii. Infiltrate runoff before it reaches a storm drain system.
  iii. Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used.
  iv. Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal and system fouling and plugging prevention control.

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

- TRASH STORAGE AREAS

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

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

13. 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.

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

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW FOR TRAFFIC
REFERRAL SHEET

TO: Public Works Department

FROM: Planning Division **REVISED DATE** 06/08/2020

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architect
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

TO: Planning Division and/or Applicant

FROM: Public Works Department Traffic Engineering

_____ The following items described on the attached memorandum shall be addressed and resubmitted.

✓ The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the planning process

_____ The project does require a parking study.

_____ The project does not require a parking study.

_____ The project requires a traffic impact analysis.

_____ A site circulation plan is required.

_____ A parking plan is required.

Nicole Benjamin — SIGNATURE

6/16/20 — DATE

Planning review outstanding for project plans (conditions of approval). Please submit a copy of the latest project plans. Make sure to include the Civil sheets.

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650
www.malibucity.org

CONDITIONAL USE PERMIT
REFERRAL SHEET

REVISED 8/26/2021

TO: Los Angeles County Sheriff - Malibu Lost Hills Station

FROM: City of Malibu Planning Department **DATE:** 6/11/2018

PROJECT NUMBER: CDP 09-067

JOB ADDRESS: 22959 PACIFIC COAST HWY

APPLICANT / CONTACT: ~~Joseph Lezama;~~ UPADI YULIATMO Burdge and Associates Architect

APPLICANT ADDRESS: 24911 Pacific Coast Highway
~~Malibu, CA 90265~~

APPLICANT PHONE #: (310) 456-5905

APPLICANT FAX #:

PROJECT DESCRIPTION: New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building " (Malibu Inn Motel) and sale of alcohol to guests only

---

This Approval Form (including detailed project description and plans) will be forwarded to:

Deputy ~~John Peek~~ B KNOTT
27050 Agoura Road, Calabasas, CA 91302
(818) 878-1808 Fax (818) 880-5209
Hours: Monday – Thursday 9:00 a.m. – 5:00 p.m.

Planning Staff to send review packet to ~~mrwoodar~~BM KNOTT@lasd.org.

Separate applications and fees may be required by the Sheriff's Department. A CUP will not be issued until this form, signed by an authorized member of this agency, has been returned to the City of Malibu. Any conditions imposed by this agency will be included in the CUP.

☑ Approved ☐ Denied (reasons below) Conditions imposed: ☐ No ☐ Yes (see below)

Deputy KNOTT, B #487215 8/31/21
NAME DATE

B K DSB
SIGNATURE TITLE

Rev 110707 sld

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804

LOS ANGELES COUNTY WATERWORKS DISTRICTS REVIEW

REFERRAL SHEET

FROM: City of Malibu Planning Department **DATE 6/11/2018**

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architec
APPLICANT EMAIL:	joseph@buaia.com
APPLICANT PHONE #	(310) 456-5905
PLANNER:	Adrian Fernandez
PROJECT DESCRIPTION	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

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 ____

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 X

The required fire flow for this project set by the Fire Department is 2,000 gallons per minute at 20 pounds per square inch for a 2 hour duration

Scope of water system improvements required:

REPLACEMENT OF A 20" DIAMETER CHECK VALVE IN THE VAULT LOCATED WITHIN THE NORTHBOUND LANE OF TOPANGA CANYON BLVD, ABOUT 600' NORTH OF PACIFIC COAST HWY.

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 Angeles Fire Code and/or makes revisions to applicable Fire Department regulations and standards.

SIGNATURE

4/7/2020
DATE

ADDITIONAL REQUIREMENTS/CONDITIONS MAY BE IMPOSED UPON REVIEW OF COMPLETE ARCHITECTURAL PLANS


Jack
Casa Escobar
RESTAURANT & BAR
AviationNation
MALIBU INN


MALIBU INN


MALIBU INN

Attachment 5

Initial Study/Mitigated Negative Declaration

Available at:

https://www.malibucity.org/810/Malibu-Inn-Motel

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Serious Drought.
Making Conservation
a California Way of Life.

April 14, 2021

Ms. Adrian Fernandez, Principle Planner
City of Malibu
Planning Department
23825 Stuart Ranch Road
Malibu, CA 90265

RE: Malibu Inn Motel
Vic. LA-1 PM 46.14
SCH # 2021020396
GTS # LA-2021-03506AL-MND

Dear Ms. Fernandez:

This letter supersedes our letter dated March 17, 2021 as OPR website provided incorrect project document. Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project is to construct a new 7,693 square foot motel above a new subterranean parking garage, surface parking lot, grading, retaining walls, landscaping and a new onsite wastewater treatment system.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

http://opr.ca.gov/ceqa/updates/guidelines/

This development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared dated December 18, 2020.

https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

The study has evaluated a few alternatives regarding on-site circulation associated with internal access to the adjacent site from the Pacific Coast Highway. Alternative 3 is recommended by Caltrans since it will always maintain the internal access with no access restriction between two adjacent sites. The new access or driveway to the proposed site will be restricted to right turn only movements (egress). "Right Turn Only" signs (R3- 5R) and pavement arrow markings will be installed to prohibit left-turn egress at project driveway as well as the restaurant driveway adjacent to the property line. Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit including a construction management plan from Caltrans when the driveway construction is at State Right-of-way. Any modifications to State facilities must meet all mandatory design standard and specifications.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities (SR 1) without a storm water management plan.

For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03506AL-MND.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse

MALIBU OPEN SPACE ALLIANCE

Received
4/27/2021
Planning Dept.

TO: Adrian Hernandez, Principal Planner
FROM: Malibu Open Space Alliance by Charlotte Frieze
RE: Malibu Inn Motel Mitigated Negative Declaration
DATE: April 22, 2021

"The CV-1 District is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting."

It is not clear how this project benefits the residents of Malibu. Nor how it is designed to be consistent with the rural character and natural environment. A project that requires this number of variances is not one that is respectful of Malibu's residents, its rural character and natural environmental setting and its Malibu Building Codes.

Malibu has building codes and guidelines for the purpose of steering the development within the City. The City Planning Department should be working to benefit Malibu residents and insist that developers design to meet these codes.

Malibu's Mission and Vision Statements have been ignored by the Planning Department in their review of this project. This project is far from residential in scale. It accelerates urbanization in the center of Malibu.

If City staff were working to prevent the urbanization of Malibu, they would have recognized that the proposed project is out of scale with central Malibu. Malibu instated codes to prevent super sized structures to over shadow the low, beach community type buildings for which Malibu is known. For instance the neighboring Chabad building and the Casa Escobar are both under 18 feet high. The Municipal Code and MLCP were enacted to prevent the repeat of the overpowering County approved clock tower.

The total effect of the Malibu Inn Motel when combined with the clock tower building is to create a concrete canyon where before there was a naturally sloping coastal bluff. This is appropriate for a large city not a coastal destination that attracts tourists for its ***rural character and natural environmental setting.***

How could the City staff not recognize that not only does the FAR exceed the allowable FAR, but the height has been miscalculated as well? The height should have been calculated from grade making this structure 46 feet to the top

of the elevator shaft not the allowable 28 feet. In actuality this project is a two-story motel with a one-story garage and a 4th floor pool deck that is serviced by an elevator and surrounded by a 36-42" high guardrail. The so-called subterranean parking is only 4 feet below grade with most of the parking above grade.

The property currently meets the adjacent properties at grade. The renderings illustrate the walls required to retain the slope on the sides as well as behind the structure. Whereas the sidewalk currently meets the grade flush, the outdoor parking is a car height above and requires a sloped driveway for entry. This does not demonstrate a project that is trying to fit into the community as required by CV-1: "***designed to be consistent with the rural character and natural environmental setting***." This project is instead a dominating presence especially when combined with the overpowering retaining wall built into the hillside.

It is also more difficult for a car or delivery vehicle to make the turn off PCH up a slope. This could cause back ups on PCH in an already congested area. In addition the slope could become a skateboarders dream.

Malibu has a distinctive character dominated by its mountains and bluffs that descend to PCH. The developer seemingly ignores the site's existing geological restraints by proposing to construct a 56.5-foot high retaining wall that cuts off the toe of the sloping natural coastal bluff.

The coastal bluffs give Malibu its character. How can the City permit cutting into the face of a coastal bluff in the center of town? This is **not** "***consistent with the rural character and natural environmental setting****".*

This is an unstable bluff in a seismically active area. Malibu is known for its heavy rains and mudslides. What studies have been made to confirm the continued stability of the hillside once the project cuts into the existing slope to construct the retaining wall? What studies have been made to ensure the stability of the residential structure perched above this site?

The Malibu code allows for 1000 cu yds. of grading. The resulting cut and fill should be balanced and remain on site and not be exported. Grading into the bluff is not exempt. The Malibu Inn Motel project proposes 12,649 cu yds. of cut into a natural bluff. This is an amount they cannot reuse on the limited site. Hauling this amount of cut would require over a thousand truckloads each containing 10 cu yds. To say this would disrupt traffic and business in a key tourist area across from the renowned Malibu pier would be an understatement.

By code retaining walls in Malibu cannot exceed 6 feet. To fit this hotel into the site requires not only the rear 56.5-foot massive retaining wall but also high side retaining walls. The proposed hotel is embraced by retaining walls on three

sides to make its elevated construction possible. Consequently the hotel's ground level in effect sits one story above the adjacent properties dominating the streetscape. This not only requires excessive excavation but also would create an uncomfortable condition on the adjacent properties. Instead of a continuous flow both visually and actively from property to property on grade, this project bumps the grade up using terracing.

It is necessary to review more carefully the Traffic numbers provided by the developer. The traffic and congestion in the Pier Area and the number of accidents and deaths increase annually. Since the Woolsey Fire and the beginning of the Covid Pandemic, there has been a change in traffic flow. There is more construction in Malibu at a time when more people have chosen to work from home. Others have more flexible working hours that has led to an increase in tourism especially to Malibu's beaches and hiking trails. What used to be summer time weekend traffic has become year-round traffic. In pre-summer traffic it regularly takes 45 minutes on a weekend to travel from Big Rock to Trancas.

Emergency vehicles already are challenged by the weekend gridlock.

Parking is a critical challenge in the area due to the demands for employees as well as visitors. Cars waiting on the street to pull into parking lots block an entire lane on weekends reducing the traffic flow to a crawl.

It is time for the City to address the totality of the parking and circulation in this key tourist zone including the proposed Sea View Hotel and Malibu Inn Motel, the Malibu Beach Inn, Nobu, Soho House, the Malibu Pier and up to and including the Surfrider Beach Parking lot. Let's learn from Orange County where the beachside communities are now parking lots and major highways have been constructed to circumvent them.

Now is the time for Master Planning that takes into consideration the Vision and Mission statement that respects Malibu's rural character and natural setting, the continuous urbanization of Malibu, increased tourism traffic, parking challenges, increased pressure on groundwater, and most importantly SAFE EVACUATION. Residents of Western Malibu can attest to the fear created by congestion as they tried to flee the Woolsey Fire. PCH was moving at a snail's pace. Many drove through fire on both sides of PCH to reach safety.

In this time of Climate Change, it is necessary to rethink Malibu's development goals. **Recycle, Reuse, Reduce** should be foremost in developing a Master Plan for Malibu.

Malibu residents come first. Let's plan to preserve our community not make money for the developers. The money made by developers after all leaves

Malibu. We should encourage projects that respect Malibu and support small businesses.

Malibu is a sliver of paradise tucked in between the Santa Monica Mountains and the Pacific Ocean. Let's work together to keep it that way.

Thank you,

Charlotte M. Frieze
Founding Member
Malibu Open Space Alliance

From: cynthia randall
To: Adrian Fernandez
Subject: Re: Hotel Project
Date: Sunday, March 7, 2021 1:27:57 PM

Mr. Hernandez:

As a Malibu resident, I oppose the new hotel proposed to be built across from the pier. During summer and weekends, that area is already way too congested with people looking for parking and making dangerous u-turns.

Instead, we desperately need a PARKING lot (preferably multi-story) there!!! Other towns make sure to have public parking. Why doesn't Malibu???

Thank you,
Cynthia Randall Hutchison
[redacted]
--

Peace and blessings,

Cynthia Randall
[redacted]

From: DL King
To: Adrian Fernandez
Subject: Proposed Malibu Inn
Date: Sunday, March 7, 2021 3:13:20 PM

To Whom it my concern

I object to the propose construction. I have live in Malibu since 1976. It is necessary to maintain a infrastructure to support residents and tourists. Turning one of the few available parking areas in that area into a motel is ridiculous. That area has a major amount of congestion on it's good days. Adding to it makes no sense with such a limited payback for the overall community.

Sincerely,

David L. King

From: christine kauffman
To: Adrian Fernandez
Subject: Motel
Date: Monday, March 8, 2021 3:13:54 PM

I have lived in Malibu for over 20 years. I stopped driving 7 years ago because I found the traffic to be too unpredictable for someone in their 60s. Between weekend traffic, summer traffic, blissed out surfers, bicycles and pedestrians the confusion and aggression of other drivers this driver threw up her hands and said no more! I value life and limb of myself and others.

Putting a"motel" up is a recipe for disaster and death. These 24 miles of PCH already exceed the death rate of other roads in similar small towns. The road and residents cannot be expected to deal with an increase in traffic, parking and accidents.

Sent from my iPad

From: Inez McGee
To: Adrian Fernandez
Subject: Malibu Inn Motel
Date: Monday, March 8, 2021 5:01:36 PM

Good afternoon,

I would like to voice my opposition to a new motel at the Malibu Inn site. That is one of the most congested and dangerous sections of PCH and adding a motel would make it more so. On a weekend, or for that matter any sunny beach going day, it is like running the gauntlet thru that stretch of highway. With the pier traffic, pedestrians, Nobu and beachgoers all looking for parking and pulling out into traffic or making illegal u-turns, it is already an insane driving situation. Enough already. Please do not let this project go forward.

Thank you and be well,

Inez McGee
[redacted]

From: daniel calderon
To: Adrian Fernandez
Subject: New motel
Date: Monday, March 8, 2021 1:42:48 PM

Hello there.

I am writing to voice my concern over the proposed new motel plans opposite Malibu Pier.....

I moved from Silverlake LA, to Malibu for a particular lifestyle, one that had less population density, less commercial real estate and more open space..... If I had wanted to live in a 'beach city' I would have moved to Manhattan Beach, LongBeach, or San Pedro.

I am very concerned that certain members of Malibu council and other powers-that-be seem to want to turn Malibu into a shopping-by-the-sea-hotel destination.
We already have the massive development, next to the large Wholefoods development being built.... More empty storefronts serving no-one in the community, and depriving humans and wildlife of beautiful nature.....

PCH is a nightmare drive on weekends (ask the majority of residents and you will find most do not leave their houses on these days).
Reckless drivers, including car clubs, descend in vast numbers with little police oversight (no local force of our own) and no local tow truck company!!!(because they were forced out due to commercial real estate development).

The particular stretch by the pier where the new motel wants to build is particularly problematic due to high traffic density (much of which is caused by NOBU and Soho House, that still can't seem to abide by the rules that they agreed to abide by when planning permission was granted).
Parking is already limited at best..... (I know, the motel will have its own parking lot, but the reality will be more cars and less parking for all)!

I can't begin to stress enough that PCH and the surrounding infrastructure cannot take this never ending commercialization.

We, the residents, the people that live here, should have our voices heard.
We don't want another massive shopping center. We don't want a Tesla car showroom. We don't want a motel. If we have to have commercial development, we want businesses that serve our community ie; a local tow truck company.
Otherwise we just would rather have wild open space for all of us humans and non-humans alike to enjoy.

Thank you for your time.

Katarina Vinegrad/Calderon.

"What the caterpillar calls the end, the rest of the world calls a butterfly."
Lao Tsu

"What the caterpillar calls the end, the rest of the world calls a butterfly."
Lao Tsu

From: Patricia Salazar
To: Adrian Fernandez; Lilly Rudolph
Subject: FW: hotels on the pch
Date: Thursday, March 11, 2021 1:08:14 PM

Public comment. Please have this uploaded to onbase for each project.

From: [redacted]
Date: March 9, 2021 at 12:52:11 PM PST
To: Karen Farrer <kfarrer@malibucity.org>, Mikke Pierson <mpierson@malibucity.org>, Bruce Silverstein <bsilverstein@malibucity.org>, Steve Uhring <suhring@malibucity.org>, Kathleen Stecko <kstecko@malibucity.org>
Cc: res02igz@verizon.net, Jeffrey D Jennings <jdjenningslaw@gmail.com>, Patricia Salazar <psalazar@malibucity.org>, Richard Mollica <rmollica@malibucity.org>, Fred Roberts <[redacted]
Subject: hotels on the pch
Reply-To: [redacted]

the number one job of the city counsel is safety

now 2 new hotels are proposed for the pch. people on sell phones not knowing malibu
looking to turn in and out on the pch. the pch in the carbon beach area has an already
high number of accidents and now you want to consider approving 2 new hotels

in case of fire. most fires come over the mountains from the valley on santa ana winds
how are you proposing to evacuate malibu residents down the pacific coast highway.
the citys failure was quite evident in the last fire on November 2018.

the city has done nothing to mitigate the traffic and several new buildings have already
been approved in the civic center commercial area adding to congestion on the highway.

For the sake of safety please do not approve either of the proposed hotels

BEST REGARDS
TERRY LUCOFF

From: [redacted]
To: Adrian Fernandez
Subject: New Malibu Inn Hotel Project
Date: Sunday, March 14, 2021 4:59:08 PM

I and all members of my family are very much against the new Malibu Inn Hotel project. As we all know PCH is already gridlocked most of the time. We have Norm Hainey's hotel going up very close by and of course our favorite, La Paz (don't remember the new name) in the Civic Center. Do we want complete gridlock on PCH? We definitely need a traffic study. The height of this is a blight on PCH. Why does it need to be so high. Of course Malibu will get more revenue. Seems to be the only thing our city cares about. We've forgotten about the quality of life for people that live here. Please deny this project.

Carla McCloskey

From: Lester Tobias
To: Adrian Fernandez
Subject: Malibu Inn Motel Negative Declaration: opposition comments
Date: Sunday, March 14, 2021 3:34:10 PM

I am writing in opposition to the proposed hotel on the site adjacent to the Malibu Inn.

My first point of opposition is that there is no relief in our LIP for a retaining wall that is fifty feet tall (the dimensioning of their figure 3 is incorrect), with thirteen feet exposed, and a secondary retaining wall behind it.

The spirit of our retaining wall limitations is rooted in “landform alteration” as well as visual appearance. When our code goes to great length to talk about working with existing topography, and limiting grading to a mere one thousand cubic yards, this is done to minimize the impacts of construction on the “natural" topography (or at least the topography that exists when a project is proposed).

The findings for the variance for the grading and the retaining wall simply can not be met.

My second point of opposition is that the existing JUPA and parking space analysis is significantly under counted, and since a JUPA is not a right, but a granted privilege, I think the city would be making a mistake in approving any transfer of rights or a new JUPA without significant increases to the required parking numbers.

I am a proponent of a comprehensive study and possible new zoning designation for the landward side of the Pacific Coast Highway between, say Carbon Mesa and the Civic Center to something along the lines of a “Hospitality Zone” with the types of setbacks, landform alterations, and other amenities like shuttle services and pedestrian bridges to allow for safe, reasonable commercial development of small hotels and restaurants while safely moving through-traffic along that corridor.

Until we have this new zoning, I oppose all of these slap-dash, multi-variance submittals that do nothing for Malibu, and everything for the property developer.

Thanks.

LT

--
Lester Tobias, Principal
[redacted]

From: Jamie Ottilie
To: Adrian Fernandez
Subject: malibu beach inn hearing
Date: Monday, March 15, 2021 11:19:22 AM

I understand that the proposal for the Malibu Beach Inn is coming before the planning commission. I have the following questions and comments:

- Has a traffic study for the area been completed that takes into account all of the driveways, left turns, pedestrians jay walking to the beach, people making illegal u turns etc in the area?

- How can additional development be considered for this area when Nobu and Little Beach House continue to create traffic nightmares every warm weekend? There needs to be resolution.

- In looking at the design – I do not understand how the property will be built without substantial variances for height – size of the retaining walls – and parking for both employees and guests. I am not in favor of malibu granting ANY variances in this area that increases development density.

- What will happen to the Malibu Inn building if they lose the overflow parking lot? It appears that neither of these properties will have enough parking once complete.

- Since most of our traffic comes from Santa Monica – what are the plans for people making left turns out of the hotel? Just making them illegal will not work – as we see from McDonalds, the former KFC location, V's etc.

- How will traffic enter the hotel? There is no room for a right hand turn lane without taking away public parking – is the hotel going to offer up FREE public parking to replace these spots?

I do not see how this project can be made traffic neutral nor how they will be able to pass an environmental impact study given the amount of grading required. I would urge the planning commission to view this project as skeptically as those of us who have lived in Malibu and watched our traffic and quality of life slowly get degraded. Without a longterm solution to congestion and traffic on this section of PCH – I believe that ALL development should be halted in the area until solutions can be found.

Sincerely,

Jamie Ottilie

From: Jamie Ottilie
To: Justine Kendall; Adrian Fernandez
Subject: RE: malibu beach inn hearing
Date: Monday, March 15, 2021 3:57:01 PM

Malibu Inn Motel – 22959 Pacific Coast Highway

I would add that I am adamantly against offsite parking for the Malibu Beach Inn – this is against the building code and should not be allowed.

Jamie

From: Justine Kendall <jkendall@malibucity.org>
Sent: Monday, March 15, 2021 1:26 PM
To: Adrian Fernandez <afernandez@malibucity.org>
Cc: Jamie Ottilie [redacted]
Subject: RE: malibu beach inn hearing

Hi Jamie,

We are working on responses to your questions – may I confirm the project you are inquiring about?

Is it the Malibu Beach Inn, an existing hotel at 22878 PCH which is proposing a new pool and offsite parking (an appeal to be discussed at the City Council meeting next Monday), or is it regarding one or both of the hotels listed here: https://www.malibucity.org/1048/Hotels.

Thank you for clarifying,
Justine

Justine Kendall | Associate Planner | City of Malibu
She/Her

NOTE: The City's priority is protecting public health and safety. To avoid community spread of coronavirus COVID-19, City Hall is closed. However, in order to provide the public with continuity of service, staff is working remotely Monday through Friday 8 AM to 5 PM. **For more information, visit //malibucity.org/coronavirus and sign up for emergency alerts at:** https://www.malibucity.org/alerts.

From: Justine Kendall
Sent: Monday, March 15, 2021 11:41 AM
To: Adrian Fernandez <afernandez@malibucity.org>
Cc: Jamie Ottilie [redacted]
Subject: RE: malibu beach inn hearing

Thank you!

Justine Kendall | Associate Planner | City of Malibu
She/Her

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From: Adrian Fernandez
Sent: Monday, March 15, 2021 11:29 AM
To: Justine Kendall <jkendall@malibucity.org>
Cc: Jamie Ottilie [redacted]
Subject: FW: malibu beach inn hearing

FYR

Adrian Fernandez
Principal Planner
(424) 422-8319

From: Jamie Ottilie [redacted]
Sent: Monday, March 15, 2021 11:19 AM
To: Adrian Fernandez <afernandez@malibucity.org>
Subject: malibu beach inn hearing

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- In looking at the design – I do not understand how the property will be built without substantial variances for height – size of the retaining walls – and parking for both employees

and guests. I am not in favor of malibu granting ANY variances in this area that increases development density.

- What will happen to the Malibu Inn building if they lose the overflow parking lot? It appears that neither of these properties will have enough parking once complete.

- Since most of our traffic comes from Santa Monica – what are the plans for people making left turns out of the hotel? Just making them illegal will not work – as we see from McDonalds, the former KFC location, V's etc.

- How will traffic enter the hotel? There is no room for a right hand turn lane without taking away public parking – is the hotel going to offer up FREE public parking to replace these spots?

I do not see how this project can be made traffic neutral nor how they will be able to pass an environmental impact study given the amount of grading required. I would urge the planning commission to view this project as skeptically as those of us who have lived in Malibu and watched our traffic and quality of life slowly get degraded. Without a longterm solution to congestion and traffic on this section of PCH – I believe that ALL development should be halted in the area until solutions can be found.

Sincerely,

Jamie Ottilie

From: [redacted]
To: Adrian Fernandez
Subject: Malibu Inn Hotel
Date: Monday, March 15, 2021 2:56:07 PM

Dear Planning Dept,
Please do not consider building a hotel at the most congested area of PCH in Malibu. It is unbearable trying to commute regularly in and out of Malibu and I think building this hotel right at the bottleneck will hugely exacerbate the existing problem.
Kind regards,

Lisa McKean (Owner)
[redacted]

From: Suzanne Titus
To: Adrian Fernandez
Subject: New Plan for the Malibu Beach Inn
Date: Monday, March 15, 2021 1:06:07 PM

Hello,

I understand there is a planning meeting upcoming and I would like to submit my questions and request for a noise survey for this potential plan.

This will definitely draw a crowd and so to also see a survey for occupancy, daily attendance and parking availability provided for the property only is important and that there are reasonable rates extended, as it will impact other retailers in the area.

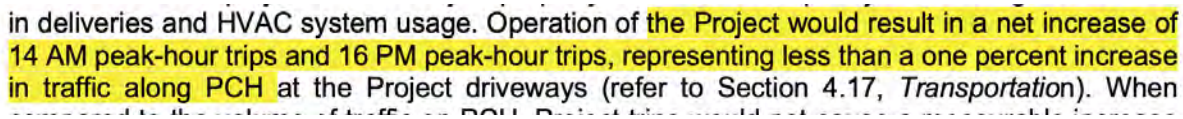
I will watch to see the acknowledgment and plans to provide a response.

Thank you,

Suzanne

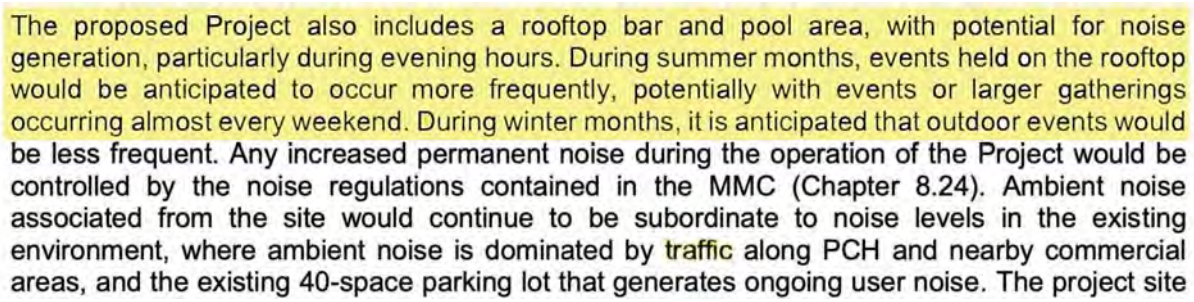
From: [redacted]
To: Adrian Fernandez
Subject: Malibu Inn Hotel
Date: Wednesday, March 17, 2021 10:09:57 AM
Attachments: Screen Shot 2021-03-16 at 8.51.20 PM.png

This is a follow up to my original email as I have read other disturbing details. How can they predict that there will only be 14/16 additional trips daily? This is absurd. Events always generate more traffic than what they are predicting. I'm also concerned when they say they will only have 3 employees--that doesn't make sense. And the noise that will be generated from a roof top event center? There are many questions that need to be answered and this report seems about as factual as the one a few years ago that said malibu traffic hadn't increased in 25 years. We need an accurate factual study that doesn't presume malibu residents aren't aware of what the actual truth is.
Thank you. Carla McCloskey



in deliveries and HVAC system usage. Operation of the Project would result in a net increase of 14 AM peak-hour trips and 16 PM peak-hour trips, representing less than a one percent increase in traffic along PCH at the Project driveways (refer to Section 4.17, *Transportation*). When

Here they claim that they anticipate large events every weekend - more in the summer and YET - predict only 14 more cars during the day and 16 at night. Large events, even medium events such as the one most likely to be held there, weddings, will bring hundreds of cars per each event.



The proposed Project also includes a rooftop bar and pool area, with potential for noise generation, particularly during evening hours. During summer months, events held on the rooftop would be anticipated to occur more frequently, potentially with events or larger gatherings occurring almost every weekend. During winter months, it is anticipated that outdoor events would be less frequent. Any increased permanent noise during the operation of the Project would be controlled by the noise regulations contained in the MMC (Chapter 8.24). Ambient noise associated from the site would continue to be subordinate to noise levels in the existing environment, where ambient noise is dominated by traffic along PCH and nearby commercial areas, and the existing 40-space parking lot that generates ongoing user noise. The project site

From: [redacted]
To: Adrian Fernandez
Subject: COMMENT MND - Malibu Inn Hotel
Date: Wednesday, March 17, 2021 1:24:56 PM
Attachments: Screen Shot 2021-03-17 at 11.33.23 AM.png

Please add this to Malibu Inn Hotel EIR Comments.

COMMENT ON MALIBU INN HOTEL.

Unfortunately, once again, our city has been presented with a staff report dismissing and understating the impacts of new development on Malibu. This project needs an EIR to study noise, traffic, and the impact of a combination of two venues next to each other. A nightclub next to a potential new hotel.

The Malibu Inn Hotel project is proposed at one of the busiest and most dangerous sections of PCH in Malibu. Across from the heavily populated pier, filled Surfrider Beach, the only fast-food spots in Malibu, close proximity to crowded Nobu, Soho House, Malibu Beach Inn, and busy public parking lots. The staff report states that this hotel will hold large events every weekend at the new rooftop bar. These will undoubtedly include weddings, parties, conventions which will bring in hundreds of new cars and yet - staff states only 14 AM and 16 PM new additional daily car trips. This claim flies in the face of the most basic logic and accuracy.

The proposed Project also includes a rooftop bar and pool area, with potential for noise generation, particularly during evening hours. During summer months, events held on the rooftop would be anticipated to occur more frequently, potentially with events or larger gatherings occurring almost every weekend. During winter months, it is anticipated that outdoor events would be less frequent. Any increased permanent noise during the operation of the Project would be controlled by the noise regulations contained in the MMC (Chapter 8.24). Ambient noise associated from the site would continue to be subordinate to noise levels in the existing environment, where ambient noise is dominated by traffic along PCH and nearby commercial areas, and the existing 40-space parking lot that generates ongoing user noise. The project site

Heavy haul trucks will need to run at least 600 - 875 loads to evacuate mounds of dirt on an already overrun PCH.

Approximately 394 cy of the excavated soil would be used as fill material onsite, while the remaining material (approximately 12,255 cy) would be exported from the project site via roughly 600 to 875 heavy haul trucks, depending on the size of trucks utilized (see Section J, below). The total area of ground disturbance would be 0.77 acre, or approximately 33,541 sf. As detailed in

While scaled-down hotels can have advantages, this project at this intersection could not possibly be proposed at a more disruptive location. There is no possible way that this new hotel, in this area, will not greatly impact and cause more disturbance on PCH for visitors and residents. And yet this staff claims this project "***would not result in any cumulative impacts"***. This is a clear example of truth being understated and buried to serve developers, rather than data that protects the city and visitors on PCH.

Please unbury the truth and conduct a proper EIR. Protect this fragile city and Malibu's already overloaded infrastructure. Malibu must demand that a full and accurate traffic study is conducted that includes ingress and egress **of all uses** within a mile of this location including traffic from the pier, Nobu, Malibu Beach Inn, public parking lot, Surfrider Beach, Jack In The Box, Serra entrance, etc.

Thank you for listening, please do the job of planning correctly.

Thank you,
Jae Flora-Katz

From: John Stockwell
To: Adrian Fernandez
Subject: 22959 PCH HOTEL PROJECT
Date: Wednesday, March 17, 2021 8:05:51 PM

Hi Adrian, it's John Stockwell the owner of [redacted] on the Malibu pier as well as a Pt Dume resident.

I wanted to just quickly weigh in on the potential hotel project across the street from the pier. As everyone in Malibu knows parking is already a huge issue in that area and I don't understand how the parking for the current Aviator Nation expansion to food and entertainment will be handled if they no longer have the joint use agreement for the lot next to them.

So many of us have always felt that this location would be perfect for a well designed and well landscape parking garage to accommodate all the visitor serving parking that this area is overwhelmed with and give PCH back to the residents for their parking. The current parking lot next to aviator nation where this potential motel would go is full by 10 AM in the summer with people paying $45 a car so where will all those people go if there is no parking option there anymore?

There are obviously a host of additional issues such as the amount of excavation and retaining walls necessary as well as the impact of the construction on PCH but my bigger issue is this is an incredible opportunity to create parking in the center of the commercial district of Malibu.

Aaron Gribben

Subject: FW: Malibu Inn Motel - An Ambitious Proposal

From: Karen Farrer <kfarrer@malibucity.org>
Sent: Wednesday, March 17, 2021 7:24 AM
To: Heather Glaser <hglaser@malibucity.org>
Subject: Fwd: Malibu Inn Motel - An Ambitious Proposal

Begin forwarded message:

From: LSGLA [redacted]
Date: March 17, 2021 at 3:59:21 AM PDT
To: Mikke Pierson <mpierson@malibucity.org>, Bruce Silverstein <bsilverstein@malibucity.org>, Karen Farrer <kfarrer@malibucity.org>, pgrisanti@malibucity.com, suhring@malibucity.com
Cc: planning@malibucity.org
Subject: Malibu Inn Motel - An Ambitious Proposal

Dear Malibu City Council:

It is inadvisable for the City of Malibu to approve the project known as the 'Malibu Inn Motel' as proposed by Burdge & Associates Architects and Surfrider Plaza LLC.

Furthermore, the excavation and removal of 12,255 cubic yards of soil, the sinking of caissons, the 'carving out' of a substantial portion of the hillside necessitating the construction of a massive retaining wall, needs extensive due diligence for the feasibility and safety of family homes located above said excavation and build-out.

This project should be evaluated by legal counsel for extensive liability issues; reference the building of a mega mansion
in Beverly Hills on a hillside and the potential jeopardy to surrounding residences.

Additionally, just think - an estimated 600
to 875 heavy haul truck trips to remove approximately 12,225 cubic yards of soil. This vehicle count does not include regular construction - just the excavation...

"Hot time in the summertime" seriously? "Minimally affect roadways" - please who drew this conclusion? This project is located in the most heavily congested stretch of Pacific Coast Highway. It is already populated with hospitality service businesses with totally inadequate parking. The City of Malibu has approved these projects, knowing full-well they were not in compliance. The end result - pandemonium; no parking, traffic accidents, congestion lasting hours and residents being trapped at home.

The residents of Malibu suffered the unimaginable trauma of the Woolsey fires.
Many still harbor resentment about the perceived failures of our city government. Many know precisely the roar of heavy haul trucks removing debris from burned-out family homes. Now imagine 600 to 875 heavy haul trucks, filled with dirt and debris, 6 days a week, on the main thoroughfare, in and out of Malibu...to excavate for the Malibu Inn Motel.

A year of isolation, the result of a global pandemic and 'you all' decided to give final approval and allow construction to begin on a mega project known as Cross Creek Ranch. Smart developer, with impeccable timing, to push this 2008 project through in January 2021 when Malibuites were quarantined.

Please consider the following notations when considering the Malibu Inn Motel:

- 1 cubic yard of topsoil weighs 2,200lbs.
- 1 cubic yard of loose dirt weighs 2,800lbs.
- Minimally affect roadways - nonsense.
- 12,225 cubic yards of excavated soil.
- 600 to 875 HEAVY HAUL TRUCK TRIPS.
- Construction to begin SUMMER 2021

> b. **Less than Significant with Mitigation.** It is not anticipated that the Project when vi
> connection with the effects of past projects, the effects of other current projects, and the
> of probable future projects, would have a significant effect on the environment. While the
> and cumulative development are anticipated to minimally affect roadways in the project
> the Project would have less than significant impacts to area traffic both on a Proj
> cumulative level. Also, as previously discussed in the Section 4.13, *Noise*, cumulative
> were analyzed and with implementation of mitigation measures the Project is not exp
> result in significant adverse impacts either individually or cumulatively. Although excavatio
> subterranean garage could potentially uncover previously undisturbed cultural
> paleontological resources, and standard conditions would ensure the proper steps are
> avoid impacts. Therefore, the Project in combination with recommended mitigation m
> would not result in any cumulative impacts.

> architectural finishing.
>
> Site preparation, grading and excavation of the lower half of the existing slope would require
> of excavators, backhoes, bulldozers and heavy haul trucks. Export of approximately 12,255 cu
> yards of excavated soil would require use of approximately 600 to 875 heavy haul truck tr
> assuming 14 to 20 cubic yard haul trucks. Traffic control for trucks entering and leaving the
> along PCH would be implemented through use of flaggers.

A number of us have been friends for years. We've raised our children together and we love our little town. Let's remember; we all want what's best and most of us have very good intentions.

Thank you for your time and consideration. And most importantly, thank you for your service and dedication to our community.

Be kind whenever possible. It's always possible. ~ Dalai Lama

Best regards,

Lynn Saunders Guilburt

[redacted]

The contents of this email is confidential and intended for the recipient specified in the message only. It is strictly forbidden to share any part of this message with any third party. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is strictly prohibited. If you received this message, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

From:	Matt Goodwin
To:	Adrian Fernandez
Subject:	22959 Pacific Coast Public Comment
Date:	Wednesday, March 17, 2021 7:33:41 PM
Attachments:	Screen Shot 2021-03-16 at 11.26.39 AM.png

Hello Adrian,

I'm writing in regards to the Staff Report and Draft Mitigated Negative Declaration for 22959 Pacific Coast Highway Malibu, CA.

Below is an outline of key items I would like to flag. This project will require significant disruption to the existing mountainside, thereby creating earth movement in an earthquake zone, significant construction noise, major PCH shutdowns and traffic throughout construction for utilities and will set precedents that Malibu hasn't seen before like 55ft retaining walls and subterranean parking in beachfront environments.

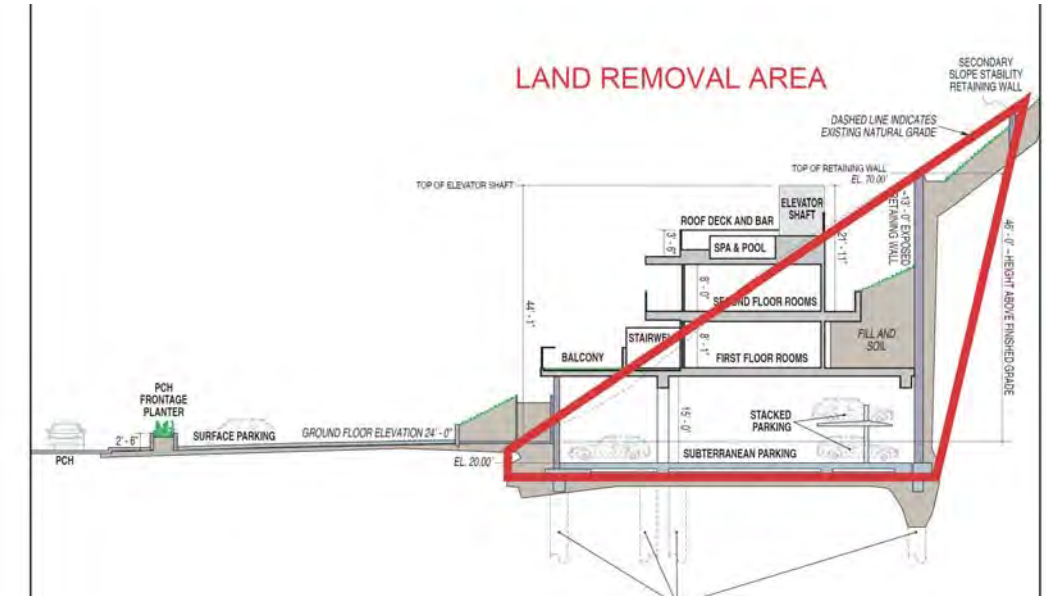
In addition, the City has indicated in this report that the project does not propose an Environmental Issue, and is suggesting a Negative Mitigated Declaration, as opposed to requiring a full Environmental Impact Report (EIR). I think there are plenty of environmental issues/risks that\ would trigger an EIR.

Issues

- **EIR** - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to natural environment disruption and risks and construction hurdles, this should obviously be an EIR requirement.
- **EIR Risks Not Listed** - On page 20 you only list "Noise" and "Geology/Soils" as items of Risk. However they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking.
- **Construction & Subterranean Parking** - The creation of subterranean parking and a 55ft tall retaining wall should create a massive amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction. Approving an enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential well being and create a new precedent for Malibu. I am also concerned for the stability of his hillside as it also relates to our property just two lots to the west. I can imagine during construction that significant vibration from pile driving and foundation / shoring work will create similar vibrations further west and put our hillside at risk. Have they considered vibration monitors so they do not affect the neighbors properties and cause landslides? Additionally, subterranean parking seems like a stretch for such a close proximity to the beachfront.
- **Retaining Wall, Construction on Slope, Non Exempt Grading Variances** - If you refer to the graphic below, you will see how much land is being proposed to be removed from the mountain which is quite enormous and will trigger environmental and stability issues.This project is requesting major variances and should be considered within the more suitable flat land, versus carving into the mountainside.
- **Height of Elevator Bulkhead -** In Malibu, a maximum building height can be 24' or 28'

with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. As a note, we were building a similar elevator to take guests to our roof deck and we would've been at 28'-6" due to the nature of the elevator shaft, but also lower than our existing roof line. We were denied and ended up having to build one elevator that goes from the ground to second floor and another ADA lift from the 2nd floor to the roof deck. Thereby this is another "variance / ask" that seems to be out of place and should be reviewed in equal detail.

It seems also the loss of public parking will only create further parking issues for the Malibu Pier / Surfrider Beach area. Perhaps it could be a nice parking structure?



Thank you,
Matthew Goodwin

[redacted]

Malibu, CA 90265

To : Adrian Fernandez
From: Malibu Coalition for Slow Growth by Patt Healy
Re: Malibu Inn Motel Mitigated Negative Declaration
Date: 3-17-21

Malibu Inn Motel Mitigated Negative Declaration

Project Description

The Malibu Inn Motel, proposed to be located at 22959 Pacific Coast Highway, is for the construction of a new 7,693 square foot motel above a new subterranean parking garage, surface parking lot, grading, retaining walls, landscaping and a new onsite wastewater treatment system; including variances for non-exempt grading in excess of 1,000 cubic yards per acre of commercial development, construction on slopes steeper than 2.5 to 1, surface parking within the required front yard setback, and retaining walls in excess of six feet in height, a site plan review for a building height in excess of 18 feet, not to exceed 28 feet for a pitched roof, a conditional use permit for a new commercial development over 500 square feet and a motel in the CV-1 zoning district, and for a Joint Use Parking Agreement to share parking spaces with the adjacent lot.

Benefit to Residents

How does this project benefit the residents of Malibu?

How does this project enhance residents quality of life ?

Why were residents not notified and allowed input prior to the preparation of the this Negative Declaration ("ND")?

Development Criteria Ignored

With so many major variances required, how did this project get to the point of the city proposing a mitigated negative declaration?

Why didn't the city ask the owner to develop within the code, instead of allowing the developer to ignore the development standards put in place to protect the small town rural feeling of Malibu?

The General Plan states that Commercial Development has to be residential in size. Why was this ignored?

Why isn't the city insisting its development criteria be met to protect Malibu from urbanization?

Why is city staff justifying this project by stating it is the same height as the oversized county approved clock building when the Municipal Code and MLCP were enacted to prevent the continuation of this county allowed type of construction ?

<u>FAR</u>

The code allows for commercial development at a maximum FAR of .15.

According to Slow Growth's calculations the actual FAR is .15.37 If we are correct this exceeds the allowable FAR.

What is the actual FAR of this project? The ND states the slope is greater than 2 ½ to1. What percentage of the slope is 1:1 or steeper?

Has the portion of the slope which is 1:1 or greater been deducted when calculating the properties square footage ? If not, how much has to be deducted? And how much smaller does the project have to be to meet the required .15 FAR after the deduction of the 1:1 or great slopes ?

<u>Height</u>

The ND states the structure is 28 ft in height. Height is measured from grade and this structure is 46 ft.in height from finished grade to the top of the roof's elevator shaft. Elevator's are not excluded when calculating height.

This is in reality a 3 or 4 story structure. There is the 2 story motel and the third story is the actual above ground parking under the motel. The 4th story is the rooftop space containing the pool and the produding 10ft high elevator and a 3 ft. high guard rail .

Although described as subterranean parking, to say the parking structure is subterranean is misleading since only about 4 ft is actually underground. This parking structure is not subterranean since the majority of the parking is above ground level. (See figure 3 ND.)

Was the above ground portion of the parking structure counted in calculating the FAR ?

The NG states: "The proposed new motel would be similar in size, bulk and scale to existing structures to the east and west ..." This is an inaccurate statement This building is massive in relation to the Malibu Inn which is directly to the west and the Chabad building directly to the east which are both one story and under 18 ft. in height (see rendering)
https://www.malibucity.org/DocumentCenter/View/27710/Malibu-Inn-Motel_Renderings

Why is city staff justifying this project by stating it is the same height bulk and scale as a oversized county approved clock building when the Municipal Code and MLCP were enacted to prevent the continuation of this non- human scale type of urban construction?

Geology

Why wasn't the fact that the project is in a tsunami zone analyzed ?

The ND states: "As the project site is located within the seismically active Southern California region, there is the potential for regional seismic events to cause strong ground shaking at the project site. There is also a possibility that there could be trace of previously unidentified faults somewhere onsite. The residential structure located north of and above the slopes on and adjacent to the project site has been identified on top of a potentially unstable slope, and excavation of the toe to this slope for the new hotel, subterranean parking and retaining wall have the potential to cause slope failure if exacerbated by rainfall".

The Geology study confirms this is an unstable bluff. What is to prevent the portion of the bluff above the retaining wall from sliding in a heavy rain or a major earthquake?

Did the owner do anything to determine that there were no faults running through the property ? Is so, what kind of investigation did they do and what did they find ?

The ND states that even following the codes loss of life could occur, and the loss of life and property would have a less than a significant impact. Please explain how can loss of life ever be considered a less than a significant impact

Coastal Bluff/Grading

The ND states: ''The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern bluff into the project site (Appendix B).''This description meets the definition of a Coastal Bluff''

Elsewhere in the ND it states ''the Project would only alter the lower approximately 50 feet of the slope, while the upper 130 feet remain unaltered.''

This would be accomplished by cutting into/ excavating a massive amount of the coastal bluff. This excavated soil will have to be exported off site.

'Where does the code allow cutting into a coastal bluff ? If the city denies it is a coastal bluff, where in the code does it allow cutting into a bluff face allowable?

What is the length and depth of the cuts into bluff ?

The code allows for 1000 cu yds of grading and the cut and fill should be balanced remain on site and not be exported.

Grading Into the slope is not exempt. The only exempt grading is the approximately 4ft. underground portion of the parking structure.

12,649 cu yds of cut into this bluff is an enormous amount of grading into an admittedly unstable hillside. What is to prevent the hillside from sliding during the grading 50 ft high into slope ?

Is the 11,693 understory grading for the approximately 4 ft of the subterrain parking Lot?

Why was the removal al of the cut dirt off site estimated to be only 600-800 cu. yds when a normal dump truck carries 10 cu.yds. of dirt ? A more realistic calculation is 1,269 truck loads have to hauled off site.

Over how may days will PCH traffic be disrupted as the dirt is being hauled off site?

Why isn't a traffic management plan required now so the impact of this project is known to the decision makers and the public ?

Retaining Wall

Under the code retaining walls are to be no higher than 6 feet in height. The proposed retaining wall height is 46 ft above finished grade but in reality is 56.5 ft high measured in its entirety.

What is the length of the retaining wall?

Just because the retaining wall will be camouflaged and hence supposedly looks ok from PCH doesn't mean such a high deviation of what is allowed under the code should be granted.

What is the visual impact of this retaining wall from the end and middle of the Malibu Pier?

How far will west bound traffic be backed up because of the construction of this project during Saturdays and in the summer?

Cultural Resources

Where did the preparer of the ND get information regarding the lack of the possibility of cultural resources on site dismissing the potential for their existence due to possible past wave action? Recent 20th century evidence proves otherwise.

According to a supporter of Slow Growth when the clock tower building 2 properties to the east was under construction a Chumash burial site was found and excavated. All along this area east of the Malibu Creek at various times Chumash artifacts and burials have been found. It is therefore likely that this site could harbor a Chumash burial ground or in the very least Chumash artifacts.

It appears that this section of the ND was written based on supposition rather than researching the actual situation. We suspect if the research was done there are probably several recorded Chumash sites in the vicinity .

The MLCP gives instruction as to how to the city is to deal with potential Chumash sites both pre construction site and during construction Why isn't the LUP being ignored instead of being followed ?

Wastewater

It appears that the OWTS is being allowed only because there is an expectation that this part of town will be required to hookup to the Civic Center Treatment in phase 3 which is expected to occur in 2028.

Is Phase 3 guaranteed? Can this OWTS perform for the life of the project if phase 3 doesn't happen? What is the expected life of this system ?

How far above the groundwater table is the OWTS ? Is there a chance that groundwater brackish or fresh can enter the system ?

What kind of problems can be caused because the leach field is not large enough to hold the effluent from this project and the Malibu Inn?

The ND states:''The fact the property owner has to record a covenant notifying new owners of the following: 1) the private sewage disposal system serving the development on the property does not have a 100 percent expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)), and 2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in the use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair''.

The uncertainties of the workability of the OWTS and its leach fields should result in project denial or in the very least require an EIR since the possibility of it not working is significant.

<u>Public Access</u>

The denial/loss of public parking for visitors to the Malibu Pier will be significant and is not mitigable. Why isn't this loss of parking acknowledged in the ND?

What percentage of the motel rooms will be low income accommodations?

<u>Parking</u>

The joint use parking agreement with the Malibu Inn is not sufficient when the restaurant dining area is full, the outdoor tent is in use and/or they have bands and other entertainment on site. Since this is the case why isn't the actual required parking being increased ?

What motel personnel will occupy the 3 employee parking spaces?

How many employees will be employed by the Malibu Inn and The Aviation Nation shop when the Malibu Inn is at full capacity ? Where will these employees park?

Will the motel and Inn parking be valet parking or self serve?

Why isn't stacked parking being required now as a part of the project?

Stacked parking will have to be installed now or installed later since the Malibu Inn is under parked for the amount of cars that will using the site? How will the after the fact installation of stacked disrupt needed project parking and for how long?

In an emergency, stacked parking is not a good idea because of the time needed to get cars out of the lot and on to the driveway how long a delay will there be if the stacked cars and their drivers have to be evacuated?

Even if there is no stacked parking in an evacuation situation it will take an enormous amount of time to get all the cars and their occupants off site. A EIR needs to analyze this situation because in an emergency a very dangerous situation is being created.

If there is valet parking and /or stacked parking have these employees been counted in the 3 employee parking space allotment? If not, how many more parking spaces will be needed for these employees?

Will the handicap parking stalls reduce the needed/required parking if they are not being used ?

At one point the ND says only 3 additional parking spaces are needed for employees. Later on it says there will be 20 employees onsite at peak times. If this is the case why aren't more spaces being provided?

Why does the ND not analyze the impact of loss of needed Malibu Pier parking which is needed on weekends and summer days . This needs to be analyzed in an EIR.

Since it is rare, if not impossible, to find parking along PCH and the pier parking lot is full in the summer and often in winter weekends there certainly will a loss of needed pier/ beach parking. How is the current property's parking spaces used by residents and visitors alike being replaced?

<u>Traffic</u>

The traffic study doesn't reflect the reality of the traffic backup and gridlock on this strip of PCH. It talks around it. In actuality, there is a traffic movement problem on a regular basis during rush hour and in the summer and it is significant and not mitigable.

Why are we allowing a minimum 20 more visitor cars going in and out of the motel more than once a day add to the already unmitigable traffic problems?

<u>Emergency</u>

PCH is a major evacuation route and the ND states the incremental increase in traffic is not an evacuation problem and the impact is not significant. Obviously, the preparer of the emergency impacts has never been on PCH in an emergency situation or when an ambulance is trying to get to Santa Monica on a summer day when traffic is gridlocked. Even an incremental increase if traffic can be and is significant.

These so called incremental impacts have to be studied along with the incremental impacts of all of the earlier projects mentioned below in the cumulative an EIR.

There is no real analysis in the ND. Statement are simplistically made and expected to be accepted as true. The expectation in the ND is the evacuation will go perfectly without real consideration of an overcrowded after dark smoke filled gridlocked highway, with non functioning traffic lights ,and unpredictable human behavior to name just a few of the many safe evacuation impediments. The worst case situation has to beanalyzed in an EIR.

The ND naively states that with implementation of the required fuel modification plan on the project site, wind driven wildfire impacts would be less than significant. This statement doesn't take into account that wildfire embers travel for miles.

<u>Cumulative Impacts</u>

As required by CEQA why doesn't this ND take into account the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct?

Why aren't the cumulative impacts of this project being studied in light of all the created traffic congestion and parking impacts from recently approved development which residents are constantly upset about.

The project needs be studied in conjunction with the traffic circulation and off site parking impacts created by the Sea View Hotel , the Malibu Beach Inn, Avis lot parking , Nobu , Soho House , Malibu Pier and Malibu Inn as well as Surfrider beach parking east of the Adamson house and west of the Malibu. Pier. The traffic and the PCH parking impacts of all of these projects should be factored in when considering the impact of this project. This is a major reason why an EIR is needed.

It is well known to residents that there is not enough parking in the vicinity for the users of these facilities and their employees.

And despite what individual traffic studies state, this area of PCH is highly congested. During rush hour westbound traffic often backed up all the way to Carbon Canyon. On a good day traffic is backed up during rush hour from the Malibu Beach Inn to Cross Creek Rd.

On summer weekends and even during summer weekdays traffic doesn't move in this area. It is gridlocked. The city's traffic studies do not reflect reality.

This project as well as the many others in this vicinity have/are being piecemealed through with no thought given to the cumulative traffic , parking and other environmental impacts such as aesthetics , increased groundwater, urbanization of Malibu , safe evacuation and the failure to construct projects

that meet the development criteria/standards set forth in the Municipal Code and MLCP.

Since the cumulative impacts are not being studied in relation to recently past piecemealed projects and potential future projects, this ND is fatally flawed.

<u>EIR Required</u>

Under CEQA, If there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

The ND failed to indicate any potentially significant impacts but there are some that are significant not mitigable such as traffic. An EIR needs to be done and if the city council desires this project, it would have to make a finding of overriding consideration.

The very fact that this project is a significant departure from the code requirements makes an EIR necessary. In the EIR more environmentally protective alternatives have to be analyzed such as “no project “and a smaller one story commercial project which is residential in scale that doesn’t need all these monumental variances have to be analyzed.

In this instance the parking impacts are significant and they are glossed over in the ND. The current site during the day provided parking for visitors to the pier and the Farm restaurants on the pier. This needed parking is being lost.

Cuts and excavation into the toe and then excessive excavation of the slope 50 foot high to a unknown depth is destabilizing the slope without an enormous 56.6 ft retaining wall.

Furthermore it is questionable if these cuts are allowable since it is cutting into a bluff face and the cuts and retaining wall are of a magnitude that is unimaginable in Malibu.

From:	Suzannah Owens
To:	Adrian Fernandez
Subject:	Malibu Inn Project Comment
Date:	Wednesday, March 17, 2021 10:52:19 AM

To Whom it May Concern,

I am emailing regarding the current Malibu Inn project. The city is in dire need of more hotel rooms and I believe this will be a great improvement to the empty parking lot that is currently there.

I think this project will be a great asset to the city and I look forward to referring family members from out of town.

Best,
Suzannah

From: Judy Ettinger
To: Adrian Fernandez
Subject: Proposed Malibu Inn Motel, 22959 PCH., Malibu
Date: Thursday, March 18, 2021 3:22:35 PM

Dear Adrian:

After reading about the new proposed hotel for Malibu, called The Malibu Inn Motel, I would like to bring up the point that a 20 room motel would be a great fit for Malibu, since it would be considered more of a boutique hotel. I really liked the design, with the use of the exterior wood, it looks like it would blend nicely into the current landscaping.

I do agree that we need a new hotel and new growth in Malibu, it has been long over due. I have a lot of relatives that come from out of town that would really enjoy a pool with a restaurant, especially in that location with the view of Malibu and the Ocean. I look forward to having a new hotel for my friends and family to come visit Southern California.

From:	Mark Dempster
To:	Adrian Fernandez
Cc:	Kim Dempster
Subject:	Opposition to Proposed Project at 22959 Pacific Coast Highway
Date:	Thursday, March 18, 2021 3:07:58 PM
Attachments:	Screen Shot 2021-03-16 at 11.26.39 AM.png MalibuInnMotel_PublicDraft_20210217154727145O.pdf

Hello Ms. Fernandez,

We are residential owners at [redacted] (across the street, approximately in between Jack-in-the-Box and Aviator Nation and directly next door to the Malibu Pier).

Let me start by saying that a new hotel would be a net positive to Malibu generally and this neighborhood specifically. However, as proposed, we are diametrically opposed to any aspect of this project. In fact, we oppose a project that's even half this scale and impact. What we do support is a project that is not a square inch larger than the Surfrider Hotel and one that follows every single letter of the code without a single variance, just as the Surfrider abided by with their renovation.

Our view is that the owner and the architect of 22959 PCH actually don't want this project, as proposed. We believe they are doing nothing more than playing a game with the City of Malibu. That game is to submit a set of basic drawings that reflects a maximum footprint, per the square footage of the lot, and ask for every variance under the sun to make that proposal achievable from an engineering and construction standpoint. But, our suspicion is that the owner and the architect know full well that there's zero chance of approval of this proposal, are expecting to get pushed back to a more achievable and desirable project, but one that still got a number of variances granted by the city.

The owner and architect could have followed a more neighborly and measured process in drafting their first proposal. But, for their conscious game playing, we ask that the city put this project through the gauntlet of following proper protocol.

Specifically, we ask that the city not grant this project

the requested variances:

1. Non-Exempt grading in excess of 1,000 cubic yards per acre of commercial development (asking to export 12,255 cubic yards as reference)
2. Construction on slopes steeper than 2.5 to 1
3. Surface parking beyond the required front yard setback
4. Retaining walls in excess of six feet in height (asking for a 52.5ft all wall above the subterranean parking garage as reference)

Furthermore, we ask the city insist that this project not deviate from the following:

- **EIR** - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to natural environment disruption and risks and construction hurdles, this should obviously. Refer to Pg3 to get an understanding on the EIR requirement vs NMD requirement.
- **EIR Risks Not Listed** - On page 20 they only list "Noise" and "Geology/Soils" as items of Risk. However they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking
- **Construction & Subterranean Parking** - The creation of subterranean parking and a 55ft tall retaining wall should create a massive amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction. Approving an enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential well being and creating a new precedent for Malibu.
- **Retaining Wall, Construction on Slope, Non**

Exempt Grading Variances - If you refer to the graphic below, you will see how much land is being proposed to be removed from the mountain which is quite enormous and will trigger environmental and stability issues.This project is requesting major variances and should be considered within the more suitable flat land, versus carving into the mountainside.

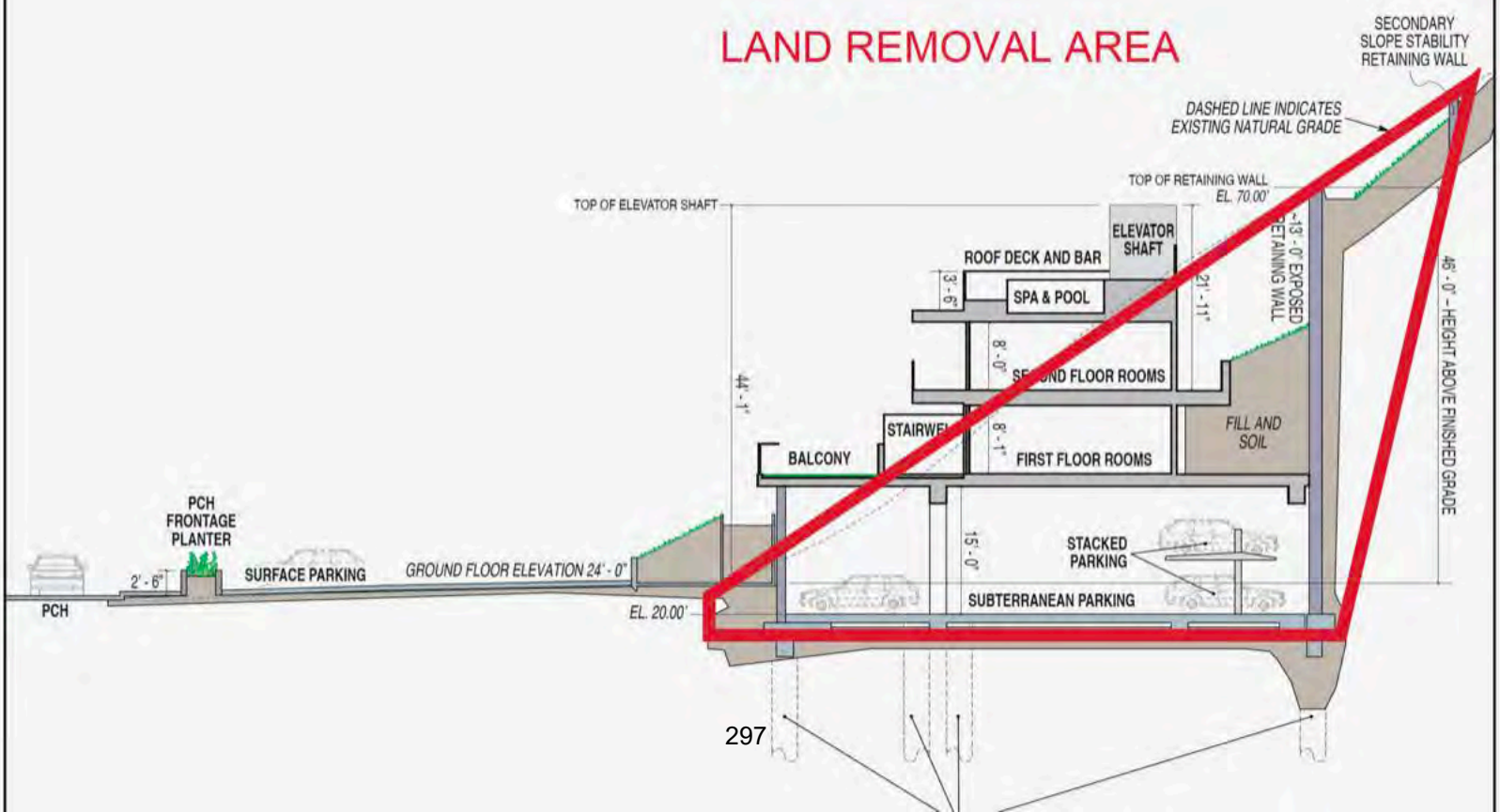
- **Height of Elevator Bulkhead -** In Malibu, a maximum building height can be 24' or 28' with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. As a note, we were building a similar elevator to take guests to our roof deck and wee would've been at 29' due to the nature of the elevator shaft, but also lower than our existing roof line. Wee were denied and ended up having to build one elevator that goes from the ground to second floor and another ADA lift from the 2nd floor to the roof deck. Thereby this is another "variance / ask" that seems to be out of place and should be scrutinized.

My contact information is below should you have the need for any follow-up.

Thank you for your consideration.

Mark & Kim Dempster

Mark Dempster
[redacted]


LAND REMOVAL AREA
SECONDARY SLOPE STABILITY RETAINING WALL
DASHED LINE INDICATES EXISTING NATURAL GRADE
TOP OF RETAINING WALL EL. 70.00'
TOP OF ELEVATOR SHAFT
ELEVATOR SHAFT
ROOF DECK AND BAR
SPA & POOL
13' - 0" EXPOSED RETAINING WALL
45' - 0" - HEIGHT ABOVE FINISHED GRADE
3' - 6"
21' - 11"
8' - 0"
44' - 1"
SECOND FLOOR ROOMS
STAIRWELL
8' - 1"
FILL AND SOIL
BALCONY
FIRST FLOOR ROOMS
15' - 0"
STACKED PARKING
SUBTERRANEAN PARKING
PCH FRONTAGE PLANTER
2' - 6"
SURFACE PARKING
GROUND FLOOR ELEVATION 24' - 0"
PCH
EL. 20.00'

From: nicholas eliopoulos
To: Adrian Fernandez
Subject: proposed motel for 22959 PCH
Date: Thursday, March 18, 2021 4:44:59 PM

Dear Mr. Fernandez,

I would like to express my support for the proposed motel across form the Malibu pier at 22959 PCH.
The motel would be a welcome addition to Malibu. I am a native Angeleno and have lived in Malibu.
When friends and family visit they always comment on the lack of nice lodging in Malibu.
It is such a beautiful place and Malibu very much needs more quality lodging.
The rendering shows a design that is beautiful and fits in so nicely with Malibu.
The motel is perfectly located across from the pier and beach.
There is a traffic light across from the motel which makes crossing to the pier and beach easily accessible.
The project seems to be extremely well planned and includes subterranean and grade level parking.
Having more lodging in Malibu will help alleviate the often-unwelcomed airbnb use.
I would enjoy patronizing a motel like this for myself and my visiting friends and family and to enjoy another dining
choice in Malibu. I was very excited to see this proposed motel and very much support the project.

Sincerely,

Nick Eliopoulos

From:	Paul Astin
To:	Adrian Fernandez
Cc:	Mark Dempster; Alexander Astin; [redacted]
Subject:	Initial Study No. 20-003, Mitigated Negative Declaration No. 20-003, Coastal Development Permit No. 09-067, Variance Nos. 18-029, 18-030 and 18-031, Site Plan Review No. 18-025, Conditional Use Permit No. 18-002, and Joint Use Parking Agreement No. 18-001
Date:	Thursday, March 18, 2021 10:53:54 PM

Dear Mr. Fernandez,

I, Paul Astin, Trustee of the Astin Family Trust, the owner of [redacted] hereby join in and adopt in full the objections made by Mark Dempster at [redacted] regarding the proposed developments across the street from our home.

We are extremely concerned on the impact this development as proposed will have on our home and community.

Please do not hesitate to contact me with any questions.

Please also confirm you have received my email at your earliest convenience.

Sincerely,

Paul Astin
[redacted]

From:	[redacted]
To:	Adrian Fernandez
Cc:	Mark Dempster; Kim Dempster ICE
Subject:	Initial Study No. 20-003, Mitigated Negative Declaration No. 20-003, Coastal Development Permit No. 09-067, Variance Nos. 18-029, 18-030 and 18-031, Site Plan Review No. 18-025, Conditional Use Permit No. 18-002, and Joint Use Parking Agreement No. 18...
Date:	Thursday, March 18, 2021 10:21:00 PM

Dear Mr. Fernandez,

I Robert J. Allan, Trustee of the Malibu Property Trust U/D/T 12/14/00, the owner of 23018 PCH hereby hereby join in and adopt in full the objections made by Mark Dempster at 23006 PCH, Malibu, CA.

We are extremely concerned on the impact this development as proposed will have on our home and community.

Please do not hesitate to contact me with any questions.

Please also confirm you have received my email at your earliest convenience.

Regards,

Robert J. Allan

From: Roni Serrato
To: Adrian Fernandez
Subject: Opposition to Proposed Project at 22959 Pacific Coast Hwy
Date: Thursday, March 18, 2021 5:05:29 PM

Hello Ms. Fernandez,

I am the residential owner at [redacted] (across the street and one of the six houses next door to the Malibu Pier).

I am opposed to any aspect of this project. In fact, I oppose a project that's even half this scale and impact. What I do support is a project that is not a square inch larger than the Surfrider Hotel and one that follows every single letter of the code without a single variance, just as the Surfrider abided by with their renovation.

MY view is that the owner and the architect of 22959 PCH actually don't want this project, as proposed. We believe they are doing nothing more than playing a game with the City of Malibu. That game is to submit a set of basic drawings that reflects a maximum footprint, per the square footage of the lot, and ask for every variance under the sun to make that proposal achievable from an engineering and construction standpoint. But, our suspicion is that the owner and the architect know full well that there's zero chance of approval of this proposal, are expecting to get pushed back to a more achievable and desirable project, but one that still got a number of variances granted by the city.

The owner and architect could have followed a more neighborly and measured process in drafting their first proposal. But, for their conscious game playing, we ask that the city put this project through the gauntlet of following proper protocol.

Specifically, we ask that the city not grant this project the requested variances:

1. Non-Exempt grading in excess of 1,000 cubic yards per acre of commercial development (asking to export 12,255 cubic yards as reference)

2. Construction on slopes steeper than 2.5 to 1
3. Surface parking beyond the required front yard setback
4. Retaining walls in excess of six feet in height (asking for a 52.5ft all wall above the subterranean parking garage as reference)

Furthermore, we ask the city insist that this project not deviate from the following:

- **EIR** - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to natural environment disruption and risks and construction hurdles, this should obviously. Refer to Pg3 to get an understanding on the EIR requirement vs NMD requirement.
- **EIR Risks Not Listed** - On page 20 they only list "Noise" and "Geology/Soils" as items of Risk. However they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking
- **Construction & Subterranean Parking** - The creation of subterranean parking and a 55ft tall retaining wall should create a massive amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction. Approving an enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential well being and creating a new precedent for Malibu.
- **Retaining Wall, Construction on Slope, Non Exempt Grading Variances** - If you refer to the graphic below, you will see how much land is being proposed to be removed from the mountain which is quite enormous and will trigger environmental and stability issues.This project is requesting major variances and should be considered within the more suitable

flat land, versus carving into the mountainside.

- **Height of Elevator Bulkhead -** In Malibu, a maximum building height can be 24' or 28' with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. As a note, we were building a similar elevator to take guests to our roof deck and wee would've been at 29' due to the nature of the elevator shaft, but also lower than our existing roof line. Wee were denied and ended up having to build one elevator that goes from the ground to second floor and another ADA lift from the 2nd floor to the roof deck. Thereby this is another "variance / ask" that seems to be out of place and should be scrutinized.

If you need to contact me [redacted]

Sincerely,
Roni Serrato

Aaron Gribben

Subject: FW: Malibu Inn and Seaview Hotel on PCH

From: [redacted]
Sent: Saturday, March 13, 2021 8:08 AM
To: malibu planning <mplanning@malibucity.org>
Subject: Malibu Inn and Seaview Hotel on PCH

Good morning,

I think this is a horrible mistake on the City's part to allow these hotels. This part of PCH is already horribly impacted by traffic. At times, it is a 2 hour wait to drive from Sunset to Kanan. I grew up in the area, and we have recently purchased a home on Cavalleri. And in all the years of living in the area, traffic has just gets worse and worse and worse!! If you choose to move forward with these plans, HOW ARE YOU DEALING WITH THE ADDITIONAL TRAFFIC? How does someone exit the hotel and not get hit!?

Until you can control the number of vehicles in this area, the noise and car pollution it creates, the road rage, and multiple accidents, this area SHOULD NOT be developed any further. If you want more hotels, then they should be near an egress point off of PCH - at Topanga Cyn Blvd, or Malibu Canyon or Kanan. Putting more and more in the Carbon Beach area is a nightmare! Let alone the further impact of to the existing soils for septic systems!

I am saddened that the City is looking to just generate revenue off of bed-tax, and are not looking to protect the City's residents. Instead of a hotel, put in a multi-story parking lot where the city could generate much needed parking revenue, or add metered parking on PCH, or limit the number of vehicles allowed in the area at any one time, or ask all the shopping centers to add metered parking!

As it sits now, the City is strangling the inhabitants with more and more unwanted hotels and "shopping" centers, creating more traffic and pollution, and doing NOTHING to mitigate the danger. Add more police, add traffic cameras for speeding, add a stop light at Puerco canyon so ANOTHER PERSON DOESN'T DIE...for Goodness sakes, the City is responsible to the residents, first and foremost, not the developers.

Regards,

Ninon Tantet
The Bill and Marian Cook Foundation &
Arizona Asset Management, Inc.
[redacted]

Responses to Comments on the Draft Initial Study Mitigated Negative Declaration

This section includes comments received during circulation of the Draft Initial Study Mitigated Negative Declaration (IS-MND) prepared for the Malibu Inn Motel Project (Project).

The Draft IS-MND was circulated for a 30-day public review period that began on February 19, 2021, 2021 and ended on March 22, 2021, 2021. The Draft IS-MND was circulated again for another 30-day review period, directed towards agencies due to a file discrepancy, that began on March 29, 2021 and ended on April 28, 2021. The City of Malibu (City) received 27 comment letters on the Draft IS-MND. The commenters and each commenter's identifying letter or number are listed below.

Letter No. and Commenter

Comment Set/ Number of Comments		Name of Commenter	Date Received
Agency Letters			
A	A.1 – A.2	California Department of Transportation (Caltrans)	April 14, 2021
B	B.1 – B.16	Malibu Open Space Alliance	April 27, 2021
Individual Letters			
1	1.1 – 1.2	Cynthia Randall	March 7, 2021
2	2.1 – 2.2	David King	March 7, 2021
3	3.1	Christine Kauffman	March 8, 2021
4	4.1	Inez McGee	March 8, 2021
5	5.1	Katarina Vinegrad Calderon	March 8, 2021
6	6.1	Terry Lucoff	March 9, 2021
7	7.1 – 7.3	Carla McCloskey (1)	March 14, 2021
8	8.1 – 8.3	Lester Tobias	March 14, 2021
9	9.1 – 9.7	Jamie Ottilie (1)	March 15, 2021
10	10.1	Jamie Ottilie (2)	March 15, 2021
11	11.1	Lisa McKean	March 15, 2021
12	12.1 – 12.2	Susanne Titus	March 15, 2021
13	13.1 – 13.4	Carla McCloskey (2)	March 17, 2021
14	14.1 – 1 4.3	Jae FloraKatz	March 17,2021
15	15.1 – 15.3	John Stockwell	March 17, 2021
16	16.1 – 16.3	Lynn Saunders Guilburt	March 17, 2021
17	17.1 – 17.7	Matt Goodwin	March 17, 2021

Comment Set/ Number of Comments		Name of Commenter	Date Received
18	18.1 – 18.57	Patt Healy	March 17, 2021
19	19.1	Suzannah Owens	March 17, 2021
20	20.1	Judy Ettinger	March 18, 2021
21	21.1 – 21.7	Mark and Kim Dempster	March 18, 2021
22	22.1	Nick Eliopoulos	March 18, 2021
23	23.1	Paul Astin	March 18, 2021
24	24.1	Robert Allan	March 18, 2021
25	25.1 – 25.6	Roni Serrato	March 18, 2021

The comment letters and responses are organized as follows. The comment letters have been lettered first by agency, and then individuals' letters numbered by date received and then by first name, alphabetically. Each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the letter or number of the comment letter, and then the number assigned to each issue (Response A.1, for example, indicates that the response is for the first issue raised in comment Letter A, and Response 1.1 indicates that the response is for the first issue raised in comment Letter 1). Edits made to the IS-MND between the Draft and Final Draft manifest in a ~~strikeout~~ and <u>underline</u> format to identify removed and added text, respectively.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Serious Drought.
Making Conservation
a California Way of Life.

April 14, 2021

Ms. Adrian Fernandez, Principle Planner
City of Malibu
Planning Department
23825 Stuart Ranch Road
Malibu, CA 90265

RE: Malibu Inn Motel
Vic. LA-1 PM 46.14
SCH # 2021020396
GTS # LA-2021-03506AL-MND

Dear Ms. Fernandez:

This letter supersedes our letter dated March 17, 2021 as OPR website provided incorrect project document. Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project is to construct a new 7,693 square foot motel above a new subterranean parking garage, surface parking lot, grading, retaining walls, landscaping and a new onsite wastewater treatment system.

A.1 The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

http://opr.ca.gov/ceqa/updates/guidelines/

A.2 This development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

A.3 Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

A.4 Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared dated December 18, 2020.

https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

A.5 The study has evaluated a few alternatives regarding on-site circulation associated with internal access to the adjacent site from the Pacific Coast Highway. Alternative 3 is recommended by Caltrans since it will always maintain the internal access with no access restriction between two adjacent sites. The new access or driveway to the proposed site will be restricted to right turn only movements (egress). "Right Turn Only" signs (R3- 5R) and pavement arrow markings will be installed to prohibit left-turn egress at project driveway as well as the restaurant driveway adjacent to the property line. Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit including a construction management plan from Caltrans when the driveway construction is at State Right-of-way. Any modifications to State facilities must meet all mandatory design standard and specifications.

A.6 Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities (SR 1) without a storm water management plan.

A.7 For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

A.7 cont.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03506AL-MND.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse

Letter A

Commenter: Miya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation (Caltrans)

Date: April 14, 2021

Response A.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. The comment states this letter supersedes the letter dated March 17,2021 as the Office of Planning and Research (OPR) provided incorrect project documentation. The commenter correctly identifies the proposed Project's general specifications and acknowledges vehicle miles traveled (VMT) is the standard transportation analysis for the California Environmental Quality Act (CEQA) as of July 1, 2020.

Comments regarding feedback of the IS-MND and associated Traffic Study will be included within the public record and made available to decision-makers for planning and policy consideration. Detailed responses to the discrete comments made by Caltrans regarding the Project are provided below.

Response A.2

The comment states the Project should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. The commenter states the Project should prioritize and allocate space for efficient modes of travel, which would allow streets to transport more people in a designated right-of-way.

However, the Project is located along Pacific Coast Highway (PCH) which serves heavy through commuter and tourist traffic in a low density semi-rural area with minimal transit service, and is therefore not amendable to urban area alternative transportation solutions. In addition, PCH lies under the control of Caltrans, which has sole authority to implement changes to PCH. In the project vicinity, PCH provides limited pedestrian accommodation and no bicycle lanes. However, the project site would have pedestrian access provided via the sidewalk along PCH adjacent to the site where Malibu Pier connects to PCH as well as associated walkways entering the site. Landscaped planter strips would be installed along the pedestrian walkways and roadways throughout the project site. The project site would be a pedestrian-oriented landscape frontage. As described in Section 4.17.2, *Transportation-Impact Discussion*, under Impact A, "development of the Project would not interfere with public transit, bicycle, and/or pedestrian facilities, and would facilitate Americans with Disabilities Act (ADA) site access." Therefore, the Project is consistent with Caltrans's prioritization of multi-modal transportation along right-of-ways to the extent feasible from the roadway design of PCH in the City.

Response A.3

The comment states Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets (a reduction of lanes that a pedestrian needs to cross, thus reducing their exposure to traffic) and other traffic calming measures.

The Project and IS-MND do not include a road diet or traffic calming features, as PCH is under the authority of Caltrans which has the sole authority to implement such measures. Further, PCH serves heavy through commuter and tourist traffic in a low density semi-rural area with minimal transit service, and is therefore not amendable to urban area alternative transportation solutions such as road diets or traffic calming. However, the City would consider supporting any such changes implemented by Caltrans. Further, as stated in Section 4.17, *Transportation- Impact A,* "per the OPR December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact. Per the Institute of Transportation Engineers (ITE) Trip Generation 10th Edition trip generation rates, the total daily Project trips are estimated as 68. As such, impacts to transportation would be less than significant." Therefore, no road diet or other traffic calming measures are required for the Project due to its less than significant traffic impact. Nevertheless, the comment will be included within the public record and made available to decision-makers for planning and policy consideration.

Response A.4

The comment states Caltrans has published VMT-focused Transportation Impact Study Guide dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review Safety Review Practitioners Guidance dated December 18, 2020.

The IS-MND provides analysis consistent with Caltrans adopted standards, including both VMT analysis as well as documented safety issues along PCH. The IS-MND relies on VMT-based analysis for roadway capacity assessment pursuant to Senate Bill (SB) 743 as the CEQA metric for impact analysis. As described in Section 4.17, *Transportation*, the City is in the process of creating local transportation assessment guidelines consistent with SB 743 and OPR's guidance, but these guidelines are not yet available and trip length estimates for hotel/motel uses in the City have not been established. However, Caltrans has chosen to use VMT as the CEQA transportation metric for projects on the State Highway System. As the Project is located on the State Highway System, VMT was used for impact analysis purposes and is consistent with Caltrans comment.

Response A.5

The comment asserts that Alternative 3 is recommended by Caltrans since it will always maintain the internal access with no access restriction between two adjacent areas. The comment also notes that any work performed within the State right-of-way will require an Encroachment Permit including a construction management plan from Caltrans when the driveway construction is in the State right-of-way.

Appendix C, *Transportation Studies*, of the IS-MND provides a detailed description of Alternative 3, and ultimately recommends this as the preferred alternative as the pros outweigh the cons in roadway access and circulation. Additionally, the IS-MND in Section 4.15, Public Services, states the "modified driveways would require review and approval of an Encroachment Permit by Caltrans." If approved, the Project and Applicant would coordinate with Caltrans further for all necessary permitting. Therefore, the comment directly aligns with the IS-MND and associated Appendix C.

Response A.6

The comment states the Project should be designed to discharge clean water, and that discharge of stormwater runoff is not permitted onto State Highway facilities without a stormwater management plan.

As described in Section 4.10, *Hydrology and Water Quality*, of the IS-MND, the Project would comply with State requirements for stormwater discharge. The Project would not have the potential to exceed drainage flows during design year storms, which has the potential to continue to outlet to PCH and may contain contaminants associated with urban areas (e.g., oil and grease). To minimize and avoid contamination runoff onto PCH and ultimately the Pacific Ocean, the Project would implement specific Best Management Practices (BMPs) to retain and treat stormwater on-site. BMPs include catch basins at varying levels of the proposed structure leading up to the retaining wall in addition to locations in the surface parking areas. The Applicant would be responsible for routine maintenance of the catch basins, filter inserts, and water store tank. Additionally, implementation of the approved water quality plans for the Project would ensure pollutants do not runoff and enter PCH and the Pacific Ocean. Therefore, the Project is consistent with Caltrans comment.

Response A.7

The comment states the Project is required to have a transportation permit from Caltrans for transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways. Caltrans recommends large size truck trips be limited to off-peak commute periods and idle times to not exceed 10 minutes.

As described in Section 1.4, *Project Approvals*, the Project is required to obtain permit approval for hauling on Caltrans right-of-way, such as along PCH, which may include additional construction-related requirements to obtain approval as mentioned above. Further, as described in Section 4.17, *Transportation*, of the IS-MND, the City applies Local Coastal Plan standard conditions to all applicable projects to minimize impacts to transportation and traffic including but not limited to: "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 Caltrans." Comments regarding recommendations for the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and will be available to decision-makers for planning and policy consideration.

MALIBU OPEN SPACE ALLIANCE

Received
4/27/2021
Planning Dept.

TO: Adrian Hernandez, Principal Planner
FROM: Malibu Open Space Alliance by Charlotte Frieze
RE: Malibu Inn Motel Mitigated Negative Declaration
DATE: April 22, 2021

B.1 ***"The CV-1 District is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting."***

It is not clear how this project benefits the residents of Malibu. Nor how it is designed to be consistent with the rural character and natural environment. A project that requires this number of variances is not one that is respectful of Malibu's residents, its rural character and natural environmental setting and its Malibu Building Codes.

B.2 Malibu has building codes and guidelines for the purpose of steering the development within the City. The City Planning Department should be working to benefit Malibu residents and insist that developers design to meet these codes.

Malibu's Mission and Vision Statements have been ignored by the Planning Department in their review of this project. This project is far from residential in scale. It accelerates urbanization in the center of Malibu.

B.3 If City staff were working to prevent the urbanization of Malibu, they would have recognized that the proposed project is out of scale with central Malibu. Malibu instated codes to prevent super sized structures to over shadow the low, beach community type buildings for which Malibu is known. For instance the neighboring Chabad building and the Casa Escobar are both under 18 feet high. The Municipal Code and MLCP were enacted to prevent the repeat of the overpowering County approved clock tower.

The total effect of the Malibu Inn Motel when combined with the clock tower building is to create a concrete canyon where before there was a naturally sloping coastal bluff. This is appropriate for a large city not a coastal destination that attracts tourists for its ***rural character and natural environmental setting.***

B.4 How could the City staff not recognize that not only does the FAR exceed the allowable FAR, but the height has been miscalculated as well? The height should have been calculated from grade making this structure 46 feet to the top

B.4 of the elevator shaft not the allowable 28 feet. In actuality this project is a two-story motel with a one-story garage and a 4th floor pool deck that is serviced by an elevator and surrounded by a 36-42" high guardrail. The so-called subterranean parking is only 4 feet below grade with most of the parking above grade.

B.5 The property currently meets the adjacent properties at grade. The renderings illustrate the walls required to retain the slope on the sides as well as behind the structure. Whereas the sidewalk currently meets the grade flush, the outdoor parking is a car height above and requires a sloped driveway for entry. This does not demonstrate a project that is trying to fit into the community as required by CV-1: "***designed to be consistent with the rural character and natural environmental setting***." This project is instead a dominating presence especially when combined with the overpowering retaining wall built into the hillside.

B.6 It is also more difficult for a car or delivery vehicle to make the turn off PCH up a slope. This could cause back ups on PCH in an already congested area. In addition the slope could become a skateboarders dream.

B.7 Malibu has a distinctive character dominated by its mountains and bluffs that descend to PCH. The developer seemingly ignores the site's existing geological restraints by proposing to construct a 56.5-foot high retaining wall that cuts off the toe of the sloping natural coastal bluff.

B.8 The coastal bluffs give Malibu its character. How can the City permit cutting into the face of a coastal bluff in the center of town? This is **not** "***consistent with the rural character and natural environmental setting***".

B.9 This is an unstable bluff in a seismically active area. Malibu is known for its heavy rains and mudslides. What studies have been made to confirm the continued stability of the hillside once the project cuts into the existing slope to construct the retaining wall? What studies have been made to ensure the stability of the residential structure perched above this site?

B.10 The Malibu code allows for 1000 cu yds. of grading. The resulting cut and fill should be balanced and remain on site and not be exported. Grading into the bluff is not exempt. The Malibu Inn Motel project proposes 12,649 cu yds. of cut into a natural bluff. This is an amount they cannot reuse on the limited site. Hauling this amount of cut would require over a thousand truckloads each containing 10 cu yds. To say this would disrupt traffic and business in a key tourist area across from the renowned Malibu pier would be an understatement.

B.11 By code retaining walls in Malibu cannot exceed 6 feet. To fit this hotel into the site requires not only the rear 56.5-foot massive retaining wall but also high side retaining walls. The proposed hotel is embraced by retaining walls on three

B.11 sides to make its elevated construction possible. Consequently the hotel's ground level in effect sits one story above the adjacent properties dominating the streetscape. This not only requires excessive excavation but also would create an uncomfortable condition on the adjacent properties. Instead of a continuous flow both visually and actively from property to property on grade, this project bumps the grade up using terracing.

B.12 It is necessary to review more carefully the Traffic numbers provided by the developer. The traffic and congestion in the Pier Area and the number of accidents and deaths increase annually. Since the Woolsey Fire and the beginning of the Covid Pandemic, there has been a change in traffic flow. There is more construction in Malibu at a time when more people have chosen to work from home. Others have more flexible working hours that has led to an increase in tourism especially to Malibu's beaches and hiking trails. What used to be summer time weekend traffic has become year-round traffic. In pre-summer traffic it regularly takes 45 minutes on a weekend to travel from Big Rock to Trancas.

B.13 Emergency vehicles already are challenged by the weekend gridlock.

Parking is a critical challenge in the area due to the demands for employees as well as visitors. Cars waiting on the street to pull into parking lots block an entire lane on weekends reducing the traffic flow to a crawl.

B.14 It is time for the City to address the totality of the parking and circulation in this key tourist zone including the proposed Sea View Hotel and Malibu Inn Motel, the Malibu Beach Inn, Nobu, Soho House, the Malibu Pier and up to and including the Surfrider Beach Parking lot. Let's learn from Orange County where the beachside communities are now parking lots and major highways have been constructed to circumvent them.

B.15 Now is the time for Master Planning that takes into consideration the Vision and Mission statement that respects Malibu's rural character and natural setting, the continuous urbanization of Malibu, increased tourism traffic, parking challenges, increased pressure on groundwater, and most importantly SAFE EVACUATION. Residents of Western Malibu can attest to the fear created by congestion as they tried to flee the Woolsey Fire. PCH was moving at a snail's pace. Many drove through fire on both sides of PCH to reach safety.

In this time of Climate Change, it is necessary to rethink Malibu's development goals. **Recycle, Reuse, Reduce** should be foremost in developing a Master Plan for Malibu.

B.16 Malibu residents come first. Let's plan to preserve our community not make money for the developers. The money made by developers after all leaves

B.16 Malibu. We should encourage projects that respect Malibu and support small businesses.

Malibu is a sliver of paradise tucked in between the Santa Monica Mountains and the Pacific Ocean. Let's work together to keep it that way.

Thank you,

Charlotte M. Frieze
Founding Member
Malibu Open Space Alliance

Letter B

Commenter: Charlotte M. Frieze, Malibu Open Space Alliance

Date: April 22, 2021

Response B.1

The commenter states the visitor serving commercial (CV-1) zone district is intended to provide visitor serving users and be consistent with the rural character and natural environmental setting.

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. As described in Section 4.11, *Land Use and Planning*, the Project's proposed motel use would be consistent with the CV-1 zone district. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response B.2

The comment states it is unclear how the Project would benefit residents of Malibu and be consistent with the rural character and natural environment. Further, the comment states that a project with many variances is not respectful of City Code.

The Project would expand overnight accommodation access in the City, which would provide additional transient occupancy tax (TOT) revenue for the City to provide services and City improvements to residents, as well as benefiting local businesses such as restaurants and retail uses through increased visitation. Additionally, the Project would support resident's capacity to have overnight accommodation access for visiting family and friends. With regards to consistency with the rural character and natural environment of the area, the project site lies along PCH, a busy 4-lane arterial generally lined with existing 2- to 3-story commercial structures and only very limited natural habitats bordering or in the immediate vicinity of the site. Therefore, while many areas of the City are decidedly rural, the project site and vicinity are less so, and proposed development would generally be consistent with surrounding uses. Comments regarding the usefulness of the Project to City residents do not directly pertain to the analysis within the IS-MND.

With regards to variances, as described in Section 1.4, *Project Approvals*, of the IS-MND, the Project would require four variance approvals for grading, slope construction, retaining wall height, and surface parking setback. As described in the IS-MND, extensive technical studies particularly in regards to geology and soil impacts (refer to Section 4.7, *Geology and Soils*) have been completed for the Project. Technical expertise and the IS-MND conclude the Project would be safe to the public and environment with inclusion of the proposed variances. Approval of the Project and associated variances will be determined by the City. Therefore, the IS-MND provides analysis of impacts and required mitigation measures which directly address issues associated with the proposed variances. Nevertheless, comments regarding concern of the required extent of variances will be included within the public record and made available to decision-makers for planning and policy consideration.

Response B.3

The commenter states the Project is inconsistent with Malibu's Mission and Vision Statements, and would increase urbanization including through the height of the building. The commenter adds the Project when combined with the clock tower creates a concrete canyon and would not be consistent with the rural character and natural environmental setting.

The Project is consistent with the City's mission and vision statements and would not accelerate urbanization, nor create inconsistency with the character of the City. The project site is located along PCH, a busy 4-lane arterial generally lined with existing 2-story commercial structures in the City's CV-1 zone district, which allows for motel development. Given surrounding uses, the Project would not create a "concrete canyon". As stated in Section 1.4, *Project Approvals,* the Project would require a height variance for development of the retaining walls in excess of six feet in height (Approval of Variance NO. 18-031), and Project approvals and approvals of variances are required by the City's Planning Commission.

Response B.4

The commenter states the City did not recognize that the Project's floor-area ratio (FAR) exceeds the allowable FAR as well as that the building's height was miscalculated. The commenter feels the correct height is 46 feet (including the elevator shaft) not the allowable 28 feet. The commenter also disagrees that the structure is 2-stories and instead should be described as 4 stories to include the parking garage and rooftop deck.

The Project's FAR is correctly calculated at 0.15, which is consistent with City code. As described in Section 4.11, *Land Use and Planning- Impact B*, the Project proposes 7,693 square feet (sf) of commercial floor area on a 51,352 sf (1.18 acre) parcel, the resulting FAR would be 0.15, consistent with the maximum FAR permitted. The Project would require approval of Coastal Development Permit (CDP) No. 09-067, ensuring adherence to local and regional policies and goals throughout implementation of the Project. Therefore, the commenter's statement in regards to FAR exceedance is not accurate. Consistent with the Malibu Municipal Code (MMC), the Project does not include the subterranean parking lot as a floor in the building as it is located below ground and consists of interior parking spaces. Additionally, the rooftop deck is not a floor as defined under the MMC, but instead an additional use area located on a rooftop, which are not typically designated as a floor in commercial development in the City under adopted codes. Comments regarding concern of the details of the height of the Project as defined under the MMC that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration. It should be noted that the IS-MND discusses potential impacts to visual resource and aesthetics, as well as potential consistency with adopted City policy; impacts were found to be less than significant.

Response B.5

The commenter states the required sloping of the driveway for entry to the subterranean parking structure would not be consistent with the rural character and natural environmental setting required in CV-1 district. The commenter feels the Project is a dominating presence when combined with the retaining wall.

Subterranean parking lots are permitted within the CV-1 district in the City, which require sloped driveways to enter. The commenter states that the Project's driveway design is inconsistent with policies

related to the rural character and natural environmental setting. However, as described above, the Project is located along PCH, a busy 4-lane arterial generally lined with existing 2-story commercial structures, similar in size, bulk and scale to development nearby to the east and west of the site, including the Surfrider Inn. Please refer to Section 3.1, *Aesthetics,* for further discussion of driveway design and the limited visibility of the retaining wall.

Response B.6

The commenter states the sloped driveway would make vehicle entrance of PCH more difficult and increase congestion. The commenter states that the driveway slope would be a skateboarder's dream.

The driveway to PCH does not have any steep slopes, and the design of the subterranean parking lot's driveway would not increase traffic congestion from the existing level at the current surface parking lot. A through traffic study prepared by a licensed traffic engineer was prepared for the Project as described in Section 4.17, *Transportation*, which determined the Project would generate no more than 8 trips during the AM peak hour and 10 trips during the PM peak hour that would utilize this driveway. The proposed driveway alteration was reviewed by the City Public Works which ensured the driveway was properly designed so as not to substantially increase traffic hazards along PCH and would have excellent line-of-sight in both directions. With this review, the driveways would not pose any more safety effects than the existing driveway and would be similar to others entering PCH in the vicinity. Further, the Traffic Study concluded the proposed driveway system would improve onsite circulation and the sites connection with PCH and would not significantly impact operational efficiency of PCH's intersections. Therefore, the Project's driveway would not significantly impact traffic flows, turning movements, safety or congestion along PCH. Comments regarding concern of skateboard use of the driveway that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response B.7

The commenter notes that the mountains and bluffs in Malibu form a key part of the City's rural and natural environmental character, and states the developer ignores the site's geological restraints by placement of a retaining wall in the toe of a coastal bluff.

The Project would not reduce mountain or coastal bluff views and the building's roofline would remain well below the top of the slope and would not obstruct or alter any mountain views. Please refer to Section 4.1, *Aesthetics,* for analysis of the Project's design in consideration to view protection and potential impacts. The Project would not increase risks to the environment or public associated with potential geologic hazards of landslide or slope collapse by placement of the Project along the toe of the slope. The Project's geotechnical report thoroughly assesses these potential hazards and the adequacy of the site's proposed retaining wall and grading to avoid hazards. The geotechnical reports prepared for this Project's safety and stability include recommendations and approaches that address rainfall and earthquake hazards. For instance, Project design includes an additional freeboard on the rear yard retaining wall to provide added stability and tie backs for soil stability and fluid pressure accommodation.

Response B.8

The comment states the coastal bluffs give Malibu its character, and cutting into the coastal bluff would be inconsistent with the rural character and natural environmental setting.

The IS-MND addresses the potential changes in visual character of the site and slope and notes that views of the upper slope would not be impeded. Further, the Project would be generally visually consistent with existing buildings such as the existing Surfrider Inn to the west and Malibu Plaza to the east, both of which partially block views of the slope. Thus, the Project would not constitute a noticeable change from existing visual conditions along PCH. The City's code does not restrict development from obstructing a portion of the slope in the CV-1 zone district. The commenter asserts with evidence or citation of precedent that placement of a 2-story building, which is similar in size and height to other previously approved buildings along PCH within the CV-1 zone district to the east and west would be inconsistent with the rural character and natural environmental setting. However, as noted above, this segment of PCH is already relatively intensively developed, and while scenic, is not one of the City's more natural or rural areas and the Project would effectively constitute infill between the large scale Malibu Plaza to the east and the Surfrider Inn to the west.

Response B.9

The commenter states the Project is located adjacent to an unstable bluff in a seismically active area that is known for heavy rains and mudslides. The comment asks what studies have been done to confirm the continued stability of the hillside after placement of the retaining wall as well as to residential structures above the site.

While the City may be seismically active and support areas prone to mudslides, the bluff at the project site has been subject to extensive study by qualified geotechnical experts and has not been found to be particularly unstable (see Appendix B). These studies have set forth a detailed set of *required* recommendations to address slope stability, provide adequate design of the retaining wall and ensure protection of structures upslope from the Project. The City's code does not require all cut and fill to remain onsite for construction projects. As described in Section 4.7, *Geology and Soils-City Standard Conditions of Approval*, the Project would comply with City Standard Conditions of Approval. Additionally, all recommendations of consulting certified engineering geologist or geotechnical engineer and/or City geotechnical staff related to grading will be incorporated into the final design. Further, the Project would be required to follow design provisions through the International Building Code (IBC) and California Building Code (CBC) (as adopted by the City of Malibu and codified in MMC Section 15.04.010) to employ design standards that consider seismically active areas to safeguard against major structural failures or loss of life, including standards related to material composition and hillside tie-backs. Therefore, as described in the IS-MND, the Project would be required to incorporate adequate design measures to reduce impacts from seismic activity risk from slope development. Finally, the IS-MND does not state grading on a slope is an exempt activity, and as stated above would comply with all required approvals and design methods.

Response B.10

The comment states the Malibu code allows for 1,000 cubic yards (cy) of grading, and cut and fill should be balanced onsite. The comment also states grading on a bluff is not exempt and that the Project would require thousands of truckloads of graded materials containing 10 cy, which would disrupt traffic.

The IS-MND acknowledges the Project's exceedance of the City code's 1,000 cy per commercial acres of non-exempt grading would require a variance approval (Variance No. 18-029), as stated in Section 1.4, *Project Approvals*. However, the City's code does not require all cut and fill to remain onsite for

construction projects. The IS-MND identifies the required projected number of heavy haul truck trips for export of materials during project construction and addresses associated potential impacts to transportation, air quality and other issues. As described in Section 1.3, *Project Description,* export of approximately 12,255 cy of excavated soil would require use of approximately 613 to 875 heavy haul truck trips, assuming use of 14 to 20 cy haul trucks, though notes the average amount varies. As described in Section 4.17, *Transportation*, traffic control measures would be required, such as through use of flaggers for trucks entering and leaving the site along PCH.

Response B.11

The comment states City code does not allow retaining walls to exceed 6 feet. The comment states the proposed 56.5 foot retaining wall touches the hotel on 3 sides, which would elevate the Project's ground level to be one story above adjacent properties resulting in an uncomfortable condition and visual impacts.

The IS-MND acknowledges the Project's retaining walls would not be exempt from approval and that the Project is required to apply for approval of a variance for this retaining wall, as stated in Section 1.4, *Project Approvals.* The commenter incorrectly states the retaining wall would be 56.5 feet; as stated in Section 1.3, *Project Description*, the retaining wall would be installed at the north side of the motel structure along to retain the graded slope and would extend up to 46 feet in height above the elevation of the first floor, constructed to secure the slope following excavation. The proposed structure and proposed trees would obscure the vast majority of the retaining wall, resulting in less than significant impacts, as further discussed in Section 4.1, *Aesthetics*.

Response B.12

The commenter asserts the Project's traffic numbers need to be more carefully considered due to existing traffic and the number of accidents annually. The commenter adds since the Woolsey Fire and beginning of COVID-19 pandemic, more construction has occurred in the City and tourism has increased.

The IS-MND and associated traffic study carefully document and support project increases in traffic volumes as well as accident patterns and frequency along PCH. The COVID-19 pandemic is anticipated to have included abnormal traffic volumes in the City. Therefore, the IS-MND, as stated in Section 4.17, *Transportation*, uses traffic counts collected in 2019 to provide a more representative typical long-term level of traffic "pre-pandemic". As described in Section 4.17, *Transportation-Impact A,* of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The IS-MND acknowledges that PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. Based upon the traffic study contained in Appendix C, the Project is projected to generate a net increase of approximately 68 average daily trips (ADT), which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation.*

Response B.13

The comment states emergency vehicles already experience challenges from weekend traffic congestion.

The Project would not result in a significant impact to emergency vehicle access to PCH or resident evacuation during disasters including wildfires. As stated in Section 4.9, *Hazards and Hazardous Materials*, the Project's incremental increase in traffic would not substantially increase congestion during disasters and would have less than significant impacts as it would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Caltran's review of the Project's Encroachment Permit would ensure circulation modifications to the driveways (e.g., removing one western driveway and inserting one eastern driveway) would not impact emergency operations on PCH. Additionally, options available to emergency vehicles such as using sirens to clear a path of travel or driving in opposite traffic lanes would ensure the effect of any incremental increases in traffic remain less than significant. Please refer to Section 4.9, *Hazards and Hazardous Materials*, for further discussion of emergency vehicle access to the site and PCH.

Response B.14

The comment states the City needs to address the parking and circulation issues in the key tourist zone around the Malibu Inn Motel and other major businesses.

The IS-MND thoroughly addresses potential parking and circulation impacts associated with the Project, including cumulative impacts and finds all impacts are less than significant, with mitigation. Finding a parking solution for this area is not in the purview of this IS-MND and the comment will be made available to decision-makers for planning and policy consideration.

Response B.15

The comment states master planning must take into consideration Malibu's rural character and natural setting, continuous urbanization of Malibu, increased tourism traffic, parking, groundwater, and most importantly safe evacuation. The commenter states traffic along PCH caused a safety concern during the Woolsey Fire due to the slow speed on both sides of PCH.

The IS-MND considers all aspects considered by the commenter, including biological resources, aesthetic considerations, traffic, parking, groundwater, evacuation, and safety. Additionally, all comments will be included in decision-maker considerations on Project approval. The IS-MND considers the City's natural setting within Section 4.4, *Biological Resources*, which considers species and natural habitats, rural character within Section 4.1, *Aesthetics*, which considers the area's topography and existing development, and groundwater within Section 4.10, *Hydrology and Water Quality*, which considers the Project's potential impacts on surface and subterranean water quality. Traffic and safety considerations are included within Section 4.17, *Transportation*, including congestion, vehicle miles traveled, and geometric hazards from site ingress and egress, and safety and evacuations – particularly those from wildfire. Further, Sections 4.20, *Wildfire*, 4.17, *Transportation*, and 4.9, *Hazards and Hazardous Materials*, note that the Project would not exacerbate existing wildfire threat nor impede potential evacuation efforts.

Response B.16

The comment states the City should rethink development to consider recycle, reuse, and reduce. The comment asserts Malibu residents should come first and the community should be preserved above making money for developers.

The IS-MND provides detailed analysis of all potential Project impacts and requires mitigation measures to address such where required. Comments regarding opposition to the proposed Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: cynthia randall
To: Adrian Fernandez
Subject: Re: Hotel Project
Date: Sunday, March 7, 2021 1:27:57 PM

Mr. Hernandez:

1.1 As a Malibu resident, I oppose the new hotel proposed to be built across from the pier. During summer and weekends, that area is already way too congested with people looking for parking and making dangerous u-turns.

1.2 Instead, we desperately need a PARKING lot (preferably multi-story) there!!! Other towns make sure to have public parking. Why doesn't Malibu???

Thank you,
Cynthia Randall Hutchison
[redacted]
--

Peace and blessings,

Cynthia Randall
[redacted]

Letter 1

Commenter: Cynthia Randall, Malibu resident

Date: March 7, 2021

Response 1.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter states that they oppose the Project to be built across from the pier due to the area's existing traffic congestion and associated safety concerns for parking and U-turns by the public.

However, the proposed Project would provide safe and legal vehicular access and would not substantially increase traffic on PCH. As described in Section 4.17, *Transportation-Impact A*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation and access to PCH and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for further discussion of transportation related issues. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 1.2

The commenter suggests the site should be a parking lot to address existing public parking challenges in the City.

The Project would not substantially affect parking demand in the area, would provide adequate parking and would include a total of 24 parking spaces for Malibu Inn under a Joint Use Parking Agreement (JUPA). Malibu Inn's parking is currently addressed at the site through a JUPA, as described in the IS-MND. Further, the Project complies with MMC requirements for parking as described in Section 1.3, *Project Description of* the IS-MND.

> *"The Project would provide 47 parking spaces, as detailed in Table 2, Proposed Parking Program. Per MMC requirements and the JUPA, one parking space is required for every 50 sf of restaurant floor area for the restaurant that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 spaces that are required from the adjacent Malibu Inn property. Additionally, per MMC Section 17.48.030 – Specific Parking Requirements – one parking space for each lodging unit (keyed room) is required, totaling 20 spaces, in addition to one space for the average, per-shift number of employees, totaling 3 spaces. As a result, the Project is required to provide a minimum of 47 parking spaces to be consistent with MMC requirements."*

In addition, as described in Section 4.17, *Transportation- Impact A*, of the IS-MND, the Project would increase the amount of onsite parking by 7 spaces from existing capacity, and similar to existing

conditions, the property owners are contemplating the installation of car lifts in excess of the minimum required parking spaces, which they would make available for paid public parking during periods of lower occupancy.

Nevertheless, comments regarding opposition to the Project that do not directly pertain to the adequacy of analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: [redacted]
To: Adrian Fernandez
Subject: Proposed Malibu Inn
Date: Sunday, March 7, 2021 3:13:20 PM

To Whom it my concern

2.1 I object to the propose construction. I have live in Malibu since 1976. It is necessary to maintain a infrastructure to support residents and tourists. Turning one of the few available parking areas in that area into a motel is ridiculous.

2.2 That area has a major amount of congestion on it's good days. Adding to it makes no sense with such a limited payback for the overall community.

Sincerely,

David L. King

Letter 2

Commenter: David King, Malibu resident

Date: March 7, 2021

Response 2.1

The commenter states that they oppose the Project due to the conversion of a public parking lot to motel use.

The project site is currently operated as a private parking lot where the public is allowed to park for a fee. The Project would include a total of 24 parking spaces for Malibu Inn under a JUPA. Malibu Inn's parking is currently addressed at the site through a JUPA, as described in the IS-MND. Further, the Project complies with MMC requirements for parking as described in Section 1.3, *Project Description of* the IS-MND.

The Project would provide 47 parking spaces, as detailed in Table 2, Proposed Parking Program. Per MMC requirements and the JUPA, one parking space is required for every 50 sf of restaurant service area for the restaurant that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 spaces that are required on the project site from the adjacent Malibu Inn property. Additionally, per MMC Section 17.48.030 – Specific Parking Requirements – 23 spaces are required of the project site. In addition, as described in Section 4.17, *Transportation- Impact A*, of the IS-MND, the Project would increase the amount of onsite parking by 7 spaces from existing capacity and similar to existing conditions, and some stacked parking spaces may be made available for paid public parking during periods of lower occupancy.

Nevertheless, comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 2.2

The commenter states the area experiences a major amount of congestion typically, so an additional source of traffic would have limited payback for the community.

The Project would not add a significant number of trips to the area. As described in Section 4.17, *Transportation-Impact A,* of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The IS-MND acknowledges PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for further discussion of transportation

related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: christine kauffman
To: Adrian Fernandez
Subject: Motel
Date: Monday, March 8, 2021 3:13:54 PM

3.1

I have lived in Malibu for over 20 years. I stopped driving 7 years ago because I found the traffic to be too unpredictable for someone in their 60s. Between weekend traffic, summer traffic, blissed out surfers, bicycles and pedestrians the confusion and aggression of other drivers this driver threw up her hands and said no more! I value life and limb of myself and others.

Putting a"motel" up is a recipe for disaster and death. These 24 miles of PCH already exceed the death rate of other roads in similar small towns. The road and residents cannot be expected to deal with an increase in traffic, parking and accidents.

Sent from my iPad

Letter 3

Commenter: Christine Kauffman, Malibu resident

Date: March 8, 2021

Response 3.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project IS-MND. The commenter opposes the Project due to the existing congestion along PCH in the City, particularly during weekend and summer traffic. The commenter asserts the 24 mile stretch of PCH in Malibu exceeds the death rate of other roads in small towns, so the City should not cause an increase in traffic through development of the Project.

The Project would result in a minimal increase in traffic and would be designed to safely accommodate moderate amounts of new traffic onto PCH. As described in Section 4.17, *Transportation- Impact A*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. Additionally, the IS-MND acknowledges the importance of traffic safety to residents and the public along PCH in the City, and addresses the risk of U-turns and pedestrians stops during busy times in Section 4.17, *Transportation*, and addressed within *Impact C*, which addresses hazards and geometric design features. The Project would not increase the number of driveways that could increase vehicle congestion, and Appendix C, *Transportation Studies*, includes further assessment of the Project's safety and finds no exacerbation of safety associated with U-turns or pedestrian use. The Project would comply with the City's Local Coastal Plan standard conditions to minimize impacts to transportation and traffic (e.g., completion of a construction staging plan, transportation permit from Caltrans, etc.). The IS-MND further acknowledges PCH in the City experiences peak periods of visitor traffic on weekends, particularly in the summer months, and coinciding with weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation- Impact B.* Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND, will be included within the public record, and made available to decision-makers for planning and policy consideration.

From: Inez McGee
To: Adrian Fernandez
Subject: Malibu Inn Motel
Date: Monday, March 8, 2021 5:01:36 PM

Good afternoon,

4.1 I would like to voice my opposition to a new motel at the Malibu Inn site. That is one of the most congested and dangerous sections of PCH and adding a motel would make it more so. On a weekend, or for that matter any sunny beach going day, it is like running the gauntlet thru that stretch of highway. With the pier traffic, pedestrians, Nobu and beachgoers all looking for parking and pulling out into traffic or making illegal u-turns, it is already an insane driving situation. Enough already. Please do not let this project go forward.

Thank you and be well,

Inez McGee
Pt. Dume resident since 1993

Letter 4

Commenter: Inez McGee, Point Dume resident

Date: March 8, 2021

Response 4.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter opposes the Project due to its location on a dangerous and congested portion of PCH, which the Project would exacerbate. The commenter feels existing parking and traffic conditions make safe driving in the area a challenge.

The project site has adequate line of site along PCH and the limited increase in traffic associated with project development would not cause a substantial increase in congestion or traffic safety hazards. As described in Section 4.17, *Transportation*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. Section 4.17, *Transportation- Existing Setting,* further acknowledges the importance of traffic safety to residents and the public along PCH in the City. As noted by the IS-MND and Appendix C, the City completed a PCH Safety Study including review of collision data from 2012, 2013, and 2014, and PCH Safety Study found that there were 20 collisions along the segment of PCH between Serra Road and Sweetwater Canyon Drive during the study period. The most common types of collisions in this segment of PCH were rear-end collisions associated with excessive vehicle speed and sudden stops for mid-block pedestrian crossings or vehicles making left-or U-turns, as described in Section 4.17, *Transportation-Existing Setting.* Therefore, the surrounding Project area along PCH has underlying collision rates based on pedestrians, unsignalized left turns, and U-turns. To avoid exacerbating this condition,

> *"Direct vehicle access from PCH would be implemented through the installation of an unsignalized right-in and right-out driveway at the eastern edge of the project site's southern boundary. The existing driveways at the adjacent Malibu Inn, including one signalized driveway, would also continue to provide vehicle access to the project site from the west. Pedestrian access would be provided via the sidewalk along PCH and associated walkways entering the site."*

Therefore, the Project would not increase unsignalized pedestrian crossings, unsignalized left-turns, or U-turns. The Project would also comply with the City's Local Coastal Plan standard conditions to minimize impacts to transportation and traffic (e.g., completion of a construction staging plan, transportation permit from Caltrans, etc.) to the greatest extent feasible.

The IS-MND also acknowledges PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic Section 4.17, *Transportation- Impact B.* Please refer to Section 4.17, *Transportation,*

for further discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: daniel calderon
To: Adrian Fernandez
Subject: New motel
Date: Monday, March 8, 2021 1:42:48 PM

Hello there.

I am writing to voice my concern over the proposed new motel plans opposite Malibu Pier.....

I moved from Silverlake LA, to Malibu for a particular lifestyle, one that had less population density, less commercial real estate and more open space..... If I had wanted to live in a 'beach city' I would have moved to Manhattan Beach, LongBeach, or San Pedro.

5.1

I am very concerned that certain members of Malibu council and other powers-that-be seem to want to turn Malibu into a shopping-by-the-sea-hotel destination.
We already have the massive development, next to the large Wholefoods development being built.... More empty storefronts serving no-one in the community, and depriving humans and wildlife of beautiful nature.....

PCH is a nightmare drive on weekends (ask the majority of residents and you will find most do not leave their houses on these days).
Reckless drivers, including car clubs, descend in vast numbers with little police oversight (no local force of our own) and no local tow truck company!!!(because they were forced out due to commercial real estate development).

The particular stretch by the pier where the new motel wants to build is particularly problematic due to high traffic density (much of which is caused by NOBU and Soho House, that still can't seem to abide by the rules that they agreed to abide by when planning permission was granted).
Parking is already limited at best..... (I know, the motel will have its own parking lot, but the reality will be more cars and less parking for all)!

I can't begin to stress enough that PCH and the surrounding infrastructure cannot take this never ending commercialization.

We, the residents, the people that live here, should have our voices heard.
We don't want another massive shopping center. We don't want a Tesla car showroom. We don't want a motel. If we have to have commercial development, we want businesses that serve our community ie; a local tow truck company.
Otherwise we just would rather have wild open space for all of us humans and non-humans alike to enjoy.

Thank you for your time.

Katarina Vinegrad/Calderon.

"What the caterpillar calls the end, the rest of the world calls a butterfly."
Lao Tsu

"What the caterpillar calls the end, the rest of the world calls a butterfly."
Lao Tsu

Letter 5

Commenter: Katarina Vinegrad Calderon, Malibu resident

Date: March 8, 2021

Response 5.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter voices concern of the Project due to existing conditions on PCH in the City. The commenter is concerned some of the Malibu City Council-members and other powers want to turn Malibu into a shopping by the sea hotel destination. The commenter cites existing problems of weekend roadway congestion, traffic safety challenges, and particular congestion across from the proposed site associated with the pier.

The project site has adequate line of site along PCH and the limited increase in traffic associated with project development would not cause a substantial increase in congestion or traffic safety hazards. As described in Section 4.17, *Transportation*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. Section 4.17, *Transportation- Existing Setting,* acknowledges the importance of traffic safety to residents and the public along PCH in the City. The City completed a PCH Safety Study including review of collision data from 2012, 2013, and 2014, and PCH Safety Study found that there were 20 collisions along the segment of PCH between Serra Road and Sweetwater Canyon Drive during the study period (Appendix C). The most common types of collisions in this segment of PCH were rear-end collisions associated with excessive vehicle speed and sudden stops for mid-block pedestrian crossings or vehicles making left-or U-turns, as described in Section 4.17, *Transportation-Existing Setting.* Therefore, the surrounding Project area along PCH has underlying collision rates based on pedestrians, unsignalized left turns, and U-turns. To avoid exacerbating this condition,

> *"Direct vehicle access from PCH would be implemented through the installation of an unsignalized right-in and right-out driveway at the eastern edge of the project site's southern boundary. The existing driveways at the adjacent Malibu Inn, including one signalized driveway, would also continue to provide vehicle access to the project site from the west. Pedestrian access would be provided via the sidewalk along PCH and associated walkways entering the site."*

Therefore, the Project would not increase unsignalized pedestrian crossings, unsignalized left-turns, or U-turns. The Project would also comply with the City's Local Coastal Plan standard conditions to minimize impacts to transportation and traffic (e.g., completion of a construction staging plan, transportation permit from Caltrans, etc.) to the greatest extent feasible.

The IS-MND acknowledges PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well

below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic. Please refer to Section 4.17, *Transportation,* for further discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: Patricia Salazar
To: Adrian Fernandez; Lilly Rudolph
Subject: FW: hotels on the pch
Date: Thursday, March 11, 2021 1:08:14 PM

Public comment. Please have this uploaded to onbase for each project.

From: [redacted]
Date: March 9, 2021 at 12:52:11 PM PST
To: Karen Farrer <kfarrer@malibucity.org>, Mikke Pierson <mpierson@malibucity.org>, Bruce Silverstein <bsilverstein@malibucity.org>, Steve Uhring <suhring@malibucity.org>, Kathleen Stecko <kstecko@malibucity.org>
Cc: res02igz@verizon.net, Jeffrey D Jennings <jdjenningslaw@gmail.com>, Patricia Salazar <psalazar@malibucity.org>, Richard Mollica <rmollica@malibucity.org>, Fred Roberts [redacted]
Subject: hotels on the pch
Reply-To: [redacted]

6.1 the number one job of the city counsel is safety

now 2 new hotels are proposed for the pch. people on sell phones not knowing malibu
looking to turn in and out on the pch. the pch in the carbon beach area has an already
high number of accidents and now you want to consider approving 2 new hotels

6.2 in case of fire. most fires come over the mountains from the valley on santa ana winds
how are you proposing to evacuate malibu residents down the pacific coast highway.
the citys failure was quite evident in the last fire on November 2018.

6.3 the city has done nothing to mitigate the traffic and several new buildings have already
been approved in the civic center commercial area adding to congestion on the highway.

For the sake of safety please do not approve either of the proposed hotels

BEST REGARDS
TERRY LUCOFF

Letter 6

Commenter: Terry Lucoff

Date: March 9, 2021

Response 6.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter states PCH has a high number of accidents and opposes the development of the two currently proposed hotels in the City. To note, this Project and IS-MND pertain to solely the Malibu Inn Motel Project.

The project site has adequate line of site along PCH and the limited increase in traffic associated with project development would not cause a substantial increase in congestion or traffic safety hazards. Section 4.17, *Transportation- Existing Setting,* acknowledges the importance of traffic safety to residents and the public along PCH in the City. The City completed a PCH Safety Study including review of collision data from 2012, 2013, and 2014, and PCH Safety Study found that there were 20 collisions along the segment of PCH between Serra Road and Sweetwater Canyon Drive during the study period (Appendix C). The most common types of collisions in this segment of PCH were rear-end collisions associated with excessive vehicle speed and sudden stops for mid-block pedestrian crossings or vehicles making left-or U-turns, as described in Section 4.17, *Transportation-Existing Setting.* Therefore, the surrounding project area along PCH has underlying collision rates based on pedestrians, unsignalized left turns, and U-turns. To avoid exacerbating this condition,

> *"Direct vehicle access from PCH would be implemented through the installation of an unsignalized right-in and right-out driveway at the eastern edge of the project site's southern boundary. The existing driveways at the adjacent Malibu Inn, including one signalized driveway, would also continue to provide vehicle access to the project site from the west. Pedestrian access would be provided via the sidewalk along PCH and associated walkways entering the site."*

Therefore, the Project would not increase unsignalized pedestrian crossings, unsignalized left-turns, or U-turns. The Project would also comply with the City's Local Coastal Plan standard conditions to minimize impacts to transportation and traffic (e.g., completion of a construction staging plan, transportation permit from Caltrans, etc.) to the greatest extent feasible.

Please refer to Section 4.17, *Transportation,* for further discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 6.2

The commenter states most wildfires come over the mountains from the valley due to the Santa Ana winds and requests information on how the Project would evacuate Malibu residents down PCH.

The Project would contribute in a minor incremental way to wildfire evacuation related congestion and would be subject to any City adopted emergency evacuations plans. The commenter identifies the Santa

Monica Mountains along the southern edge of the City that is known for the chaparral-urban interface of dry vegetation and urban development, which during dry weather conditions, seasonal Santa Ana winds, and high temperatures contribute to a risk of wildfire, as described in Section 4.20, *Wildfire- Existing Setting,* of the IS-MND. As described in Section 4.20, *Wildfires- Impact A*, the Project would be located in a designated Fire Hazard Severity Area. However, the Project is required to comply with existing County of Los Angeles and City of Malibu Emergency Response Plans. The City of Malibu's 2018 emergency Operations Plan provides an operational approach to response and recovery from potential hazards. The site is directly accessible to a regional transportation resource, PCH, and no new areas of service would be required for emergency personnel. Additionally, the site is designed for throughput access from PCH to the Malibu Inn parking area, which would improve adequate fire department access with the Project's driveway modification on the eastern end. As such, the Project would be in compliance with the City's Emergency Response Plans and would not exacerbate wildfire risk to the public.

Please refer to Section 4.20, *Wildfires*, for further discussion and analysis of wildfire setting and impacts. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 6.3

The commenter states the City has not adequately mitigated traffic from new development and is adding congestion to PCH.

As noted within the IS-MND, Caltrans has responsibility for managing traffic flows along PCH and implementing required improvements. The City can only condition individual development projects to provide frontage and other improvements as has been done in this case. As described in Section 4.17, *Transportation*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as further described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for additional discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: [redacted]
To: Adrian Fernandez
Subject: New Malibu Inn Hotel Project
Date: Sunday, March 14, 2021 4:59:08 PM

7.1 I and all members of my family are very much against the new Malibu Inn Hotel project. As we all know PCH is already gridlocked most of the time. We have Norm Hainey's hotel going up very close by and of course our favorite, La Paz (don't remember the new name) in the Civic Center. Do we want complete gridlock on PCH? We definitely need a

7.2 traffic study. The height of this is a blight on PCH. Why does it need to be so high. Of course Malibu will get more revenue. Seems to be the only thing our city cares about. We've forgotten about the quality of life

7.3 for people that live here. Please deny this project.

Carla McCloskey

Letter 7

Commenter: Carla McCloskey (1), Malibu resident

Date: March 14, 2021

Response 7.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter opposes the Project due to the existing traffic congestion on PCH in the City, which will be exacerbated by additional proposed hotel development (e.g., Norm Hainey's hotel).

The Project would result in a minor incremental increase in traffic and proposed driveway improvement would be designed to ensure safe access and avoid disruption of existing traffic flows. As described in Section 4.17, *Transportation*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for further discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 7.2

The commenter feels the proposed Project height would be a blight on PCH, and requests additional information on why the structure is so high.

The Project would be similar in size, bulk and scale to other surrounding developments. The Project would be a height of two stories or nearly 24 feet above finished or existing grade for plat roofs and 28 feet above finished or existing grade for sloped roofs, with the elevator shaft protruding the highest. The remaining 36 percent of the site would remain undeveloped open space. The Project's design has limited height to not exceed nearby building height, and earth tone color walls to match the surrounding environment. While the Project would be of greater height than the existing site's surface parking lot and requires approval of Site Plan Review (SPR) No. 18-025 for a building height over 18 feet, the site height is aesthetically consistent with surrounding development's height. Therefore, aesthetic impacts associated with the Project's height would be less than significant. Please refer to section 4.1, *Aesthetics* for further discussion and analysis of building height and design features.

Response 7.3

The commenter states the Project is revenue driven, feels this is the City's top priority, and expresses the City has forgotten about quality of life for residents.

The Project is providing visitor serving uses consistent with underlying Visitor Serving 1 zone and the State Coastal Act priorities. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: Lester Tobias
To: Adrian Fernandez
Subject: Malibu Inn Motel Negative Declaration: opposition comments
Date: Sunday, March 14, 2021 3:34:10 PM

I am writing in opposition to the proposed hotel on the site adjacent to the Malibu Inn.

8.1 My first point of opposition is that there is no relief in our LIP for a retaining wall that is fifty feet tall (the dimensioning of their figure 3 is incorrect), with thirteen feet exposed, and a secondary retaining wall behind it.

The spirit of our retaining wall limitations is rooted in “landform alteration” as well as visual appearance. When our code goes to great length to talk about working with existing topography, and limiting grading to a mere one thousand cubic yards, this is done to minimize the impacts of construction on the “natural" topography (or at least the topography that exists when a project is proposed).

The findings for the variance for the grading and the retaining wall simply can not be met.

8.2 My second point of opposition is that the existing JUPA and parking space analysis is significantly under counted, and since a JUPA is not a right, but a granted privilege, I think the city would be making a mistake in approving any transfer of rights or a new JUPA without significant increases to the required parking numbers.

8.3 I am a proponent of a comprehensive study and possible new zoning designation for the landward side of the Pacific Coast Highway between, say Carbon Mesa and the Civic Center to something along the lines of a “Hospitality Zone” with the types of setbacks, landform alterations, and other amenities like shuttle services and pedestrian bridges to allow for safe, reasonable commercial development of small hotels and restaurants while safely moving through-traffic along that corridor.

Until we have this new zoning, I oppose all of these slap-dash, multi-variance submittals that do nothing for Malibu, and everything for the property developer.

Thanks.

LT

--
Lester Tobias, Principal
Tobias Architecture, Incorporated
29160 Heathercliff, Suite 400
Malibu, California 90265
(310) 317-0507

Letter 8

Commenter: Lester Tobias, Tobias Architecture, Inc.

Date: March 14, 2021

Response 8.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter opposes the Project partially because the City's Local Coastal Program Local Implementation Plan has no relief for a retaining wall that is fifty feet tall (states the Figure 3 dimensions are incorrect) with thirteen feet exposed. The commenter asserts the findings for variance for the Project's grading and the retaining wall cannot be met effectively.

The comment notes that the proposed retaining wall could impact the visual character of the area, although the wall would not be visible to passersby on PCH. The comment incorrectly states Figure 3 is inaccurate in regards to Figure 3's retaining wall height. As described in Section 1.3, *Project Description*, of the IS-MND, the back support wall would be a height of 46 feet above finished grade and approximately 52.5 feet above the finished floor elevation of the subterranean parking level. Therefore, Figure 3 is accurate in its depiction of the retaining wall. Further, a variance would be required for the proposed installation of a retaining wall taller than 6 feet and on a slope steeper than 2.5 (horizontal) to 1 (vertical) slopes.

Section 4.7, *Geology and Soils-Impact A*, provides discussion and analysis of required building compliances and recommendations of Appendix B to ensure the Project's retaining wall sufficiently meets building development standards for public safety including during earthquakes and landslides. The following excerpt from Impact A for earthquake related impacts provides an example of how the Project will ensure geotechnical safety.

> *"The residential structure located north of and above the slopes on and adjacent to the project site has been identified on top of a potentially unstable slope, and excavation of the toe to this slope for the new hotel, subterranean parking and retaining wall have the potential to cause slope failure if exacerbated by rainfall. However, the Project would be designed to not impact the structure above, as it has undergone extensive geotechnical review to ensure stability, incorporates stabilizing and wing retaining walls for heightened slope stability, and would be required to follow design provisions through the International Building Code (IBC) and California Building Code (CBC) (as adopted by the City of Malibu and codified in MMC Section 15.04.010) to employ design standards that consider seismically active areas to safeguard against major structural failures or loss of life. With adherence to applicable building codes and the recommendations of the Project-specific geotechnical report, direct and indirect impacts associated with the exposure of people or structures to potential substantial adverse effects, including the risk of loss of life, injury, or death involving rupture of a known earthquake fault would be less than significant."*

Nevertheless, comments regarding opposition to the Project will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 8.2

The commenter's additional point of opposition is the existing JUPA and parking space analysis is that parking demand is significantly undercounted. The commenter adds a JUPA is a granted privilege and not a right, so asserts that the City is making a mistake in approving any transfer of rights of a new JUPA without significant require parking increases.

The IS-MND fully assesses potential parking impacts and there is no evidentiary basis to assert otherwise. The Project would continue to be subject to the existing JUPA with Malibu Inn under which the project site is required to provide sufficient parking to support land uses on both properties. A JUPA was previously approved by the City for the Malibu Inn to use 31 parking spaces on the adjacent surface parking lot. The JUPA will continue to be honored except the total number of offsite parking spaces will be reduced to 24, given a change in restaurant service area to retail, which has a lower parking demand. The Project would provide 47 parking spaces, as detailed in Table 2, Proposed Parking Program. Per MMC requirements and the JUPA, one parking space is required for every 50 sf of restaurant service area for the restaurant that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 spaces that are required on the project site for the adjacent Malibu Inn property. Additionally, per MMC Section 17.48.030 – Specific Parking Requirements – 23 spaces are required of the project site property. Please refer to Section 1.3 *Project Description,* for full description of the JUPA. Comments pertaining to the City's rights to approve a JUPA are noted as well as the comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to the decision-makers for planning and policy consideration.

Response 8.3

The commenter is a proponent of a comprehensive study and possible new zoning designation for the landwards side of PCH as a "Hospitality Zone." However, until this new zoning would be in place the commenter opposes variance submittals for the City.

The Project is consistent with existing zoning and the long-term concept of a new hospitality zone. Comments pertaining to a recommended new zoning designation named "Hospitality Zone" are noted, and the IS-MND otherwise considers land use impacts, of which the IS-MND's Section 4.11, *Land Use and Planning*, did not identify a potentially significant impact. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: Jamie Ottilie
To: Adrian Fernandez
Subject: malibu beach inn hearing
Date: Monday, March 15, 2021 11:19:22 AM

I understand that the proposal for the Malibu Beach Inn is coming before the planning commission. I have the following questions and comments:

9.1

- Has a traffic study for the area been completed that takes into account all of the driveways, left turns, pedestrians jay walking to the beach, people making illegal u turns etc in the area?

9.2

- How can additional development be considered for this area when Nobu and Little Beach House continue to create traffic nightmares every warm weekend? There needs to be resolution.

9.3

- In looking at the design – I do not understand how the property will be built without substantial variances for height – size of the retaining walls – and parking for both employees and guests. I am not in favor of malibu granting ANY variances in this area that increases development density.

9.4

- What will happen to the Malibu Inn building if they lose the overflow parking lot? It appears that neither of these properties will have enough parking once complete.

9.5

- Since most of our traffic comes from Santa Monica – what are the plans for people making left turns out of the hotel? Just making them illegal will not work – as we see from McDonalds, the former KFC location, V's etc.

9.6

- How will traffic enter the hotel? There is no room for a right hand turn lane without taking away public parking – is the hotel going to offer up FREE public parking to replace these spots?

9.7

I do not see how this project can be made traffic neutral nor how they will be able to pass an environmental impact study given the amount of grading required. I would urge the planning commission to view this project as skeptically as those of us who have lived in Malibu and watched our traffic and quality of life slowly get degraded. Without a longterm solution to congestion and traffic on this section of PCH – I believe that ALL development should be halted in the area until solutions can be found.

Sincerely,
Jamie Ottilie

Letter 9

Commenter: Jamie Ottilie (1), Malibu resident

Date: March 15, 2021

Response 9.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter asks if a traffic study has been completed for the area that takes into account all driveways, left turns, pedestrians jay walking to the beach, and people making illegal U-turns in the area.

The draft IS-MND fully accounts for and addresses existing and potential future access. As described in Section 4,17, *Transportation*, and Appendix C, *Transportation Studies*, K2 Traffic Engineering, Inc. provided a comprehensive transportation study for the Project. Additionally, the City commissioned a PCH Safety Study based on a review of collision data from 2012, 2013, and 2014 for the City's section of PCH. The transportation study and analysis takes into account all project driveways as well as adjacent driveways, unsignalized and signalized pedestrian walkways, left hand turns, and U-turns. The Project's transportation studies and analysis do not take into account illegal pedestrian or car actions as illegal actions are not included under CEQA. Please also refer to Section 4.17, *Transportation*, and/or Appendix C for further transportation impact discussion and analysis.

Response 9.2

The commenter asks how additional development can be considered in their area due to the current traffic congestion from Nobu and Little Beach House.

The IS-MND fully accounts for and addresses existing and potential future access. As described in Section 4.17, *Transportation-Impact A,* of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The IS-MND acknowledges PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for further discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 9.3

The commenter requests clarification on how the property will be built without substantial variances for height, size of retaining walls, and parking. The commenter does not support any variances that increase development density.

Although the Project will require approval of variances, its location at the base of a slope would minimize visual changes and the proposed project would be largely visually consistent with nearby uses. As described in Section 1.4, *Project Approvals* of the IS-MND, the Project would require approval of Variances from the City for project development including but not limited to retaining wall height (No. 18-031) and for surface parking in front yard setback (No. 20-035). With approval of SPR No. 18-025 for building height, the building would be found in compliance with City code. Please refer to Section 1.4, *Project Approvals* for further discussion of variances.

Response 9.4

The commenter asks what will happen to Malibu Inn if they lose their overflow parking lot. The commenter expresses concern that Malibu Inn or the Project will not have sufficient parking.

The Project would include adequate parking to ensure that typical operation of both Malibu Inn and the Project would not result in parking spillover into adjacent neighborhoods. The Project would include a total of 24 parking spaces for Malibu Inn under a JUPA. Malibu Inn's parking is currently addressed at the site through a JUPA, as described in the IS-MND. Further, the Project complies with MMC requirements for parking as described in Section 1.3, *Project Description of* the IS-MND. The Project would provide 47 parking spaces, as detailed in Table 2, Proposed Parking Program. Per MMC requirements and the JUPA, one parking space is required for every 50 sf of restaurant service area for the restaurant that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 offsite spaces that are required from the adjacent Malibu Inn. Additionally, per MMC Section 17.48.030 – Specific Parking Requirements – 23 spaces are required of the Project. In addition, as described in Section 4.17, *Transportation- Impact A*, of the IS-MND, the Project would increase the amount of onsite parking by 7 spaces from existing capacity and similar to existing conditions. Additionally, stacked parking within the subterranean garage may be installed by the property owner, which would provide overflow parking spaces, as necessary for the property. In summary, Malibu Inn will not lose parking space allocation at the project site.

Response 9.5

The commenter asks what the plans are for property guests making left turns out of the hotel. The commenter feels making them illegal will be ineffective.

The Project would include adequate access via two driveways with good line of sight along PCH. As described in Section 1.3, *Project Description*,

> *"Direct vehicle access from PCH would be implemented through the installation of an unsignalized right-in and right-out driveway at the eastern edge of the project site's southern boundary. The existing driveways at the adjacent Malibu Inn, including one signalized driveway, would also*

continue to provide vehicle access to the project site from the west. Pedestrian access would be provided via the sidewalk along PCH and associated walkways entering the site."

The commenters opinion making left-hand exits illegal will be ineffective will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 9.6

The commenter asks how traffic will enter the hotel as there is no room for a right-hand turn lane without taking public parking. The commenter requests the Project provide free public parking to replace any spots that are taken away by a right-hand turn lane.

The Project will provide safe access via two driveways which would accommodate hotel guests. As described above, project site access will be available from an unsignalized right- in and right-out driveway at the eastern edge of the Project's southern boundary. No signaled right-hand turn lane is proposed under the Project and no net loss in street parking along PCH would be lost. The Project would not be required to provide free public parking as none will be removed.

Response 9.7

The commenter does not feel the Project can be made traffic neutral nor how an EIR was not required for grading. The commenter urges the Planning Commission to oppose this project.

The IS-MND provides detailed analysis of potential project impacts and no impacts were identified that could require preparation of an EIR. As described above, the IS-MND acknowledges PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation- Impact B.* Further, the Project would apply for a variance approval for grading in excess of 1,000 cy per lot area acreage, and with approval of the variance, Caltrans approval of the road encroachment permit, and adherence to mitigation measures included within the IS-MND, impacts would be considered less than significant, not warranting the issuance of an EIR analysis under CEQA. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: Jamie Ottilie
To: Justine Kendall; Adrian Fernandez
Subject: RE: malibu beach inn hearing
Date: Monday, March 15, 2021 3:57:01 PM

Malibu Inn Motel – 22959 Pacific Coast Highway

10.1 I would add that I am adamantly against offsite parking for the Malibu Beach Inn – this is against the building code and should not be allowed.

Jamie

Letter 10

Commenter: Jamie Ottilie (2), Malibu resident

Date: March 15, 2021

Response 10.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter asserts the project site contains parking that supports the Malibu Beach Inn. However, historically, there has been no JUPA for the project site with the Malibu Beach Inn. Please refer to Section 3.17, *Transportation,* to see an overview of the Project's proposed JUPA with the Malibu Inn (retail and restaurant building). Nevertheless, comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: [redacted]
To: Adrian Fernandez
Subject: Malibu Inn Hotel
Date: Monday, March 15, 2021 2:56:07 PM

Dear Planning Dept,

11.1 Please do not consider building a hotel at the most congested area of PCH in Malibu. It is unbearable trying to commute regularly in and out of Malibu and I think building this hotel right at the bottleneck will hugely exacerbate the existing problem.

Kind regards,

Lisa McKean (Owner)

[redacted]

Letter 11

Commenter: Lisa McKean, Malibu Fountains

Date: March 15, 2021

Response 11.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter opposes the Project due to the existing congestion on the City's stretch of PCH and existing traffic impacts to commuters.

The Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system, as described in Section 4.17, *Transportation* of the IS-MND. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The IS-MND acknowledges PCH in the City experiences peak periods of visitor traffic on weekends particularly in the summer months, and coincidental with the weekday afternoon commuter peak period. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation-Impact B.* Please refer to Section 4.17, *Transportation,* for further discussion of transportation related discussion and analysis. Comments regarding opposition to the Project will be included within the public record and made available to decision-makers for planning and policy consideration.

From:	Suzanne Titus
To:	Adrian Fernandez
Subject:	New Plan for the Malibu Beach Inn
Date:	Monday, March 15, 2021 1:06:07 PM

Hello,

12.1 I understand there is a planning meeting upcoming and I would like to submit my questions and request for a noise survey for this potential plan.

12.2 This will definitely draw a crowd and so to also see a survey for occupancy, daily attendance and parking availability provided for the property only is important and that there are reasonable rates extended, as it will impact other retailers in the area.

I will watch to see the acknowledgment and plans to provide a response.

Thank you,

Suzanne

Letter 12

Commenter: Suzanne Titus

Date: March 15, 2021

Response 12.1

Thank you for the comment regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter expresses a concern with potential noise impacts from the Project through a request for a noise survey for the Project.

The IS-MND includes a detailed noise analysis that revealed no potential for significant impacts. Please refer to Section 3.13, *Noise*, which identifies potential for noise during construction and operation of the Project and provides two mitigation measures to reduce noise related effects. NOI-1 which reduces construction noise through construction machinery and truck noise reduction accessories, staging area location, temporary sound barriers, and public noticing. Additionally, the Project would be required to designate a noise control coordinator. NOI-2 prohibits amplified sound from the Project. If amplified sound is later proposed outdoors, the Applicant must prepare a noise study and must submit an amendment to the proposed conditional use permit.

Response 12.2

The commenter expresses concern of parking availability upon implementation of the Project.

The Project would provide adequate parking. The Project would include a total of 24 parking spaces for Malibu Inn under a JUPA to continue to support the required parking spaces for the Malibu Inn, as described in the IS-MND. Further, the Project complies with MMC requirements for parking as described in Section 1.3, *Project Description of* the IS-MND. The Project would provide 47 parking spaces, as detailed in Table 2, Proposed Parking Program. Per MMC requirements and the JUPA, one parking space is required for every 50 sf of restaurant service area for the restaurant that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 spaces that are required from the adjacent Malibu Inn property. Additionally, per MMC Section 17.48.030 – Specific Parking Requirements – 23 spaces are required of the project site for the proposed motel use. In addition, as described in Section 4.17, *Transportation- Impact A*, of the IS-MND, the Project would increase the amount of onsite parking by 7 spaces from existing capacity. Additionally, stacked parking within the subterranean garage may be provided for overflow parking spaces, as necessary for the property.

From: carlamccloskey@aol.com
To: Adrian Fernandez
Subject: Malibu Inn Hotel
Date: Wednesday, March 17, 2021 10:09:57 AM
Attachments: Screen Shot 2021-03-16 at 8.51.20 PM.png

13.1 This is a follow up to my original email as I have read other disturbing details. How can they predict that there will only be 14/16 additional trips daily? This is absurd. Events always generate more traffic than what they are predicting. I'm also concerned when they say they will 13.2 only have 3 employees--that doesn't make sense. And the noise that 13.3 will be generated from a roof top event center? There are many 13.4 questions that need to be answered and this report seems about as factual as the one a few years ago that said malibu traffic hadn't increased in 25 years. We need an accurate factual study that doesn't presume malibu residents aren't aware of what the actual truth is. Thank you. Carla McCloskey

13.1 cont.

in deliveries and HVAC system usage. Operation of the Project would result in a net increase of 14 AM peak-hour trips and 16 PM peak-hour trips, representing less than a one percent increase in traffic along PCH at the Project driveways (refer to Section 4.17, *Transportation*). When

Here they claim that they anticipate large events every weekend - more in the summer and YET - predict only 14 more cars during the day and 16 at night. Large events, even medium events such as the one most likely to be held there, weddings, will bring hundreds of cars per each event.

13.3 cont.

The proposed Project also includes a rooftop bar and pool area, with potential for noise generation, particularly during evening hours. During summer months, events held on the rooftop would be anticipated to occur more frequently, potentially with events or larger gatherings occurring almost every weekend. During winter months, it is anticipated that outdoor events would be less frequent. Any increased permanent noise during the operation of the Project would be controlled by the noise regulations contained in the MMC (Chapter 8.24). Ambient noise associated from the site would continue to be subordinate to noise levels in the existing environment, where ambient noise is dominated by traffic along PCH and nearby commercial areas, and the existing 40-space parking lot that generates ongoing user noise. The project site

Letter 13

Commenter: Carla McCloskey (2), Malibu resident

Date: March 15, 2021

Response 13.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter expresses concern over the general Project transportation and traffic details. The commenter states events generate more traffic than what the IS-MND predicts (14 to 16 additional trips daily). However, the IS-MND fully describes potential project traffic impacts, including special events.

The Project and IS-MND's transportation and traffic analysis, as described in Section 4.17, *Transportation-Existing Setting*, on a Traffic Study prepared for the project site (Appendix C). The Traffic Study assesses and describes estimated trip generation, potential congestion impacts, and site access. The following excerpt from Section 4.17, *Transportation-Impact A* identifies transportation impacts to be less than significant as the Project trip generation would be below TIA Guideline thresholds and OPR guidelines.

> *"According to the Traffic Study and detailed in Table 13, Project Trip Generation, the Project is estimated to generate 14 trips occurring during the AM peak period (6 inbound, 8 outbound) and 16 trips occurring during the PM peak period (6 inbound, 10 outbound) (see Appendix C). These net Project trips are below the City TIA Guidelines thresholds (30 or more peak-hour trips), which require a preparation of a formal transportation impact analysis. Additionally, per the OPR December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact. Per Institute of Transportation Engineers (ITE) Trip Generation 10th Edition trip generation rates, the total daily project trips are estimated as 68. As such, impacts to transportation would be less than significant."*

Please refer to Appendix C for further details and discussion of the traffic and transportation analysis for the IS-MND. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 13.2

The commenter expresses concern that the IS-MND only accounts for three employees under the Project.

While it is acknowledged that employment may vary, with consideration for the size of the motel, the number of projected employees would be insignificant in terms or traffic or parking demand. Given the nature of the Project as a boutique hotel with 20-rooms, per-shift operational employees is estimated as three as estimated by the Project's site plans and technical analysis. Please also refer to Section 4.14, *Population and Housing*, for further discussion and analysis of temporary and long-term employment for the proposed Project. If additional employees are at the property, the owner would be in violation of their permit. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 13.3

The commenter expresses concern over noise levels from the outdoor rooftop.

Noise levels are assessed by the IS-MND and the Project would not allow for amplified music that may affect nearby properties. Please see Comment Response 12.1 for additional information on this topic.

Response 13.4

The commenter expresses concern that the IS-MND is not factual in its account of City traffic.

The IS-MND fully describes both existing and project future traffic levels. As described above, the Project's transportation and traffic analysis is provided in Appendix C, which were prepared by an accredited traffic engineering firm with local knowledge (K2 Traffic Engineering, Inc.). The traffic analysis includes PCH Traffic Study from 2012 to 2014, and the most recent traffic approvals conducted in 2019 and 2020 during IS-MND preparation with consideration of pre-Covid traffic. Therefore, the Project utilizes Project-specific traffic analysis as well as existing studies of PCH in the City. Please refer to Appendix C for further discussion and analysis of methodology and approach of transportation analysis in the IS-MND. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: [redacted]
To: Adrian Fernandez
Subject: COMMENT MND - Malibu Inn Hotel
Date: Wednesday, March 17, 2021 1:24:56 PM
Attachments: Screen Shot 2021-03-17 at 11.33.23 AM.png

Please add this to Malibu Inn Hotel EIR Comments.

COMMENT ON MALIBU INN HOTEL.

Unfortunately, once again, our city has been presented with a staff report dismissing and understating the impacts of new development on Malibu. This project needs an EIR to study noise, traffic, and the impact of a combination of two venues next to each other. A nightclub next to a potential new hotel.

14.1

The Malibu Inn Hotel project is proposed at one of the busiest and most dangerous sections of PCH in Malibu. Across from the heavily populated pier, filled Surfrider Beach, the only fast-food spots in Malibu, close proximity to crowded Nobu, Soho House, Malibu Beach Inn, and busy public parking lots. The staff report states that this hotel will hold large events every weekend at the new rooftop bar. These will undoubtedly include weddings, parties, conventions which will bring in hundreds of new cars and yet - staff states only 14 AM and 16 PM new additional daily car trips. This claim flies in the face of the most basic logic and accuracy.

> The proposed Project also includes a rooftop bar and pool area, with potential for noise generation, particularly during evening hours. During summer months, events held on the rooftop would be anticipated to occur more frequently, potentially with events or larger gatherings occurring almost every weekend. During winter months, it is anticipated that outdoor events would be less frequent. Any increased permanent noise during the operation of the Project would be controlled by the noise regulations contained in the MMC (Chapter 8.24). Ambient noise associated from the site would continue to be subordinate to noise levels in the existing environment, where ambient noise is dominated by traffic along PCH and nearby commercial areas, and the existing 40-space parking lot that generates ongoing user noise. The project site

Heavy haul trucks will need to run at least 600 - 875 loads to evacuate mounds of dirt on an already overrun PCH.

14.2

> Approximately 394 cy of the excavated soil would be used as fill material onsite, while the remaining material (approximately 12,255 cy) would be exported from the project site via roughly 600 to 875 heavy haul trucks, depending on the size of trucks utilized (see Section J, below). The total area of ground disturbance would be 0.77 acre, or approximately 33,541 sf. As detailed in

While scaled-down hotels can have advantages, this project at this intersection could not possibly be proposed at a more disruptive location. There is no possible way that this new hotel, in this area, will not greatly impact and cause more disturbance on PCH for visitors and residents. And yet this staff claims this project "***would not result in any cumulative impacts"***. This is a clear example of truth being understated and buried to serve developers, rather than data that protects the city and visitors on PCH.

14.3

Please unbury the truth and conduct a proper EIR. Protect this fragile city and Malibu's already overloaded infrastructure. Malibu must demand that a full and accurate traffic study is conducted that includes ingress and egress **of all uses** within a mile of this location including traffic from the pier, Nobu, Malibu Beach Inn, public parking lot, Surfrider Beach, Jack In The Box, Serra entrance, etc.

14.4

Thank you for listening, please do the job of planning correctly.

Thank you,
Jae Flora-Katz

Letter 14

Commenter: Jae FloraKatz

Date: March 17, 2021

Response 14.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter asserts that the project would result in a nightclub next to a new hotel, large events every weekend, and hundreds of new cars. The commenter quotes an excerpt from the IS-MND of potential impacts before further analysis and mitigation is introduced.

The proposed Project would not include a nightclub and would be subject to strict City regulation and enforcement. The IS-MND confirms the commenter's statement that larger gatherings may occur during summer month weekends, noting that it is a hotel. However, the use of the term "event" in the IS-MND does not align with the commenter's perception of what may occur – or would be allowed – at the property, nor what is proposed in the project description. The IS-MND and Project does not allow for, anticipate, nor require analysis of the potential for large events, hundreds of cars, or nightclubs. In the case that the property would have an "event" that exceeds the property capacity, a City permit is required. Additionally, the IS-MND notes that the project site is buffered from surrounding residential areas by open space and the incorporation of landscaping. Finally, amplified sound is not proposed and the Project will be conditioned as such. It is also noted that the adjacent noise of PCH would exceed the noise of typical use that may occur on the rooftop. Finally, the commenter's recommendations will be forwarded to the decision-makers for consideration.

Response 14.2

The commenter expresses a concern with potential impacts from the Project from haul trucks that may be required during dirt excavation.

The IS-MND includes a thorough discussion of the impacts of haul trucks. As described in Section 1.4, *Project Approvals*, the project is required to obtain permit approval for hauling on Caltrans right-of-way, such as along PCH, which may include additional construction-related requirements to obtain approval as mentioned above. Further, as described in Section 4.17, Transportation, of the IS-MND, the City applies Local Coastal Plan standard conditions to all applicable projects to minimize impacts to transportation and traffic including but not limited to: "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 Caltrans." Regarding further traffic considerations, please also refer to Appendix C for a detailed analysis of construction impacts. In the case of noise concerns, please also refer to Section 3.13, *Noise*, which identifies potential for noise during construction and operation of the Project and provides two mitigation measures to reduce noise related effects. NOI-1 which reduces construction noise through construction machinery and truck noise reduction accessories, staging area location, temporary sound barriers, and public noticing. Additionally, the Project would be required to designate a noise control coordinator. If an amplified sound is proposed outdoors, the Applicant must prepare a noise study and must submit an amendment to the proposed

conditional use permit. Ultimately, potential traffic and noise concerns will be included in decision maker considerations in project approval deliberations.

Response 14.3

The commenter asserts the project will result in cumulatively considerable impacts, and suggests the Project would result in traffic impacts at the intersection for visitors and residents.

The Project would not result in cumulative considerable impacts, including those associated with increased traffic. As described in Section 4.17, *Transportation-Impact A*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for further discussion of transportation related discussion and analysis. Additionally, the IS-MND acknowledges the importance of traffic safety to residents and the public along PCH in the City, and addresses the risk of U-turns and pedestrians stops during busy times in Section 4.17, *Transportation*, and addressed within *Impact C*, which addresses hazards and geometric design features. To avoid exacerbating this condition,

> *"Direct vehicle access from PCH would be implemented through the installation of an unsignalized right-in and right-out driveway at the eastern edge of the project site's southern boundary. The existing driveways at the adjacent Malibu Inn, including one signalized driveway, would also continue to provide vehicle access to the project site from the west. Pedestrian access would be provided via the sidewalk along PCH and associated walkways entering the site."*

Therefore, the Project would not increase unsignalized pedestrian crossings, unsignalized left-turns, or U-turns. The Project would not increase the number of driveways that could increase vehicle congestion, and Appendix C, *Transportation Studies*, includes further assessment of the Project's safety and finds no exacerbation of safety associated with U-turns or pedestrian use. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: John Stockwell
To: Adrian Fernandez
Subject: 22959 PCH HOTEL PROJECT
Date: Wednesday, March 17, 2021 8:05:51 PM

Hi Adrian, it's John Stockwell the owner of Malibu Farm on the Malibu pier as well as a Pt Dume resident.

15.1 I wanted to just quickly weigh in on the potential hotel project across the street from the pier. As everyone in Malibu knows parking is already a huge issue in that area and I don't understand how the parking for the current Aviator Nation expansion to food and entertainment will be handled if they no longer have the joint use agreement for the lot next to them.

15.2 So many of us have always felt that this location would be perfect for a well designed and well landscape parking garage to accommodate all the visitor serving parking that this area is overwhelmed with and give PCH back to the residents for their parking. The current parking lot next to aviator nation where this potential motel would go is full by 10 AM in the summer with people paying $45 a car so where will all those people go if there is no parking option there anymore?

15.3 There are obviously a host of additional issues such as the amount of excavation and retaining walls necessary as well as the impact of the construction on PCH but my bigger issue is this is an incredible opportunity to create parking in the center of the commercial district of Malibu.

Letter 15

Commenter: John Stockwell, Malibu Farm Owner

Date: March 8, 2021

Response 15.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter expresses concern on how parking for Aviator Nation's expansion to food and entertainment will be handled if they do not have a JUPA with the Project's property.

Parking under the site's JUPA is addressed and explained within the IS-MND. As described in Section 1.1, *Project Site and Existing Uses,* the Aviator Nation of the Malibu Inn building is subject to a JUPA with the project site. Aviator Nation resides in the adjacent Malibu Inn property, and following an update of land use and site approval associated with onsite land uses and the Project, as described in Section 4.17, *Transportation,* the Project would continue to be subject to a JUPA with Malibu Inn that would require the project site to provide 24 spaces to the Malibu Inn property. As the Project would provide 24 spaces to the Malibu Inn under the JUPA for the Project, as described in Section 1.3, *Project Description*, the Project would be compliant with MMC requirements and the JUPA. Therefore, the Aviator Nation property will be accommodated under the Project's new JUPA and accounts for operational changes planned at the Malibu Inn.

> *"Per MMC requirements and the JUPA, one parking space is required for every 50 sf of restaurant floor area for the restaurant that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 spaces that are required from the adjacent Malibu Inn property."*

Response 15.2

The commenter suggests this property should be a well landscaped parking garage to accommodate visitor-serving parking, particularly in summer.

As described in Section 1.3, *Project Description,* of the IS-MND, the Project would continue to provide onsite parking for property and adjacent property visitors year-round, as under existing conditions. The Project would provide 47 parking spaces through surface and subterranean parking spaces including 35 regular parking spaces, 3 ADA parking spaces, and 9 compact spaces. Stacked parking spaces may be included in the overall design, which would be additive to the minimum of 47 parking spaces required for the site. Please refer to Section 4.17, *Transportation*, for further discussion and analysis of parking in the IS-MND. Comments regarding suggestion of the property for parking that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 15.3

The commenter states he feels there are other general concerns with the project associated with excavation, retaining walls, and construction impacts on PCH but reiterates this site should be used for parking.

A high priority for land use under the State Coastal Act is visitor-serving uses, which the Project would provide. Site alteration and grading are fully addressed in the IS-MND. Please refer to Section 4.7, *Geology and Soils,* for discussion and analysis of the proposed excavation quantity, retaining wall construction and materials, and overall construction effects. Comments regarding suggestion of the property for parking that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From: LSGLA
To: Adrian Fernandez
Subject: Fwd: Malibu Inn Motel - An Ambitious Proposal
Date: Wednesday, March 17, 2021 11:21:06 AM

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Begin forwarded message:

From: LSGLA <lynnsaunders@mac.com>
Date: March 17, 2021 at 4:52:04 AM PDT
To: suhring@malibucity.org
Subject: Fwd: Malibu Inn Motel - An Ambitious Proposal

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Begin forwarded message:

From: LSGLA <lynnsaunders@mac.com>
Date: March 17, 2021 at 3:59:14 AM PDT
To: Mikke Pierson <mpierson@malibucity.org>, BSilverstein@malibucity.org, kfarrer@malibucity.org, pgrisanti@malibucity.com, suhring@malibucity.com
Cc: planning@malibucity.org
Subject: Malibu Inn Motel - An Ambitious Proposal

Dear Malibu City Council:

16.1 It is inadvisable for the City of Malibu to approve the project known as the 'Malibu Inn Motel' as proposed by Burdge & Associates Architects and Surfrider Plaza LLC.

Furthermore, the excavation and removal of 12,255 cubic yards of soil, the sinking of caissons, the 'carving out' of a substantial portion of the hillside necessitating the construction of a massive retaining wall, needs extensive due diligence for the feasibility and safety of family homes located above said excavation and build-out.

16.2 This project should be evaluated by legal counsel for extensive liability issues; reference the building of a mega mansion
in Beverly Hills on a hillside and the potential jeopardy to surrounding residences.

16.3 Additionally, just think - an estimated 600
to 875 heavy haul truck trips to remove approximately 12,225 cubic yards of soil. This vehicle count does not include regular construction - just the excavation...

"Hot time in the summertime" seriously? "Minimally affect roadways" - please who drew this conclusion? This project is located in the most heavily congested stretch of Pacific Coast Highway. It

16.4 is already populated with hospitality service businesses with totally inadequate parking. The City of Malibu has approved these projects, knowing full-well they were not in compliance. The end result - pandemonium; no parking, traffic accidents, congestion lasting hours and residents being trapped at home.

16.5 The residents of Malibu suffered the unimaginable trauma of the Woolsey fires.
Many still harbor resentment about the perceived failures of our city government. Many know

16.5 Cont.

precisely the roar of heavy haul trucks removing debris from burned-out family homes. Now imagine 600 to 875 heavy haul trucks, filled with dirt and debris, 6 days a week, on the main thoroughfare, in and out of Malibu...to excavate for the Malibu Inn Motel.

16.6

A year of isolation, the result of a global pandemic and 'you all' decided to give final approval and allow construction to begin on a mega project known as Cross Creek Ranch. Smart developer, with impeccable timing, to push this 2008 project through in January 2021 when Malibuites were quarantined.

16.7

Please consider the following notations when considering the Malibu Inn Motel:
1 cubic yard of topsoil weighs 2,200lbs.
1 cubic yard of loose dirt weighs 2,800lbs.
Minimally affect roadways - nonsense.
12,225 cubic yards of excavated soil.
600 to 875 HEAVY HAUL TRUCK TRIPS.
Construction to begin SUMMER 2021

> b. **Less than Significant with Mitigation.** It is not anticipated that the Project when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, would have a significant effect on the environment. While the Project and cumulative development are anticipated to minimally affect roadways in the project vicinity, the Project would have less than significant impacts to area traffic both on a Project and cumulative level. Also, as previously discussed in the Section 4.13, *Noise*, cumulative impacts were analyzed and with implementation of mitigation measures the Project is not expected to result in significant adverse impacts either individually or cumulatively. Although excavation of the subterranean garage could potentially uncover previously undisturbed cultural and/or paleontological resources, and standard conditions would ensure the proper steps are taken to avoid impacts. Therefore, the Project in combination with recommended mitigation measures would not result in any cumulative impacts.

> architectural finishing.
>
> Site preparation, grading and excavation of the lower half of the existing slope would require use of excavators, backhoes, bulldozers and heavy haul trucks. Export of approximately 12,255 cubic yards of excavated soil would require use of approximately 600 to 875 heavy haul truck trips, assuming 14 to 20 cubic yard haul trucks. Traffic control for trucks entering and leaving the site along PCH would be implemented through use of flaggers.

16.8

A number of us have been friends for years. We've raised our children together and we love our little town. Let's remember; we all want what's best and most of us have very good intentions.

Thank you for your time and consideration. And most importantly, thank you for your service and dedication to our community.

Be kind whenever possible. It's always possible. ~ Dalai Lama

Best regards,

Lynn Saunders Guilburt

30707 Manzano Drive
Malibu CA 90265
310.892.9808

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Letter 16

Commenter: Lynn Saunders Guilburt, Malibu resident

Date: March 17, 2021

Response 16.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter notes the excavation of soil for the project, sinking of caissons, and concern for the feasibility and safety of property surrounding the project site, including the need for extensive due diligence.

The proposed Project would be subject to both City and State regulations regarding public safety, slope stability and construction methods. As noted in IS-MND Section 1.4, *Project Approvals*, the Project requires approval of Variance Nos. 18-029, 18-030, 18-031 associated with approvals for slope stability, retaining walls, and soil excavation. Additionally, as noted in Appendix B, *Geotechnical Reports*, a series of explorations, studies, and approvals of geotechnical review for the project site are referenced, with the most recent versions attached within the Appendix. The reports for the Project include successive review and final approval from a geotechnical perspective. The Project includes a series of protections for the hillside, including reduced exposed face, stabilization wings, and secondary slope barriers. Please also see Section 4.7, *Geology and Soils*, for additional information on stability, review, and soil analysis.

Response 16.2

The commenter expresses a concern with potential impacts from the Project from haul trucks that may be required during dirt excavation.

The Project would be subject to both City and State regulations regarding haul truck trips and public safety. As described in Section 1.4, *Project Approvals*, the Project is required to obtain permit approval for oversized transport vehicles on Caltrans right-of-way, such as along PCH, which may include additional construction-related requirements to obtain approval as mentioned above. Further, as described in Section 4.17, *Transportation*, of the IS-MND, the City applies Local Coastal Plan standard conditions to all applicable projects to minimize impacts to transportation and traffic including but not limited to: "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 Caltrans." Regarding further traffic considerations, please also refer to Appendix C for a detailed analysis of construction impacts. In the case of noise concerns, please also refer to Section 3.13, *Noise*, which identifies potential for noise during construction and operation of the Project and provides two mitigation measures to reduce noise related effects. NOI-1 which reduces construction noise through construction machinery and truck noise reduction accessories, staging area location, temporary sound barriers, and public noticing. Additionally, the Project would be required to designate a noise control coordinator. If an amplified sound is proposed outdoors, the Applicant must prepare a noise study and must submit an amendment to the proposed conditional use permit. Ultimately, potential traffic and noise concerns will be included in decision maker considerations in project approval deliberations.

Response 16.3

The commenter notes an issue of no parking, traffic accidents, congestion lasting for hours, haul truck traffic, and trauma from the Woolsey Fire and the failures of City government.

The proposed Project would be subject to both City and State regulations regarding haul truck trips and public safety. The Project is required to comply with existing County of Los Angeles and City Emergency Response Plans. The City's 2018 Emergency Operations Plan provides an operational approach to response and recovery from potential hazards. The site is directly accessible to a regional transportation resource, PCH, and no new areas of service would be required for emergency personnel. Additionally, the site is designed for throughput access from PCH to the Malibu Inn parking area, which would improve adequate fire department access with the Project's driveway modification on the eastern end. Additionally, as described in Section 4.17, *Transportation*, of the IS-MND, the Project would not conflict with any ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Project would improve driveway circulation efficacy at the site and would not significantly impact or alter the operational efficiency of nearby signalized intersections. The Project would result in a limited increase in the number of trips from existing use as a parking lot given the proposed motel use. The Project anticipates generating approximately 68 ADT, which is well below Caltrans' threshold of 110 trips per day; therefore, the IS-MND describes impacts as less than significant to traffic, as further described in Section 4.17, *Transportation.* Please refer to Section 4.17, *Transportation,* for additional discussion of transportation related discussion and analysis. Comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From:	Matt Goodwin
To:	Adrian Fernandez
Subject:	22959 Pacific Coast Public Comment
Date:	Wednesday, March 17, 2021 7:33:41 PM
Attachments:	Screen Shot 2021-03-16 at 11.26.39 AM.png

Hello Adrian,

I'm writing in regards to the Staff Report and Draft Mitigated Negative Declaration for 22959 Pacific Coast Highway Malibu, CA.

17.1

Below is an outline of key items I would like to flag. This project will require significant disruption to the existing mountainside, thereby creating earth movement in an earthquake zone, significant construction noise, major PCH shutdowns and traffic throughout construction for utilities and will set precedents that Malibu hasn't seen before like 55ft retaining walls and subterranean parking in beachfront environments.

In addition, the City has indicated in this report that the project does not propose an Environmental Issue, and is suggesting a Negative Mitigated Declaration, as opposed to requiring a full Environmental Impact Report (EIR). I think there are plenty of environmental issues/risks that\ would trigger an EIR.

17.2

Issues

- **EIR** - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to natural environment disruption and risks and construction hurdles, this should obviously be an EIR requirement.
- **EIR Risks Not Listed** - On page 20 you only list "Noise" and "Geology/Soils" as items of Risk. However they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking.

17.3

- **Construction & Subterranean Parking** - The creation of subterranean parking and a 55ft tall retaining wall should create a massive amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction. Approving an enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential well being and create a new precedent for Malibu. I am also concerned for the stability of his hillside as it also relates to our property just two lots to the west. I can imagine during construction that significant vibration from pile driving and foundation / shoring work will create similar vibrations further west and put our hillside at risk. Have they considered vibration monitors so they do not affect the neighbors properties and cause landslides? Additionally, subterranean parking seems like a stretch for such a close proximity to the beachfront.

17.4

- **Retaining Wall, Construction on Slope, Non Exempt Grading Variances** - If you refer to the graphic below, you will see how much land is being proposed to be removed from the mountain which is quite enormous and will trigger environmental and stability issues.This project is requesting major variances and should be considered within the more suitable flat land, versus carving into the mountainside.

17.5

- **Height of Elevator Bulkhead** - In Malibu, a maximum building height can be 24' or 28'

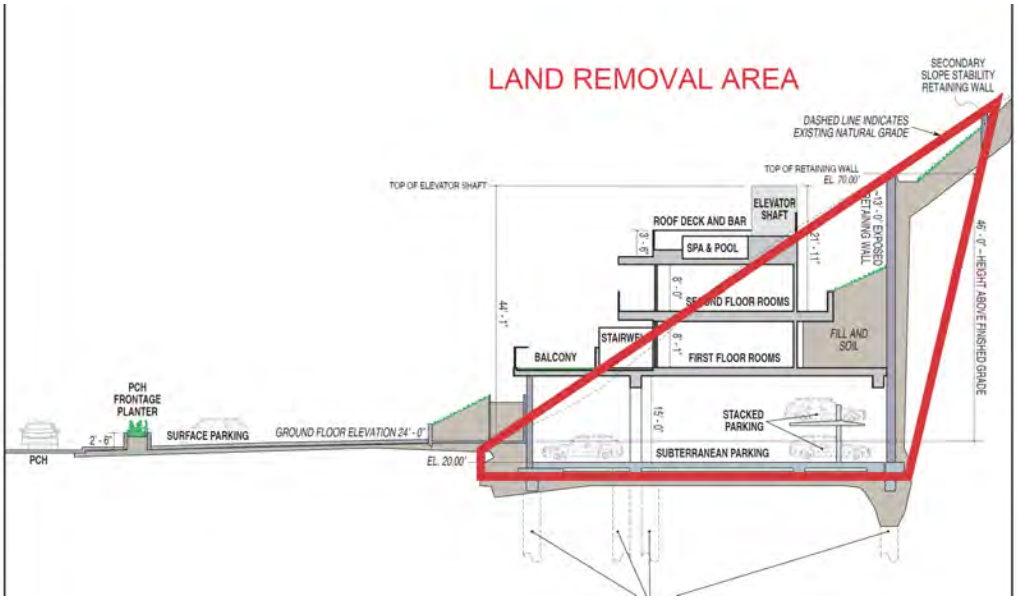
17.6

17.6 Cont

with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. As a note, we were building a similar elevator to take guests to our roof deck and we would've been at 28'-6" due to the nature of the elevator shaft, but also lower than our existing roof line. We were denied and ended up having to build one elevator that goes from the ground to second floor and another ADA lift from the 2nd floor to the roof deck. Thereby this is another "variance / ask" that seems to be out of place and should be reviewed in equal detail.

17.7

It seems also the loss of public parking will only create further parking issues for the Malibu Pier / Surfrider Beach area. Perhaps it could be a nice parking structure?



Thank you,
Matthew Goodwin
23033 Pacific Coast Highway
Malibu, CA 90265

Letter 17

Commenter: Matt Goodwin, Malibu resident

Date: March 17, 2021

Response 17.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. The commenter includes general concerns about potential earth movement at the site in the event of an earthquake, construction noise, PCH shutdowns, and beachfront aesthetics.

The Project would be subject to both City and State regulations regarding public safety, slope stability and construction methods and the Project would be generally visually consistent with surrounding uses. Please see Section 4.7, *Geology and Soils*, Section 4.13, *Noise*, Section 4.17, *Transportation*, and Section 4.1, *Aesthetics*, for assessments of each of these concerns. The Geotechnical analysis, as summarized in Section 4.7, *Geology and Soils*, and detailed further within Appendix B, note that geotechnical recommendations (conditioned within the Project), would be required to mitigate the potential impact of surficial instabilities from impacting the proposed structure, including debris fences installed on the ascending slope above the project site to protect the structure from surface instabilities. Section 4.17, *Transportation*, 4.20, *Wildfire*, and 4.9, *Hazards and Hazardous Materials*, note that the Project would not introduce a significant new number of visitors to the area, would not interfere with any adopted evacuation routes, and would not significantly exacerbate existing regional traffic conditions with implementation of the Project. Finally, Section 4.1, *Aesthetics*, notes that the Project would follow the existing topography, would minimize views of the vast majority of the proposed retaining wall, and would allow for a structure that is generally consistent with the surrounding development along PCH. All analyses found less than significant impacts, and general comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 17.2

The commenter asserts that the IS-MND is insufficient and that an Environmental Impact Report is warranted due to natural environment disruption, risks, and construction hurdles.

The Project would be subject to both City and State regulations regarding public safety, slope stability and construction methods. As noted in IS-MND Section 2, *Evaluation of Environmental Impacts*, subsection 3, an EIR would be required in the case that an IS-MND identifies potentially significant impacts that cannot be mitigated to a less than significant level. In the case of the Project, no impacts were identified as potentially significant without mitigation, indicating that all potential impacts would either be less than significant or could be reduced to a less than significant level with the implementation of Project-specific mitigation, and all impacts would be maintained lower than those thresholds established by CEQA. Therefore, with consideration for the conducted IS-MND analysis, an EIR was not determined necessary to address environmental review.

Response 17.3

The commenter asserts that, in addition to "Noise" and "Geology/Soils" marked as potentially affected in IS-MND Section 3, *Environmental Factors Potentially Affected*, the resource sections "Aesthetics", "Air Quality", "Biological Resources", "Land Use and Planning", and "Hydrology/Water Quality" should also be marked as potentially significant.

The Project would be subject to both City and State regulations regarding public safety, slope stability and construction methods. Marked resources in Subsection 3 are reserved for those resource areas that are identified as potentially significant, with or without mitigation. Resource areas identified as less than significant, due to project features, City or State regulation, or other reasons, are not marked within this subsection. As such, it would not be appropriate to mark "Aesthetics", "Air Quality", "Biological Resources", "Land Use and Planning", or "Hydrology/Water Quality" within this section. It should be noted that the resource areas with identified mitigation measures that were subject to public review (Cultural Resources, Geology and Soils, Noise, and Tribal Cultural Resources) have been comprehensively addressed throughout the document.

Response 17.4

The commenter raises concern associated with the construction of the Project's proposed subterranean parking and retaining wall, including earth vibration, earth stability, and requests vibration monitors, and expresses concern for subterranean parking in close proximity to the beachfront.

The Project would be subject to both City and state regulations regarding public safety, slope stability and construction methods. As noted in Appendix B, *Geotechnical Reports*, a series of explorations, studies, and approvals of geotechnical review for the project site are referenced, with the most recent versions attached within the Appendix. The reports for the Project include successive review and final approval from a geotechnical perspective. The Project includes a series of protections for the hillside, including reduced exposed face, stabilization wings, and secondary slope barriers. Please also see Section 4.7, *Geology and Soils*, for additional information on stability, review, and soil analysis. Regarding potential vibration impacts, please see Section 4.13, *Noise*, Impacts A and B, which note that pile drivers are not proposed for construction, and notes that any use of a pile driver would require City approval and conditioning prior to use, reiterated though NOI-1. Regarding hydrologic impacts onsite that may occur from subterranean features and proximity, please also refer to Section 4.7, *Geology and Soils*, which notes that the Project has undergone extensive geotechnical review to ensure stability, incorporates stabilizing and wing retaining walls for heightened slope stability, and would be required to follow design provisions through the IBC and CBC (as adopted by the City and codified in MMC Section 15.04.010) to employ design standards that consider seismically active areas to safeguard against major structural failures or loss of life.

Response 17.5

The commenter raises concerns regarding the Project's proposed retaining wall, construction on slopes, and associated variances.

The Project would be subject to both City and state regulations regarding public safety, slope stability, and construction methods. As noted in IS-MND Section 1.4, *Project Approvals*, the Project requires approval of Variance Nos. 18-029, 18-030, 18-031 associated with approvals for retaining walls, height, non-exempt grading in excess of 1,000 cy per lot area acreage, and the location of parking spaces within the front yard setback. Additionally, Appendix B, *Geotechnical Reports*, a series of explorations, studies, and approvals of geotechnical review for the project site are referenced, with the most recent versions attached within the Appendix. The reports for the Project include successive review and final approval from a geotechnical perspective. The Project includes a series of protections for the hillside, including reduced exposed face, stabilization wings, and secondary slope barriers. Please also see Section 4.7, *Geology and Soils*, for additional information on stability, review, and soil analysis, and consider the geotechnical report findings included in Appendix B, *Geotechnical Reports*.

Response 17.6

The commenter states that the building height would exceed that of the City's requirements, specifically that the City allows buildings up to 28 feet with a pitched roof, and that the IS-MND cross section indicates an elevator height of 44 feet and 1 inch.

The Project would be in compliance with the City's requirements, with approval of SPR No. 18-025. As noted in Section 1.4, *Project Approvals*, the Project would require approval of SPR No. 18-025 for a building height in excess of 18 feet and not to exceed 28 feet for a pitched roof. The 44 feet and 1 inch measurement indicated by the commenter includes the subterranean feature. In the City, subterranean features and elevator features are not included in the calculation of total building height under SPR 18-025. As noted in Section 4.11, *Land Use and Planning*, the Project requires the approval of discretionary requests in line with City code to be deemed consistent with land use policy. With those approvals, impacts are found to be less than significant. As such, with review and approval of SPR No. 18-025, the Project would be confirmed in compliance with City for the purposes of environmental review. Comments regarding suggestions on heightened Project review will be included within the public record and available to decision-makers for planning and policy consideration.

Response 17.7

The commenter raises a concern about the loss of public parking and associated area issues.

The IS-MND assesses the impacts to parking onsite and for adjacent uses. Please refer to Comment Responses 12.2 and 15.2 for further parking related discussion.

To : Adrian Fernandez
From: Malibu Coalition for Slow Growth by Patt Healy
Re: Malibu Inn Motel Mitigated Negative Declaration
Date: 3-17-21

Malibu Inn Motel Mitigated Negative Declaration

Project Description

18.1 The Malibu Inn Motel, proposed to be located at 22959 Pacific Coast Highway, is for the construction of a new 7,693 square foot motel above a new subterranean parking garage, surface parking lot, grading, retaining walls, landscaping and a new onsite wastewater treatment system; including variances for non-exempt grading in excess of 1,000 cubic yards per acre of commercial development, construction on slopes steeper than 2.5 to 1, surface parking within the required front yard setback, and retaining walls in excess of six feet in height, a site plan review for a building height in excess of 18 feet, not to exceed 28 feet for a pitched roof, a conditional use permit for a new commercial development over 500 square feet and a motel in the CV-1 zoning district, and for a Joint Use Parking Agreement to share parking spaces with the adjacent lot.

Benefit to Residents

18.2 **How does this project benefit the residents of Malibu?**

How does this project enhance residents quality of life ?

18.3 **Why were residents not notified and allowed input prior to the preparation of the this Negative Declaration ("ND")?**

Development Criteria Ignored

18.4 **With so many major variances required, how did this project get to the point of the city proposing a mitigated negative declaration?**

18.5 **Why didn't the city ask the owner to develop within the code, instead of allowing the developer to ignore the development standards put in place to protect the small town rural feeling of Malibu?**

18.6 **The General Plan states that Commercial Development has to be residential in size. Why was this ignored?**

18.7 **Why isn't the city insisting its development criteria be met to protect Malibu from urbanization?**

18.8 **Why is city staff justifying this project by stating it is the same height as the oversized county approved clock building when the Municipal Code and MLCP were enacted to prevent the continuation of this county allowed type of construction ?**

FAR

18.9 **The code allows for commercial development at a maximum FAR of .15.**

According to Slow Growth's calculations the actual FAR is .15.37 If we are correct this exceeds the allowable FAR.

18.10 **What is the actual FAR of this project? The ND states the slope is greater than 2 ½ to1. What percentage of the slope is 1:1 or steeper?**

18.11 **Has the portion of the slope which is 1:1 or greater been deducted when calculating the properties square footage ? If not, how much has to be deducted? And how much smaller does the project have to be to meet the required .15 FAR after the deduction of the 1:1 or great slopes ?**

Height

18.12 **The ND states the structure is 28 ft in height. Height is measured from grade and this structure is 46 ft.in height from finished grade to the top of the roof's elevator shaft. Elevator's are not excluded when calculating height.**

This is in reality a 3 or 4 story structure. There is the 2 story motel and the third story is the actual above ground parking under the motel. The 4th story is the rooftop space containing the pool and the produding 10ft high elevator and a 3 ft. high guard rail .

18.13 **Although described as subterranean parking, to say the parking structure is subterranean is misleading since only about 4 ft is actually underground. This parking structure is not subterranean since the majority of the parking is above ground level. (See figure 3 ND.)**

18.14 **Was the above ground portion of the parking structure counted in calculating the FAR ?**

18.15 **The NG states: "The proposed new motel would be similar in size, bulk and scale to existing structures to the east and west ..." This is an inaccurate statement This building is massive in relation to the Malibu Inn which is directly to the west and the Chabad building directly to the east which are both one story and under 18 ft. in height (see rendering) https://www.malibucity.org/DocumentCenter/View/27710/Malibu-Inn-Motel_Renderings**

18.16 **Why is city staff justifying this project by stating it is the same height bulk and scale as a oversized county approved clock building when the Municipal Code and MLCP were enacted to prevent the continuation of this non- human scale type of urban construction?**

Geology

Why wasn't the fact that the project is in a tsunami zone analyzed ?

18.17 **The ND states: "As the project site is located within the seismically active Southern California region, there is the potential for regional seismic events to cause strong ground shaking at the project site. There is also a possibility that there could be trace of previously unidentified faults somewhere onsite. The residential structure located north of and above the slopes on and adjacent to the project site has been identified on top of a potentially unstable slope, and excavation of the toe to this slope for the new hotel, subterranean parking and retaining wall have the potential to cause slope failure if exacerbated by rainfall".**

18.18 **The Geology study confirms this is an unstable bluff. What is to prevent the portion of the bluff above the retaining wall from sliding in a heavy rain or a major earthquake?**

18.19 **Did the owner do anything to determine that there were no faults running through the property ? Is so, what kind of investigation did they do and what did they find ?**

18.20 **The ND states that even following the codes loss of life could occur, and the loss of life and property would have a less than a significant impact. Please explain how can loss of life ever be considered a less than a significant impact**

Coastal Bluff/Grading

18.21 **The ND states: ''The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern bluff into the project site (Appendix B).''This description meets the definition of a Coastal Bluff''**

Elsewhere in the ND it states ''the Project would only alter the lower approximately 50 feet of the slope, while the upper 130 feet remain unaltered.''

This would be accomplished by cutting into/ excavating a massive amount of the coastal bluff. This excavated soil will have to be exported off site.

'Where does the code allow cutting into a coastal bluff ? If the city denies it is a coastal bluff, where in the code does it allow cutting into a bluff face allowable?

18.22 **What is the length and depth of the cuts into bluff ?**

The code allows for 1000 cu yds of grading and the cut and fill should be balanced remain on site and not be exported.

18.23 **Grading Into the slope is not exempt. The only exempt grading is the approximately 4ft. underground portion of the parking structure.**

12,649 cu yds of cut into this bluff is an enormous amount of grading into an admittedly unstable hillside. What is to prevent the hillside from sliding during the grading 50 ft high into slope ?

18.24 **Is the 11,693 understory grading for the approximately 4 ft of the subterrain parking Lot?**

18.25 **Why was the removal al of the cut dirt off site estimated to be only 600-800 cu. yds when a normal dump truck carries 10 cu.yds. of dirt ? A more realistic calculation is 1,269 truck loads have to hauled off site.**

18.26 **Over how may days will PCH traffic be disrupted as the dirt is being hauled off site?**

18.27 **Why isn't a traffic management plan required now so the impact of this project is known to the decision makers and the public ?**

Retaining Wall

18.28 **Under the code retaining walls are to be no higher than 6 feet in height. The proposed retaining wall height is 46 ft above finished grade but in reality is 56.5 ft high measured in its entirety.**

What is the length of the retaining wall?

18.29 **Just because the retaining wall will be camouflaged and hence supposedly looks ok from PCH doesn't mean such a high deviation of what is allowed under the code should be granted.**

18.30 **What is the visual impact of this retaining wall from the end and middle of the Malibu Pier?**

18.31 **How far will west bound traffic be backed up because of the construction of this project during Saturdays and in the summer?**

Cultural Resources

18.32 **Where did the preparer of the ND get information regarding the lack of the possibility of cultural resources on site dismissing the potential for their existence due to possible past wave action? Recent 20th century evidence proves otherwise.**

According to a supporter of Slow Growth when the clock tower building 2 properties to the east was under construction a Chumash burial site was found and excavated. All along this area east of the Malibu Creek at various times Chumash artifacts and burials have been found. It is therefore likely that this site could harbor a Chumash burial ground or in the very least Chumash artifacts.

18.33 **It appears that this section of the ND was written based on supposition rather than researching the actual situation. We suspect if the research was done there are probably several recorded Chumash sites in the vicinity .**

The MLCP gives instruction as to how to the city is to deal with potential Chumash sites both pre construction site and during construction Why isn't the LUP being ignored instead of being followed ?

Wastewater

18.34 **It appears that the OWTS is being allowed only because there is an expectation that this part of town will be required to hookup to the Civic Center Treatment in phase 3 which is expected to occur in 2028.**

Is Phase 3 guaranteed? Can this OWTS perform for the life of the project if phase 3 doesn't happen? What is the expected life of this system ?

18.35 **How far above the groundwater table is the OWTS ? Is there a chance that groundwater brackish or fresh can enter the system ?**

18.36 **What kind of problems can be caused because the leach field is not large enough to hold the effluent from this project and the Malibu Inn?**

18.37 **The ND states:''The fact the property owner has to record a covenant notifying new owners of the following: 1) the private sewage disposal system serving the development on the property does not have a 100 percent expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)), and 2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in the use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair''.**

The uncertainties of the workability of the OWTS and its leach fields should result in project denial or in the very least require an EIR since the possibility of it not working is significant.

<u>Public Access</u>

18.38 **The denial/loss of public parking for visitors to the Malibu Pier will be significant and is not mitigable. Why isn't this loss of parking acknowledged in the ND?**

18.39 **What percentage of the motel rooms will be low income accommodations?**

<u>Parking</u>

The joint use parking agreement with the Malibu Inn is not sufficient when the restaurant dining area is full, the outdoor tent is in use and/or they have bands and other entertainment on site. Since this is the case why isn't the actual required parking being increased ?

18.40 **What motel personnel will occupy the 3 employee parking spaces?**

How many employees will be employed by the Malibu Inn and The Aviation Nation shop when the Malibu Inn is at full capacity ? Where will these employees park?

18.41 **Will the motel and Inn parking be valet parking or self serve?**

Why isn't stacked parking being required now as a part of the project?

18.42 **Stacked parking will have to be installed now or installed later since the Malibu Inn is under parked for the amount of cars that will using the site? How will the after the fact installation of stacked disrupt needed project parking and for how long?**

In an emergency, stacked parking is not a good idea because of the time needed to get cars out of the lot and on to the driveway how long a delay will there be

18.43 **if the stacked cars and their drivers have to be evacuated?**

Even if there is no stacked parking in an evacuation situation it will take an enormous amount of time to get all the cars and their occupants off site. A EIR needs to analyze this situation because in an emergency a very dangerous situation is being created.

18.44 **If there is valet parking and /or stacked parking have these employees been counted in the 3 employee parking space allotment? If not, how many more parking spaces will be needed for these employees?**

18.45 **Will the handicap parking stalls reduce the needed/required parking if they are not being used ?**

18.46 **At one point the ND says only 3 additional parking spaces are needed for employees. Later on it says there will be 20 employees onsite at peak times. If this is the case why aren't more spaces being provided?**

Why does the ND not analyze the impact of loss of needed Malibu Pier parking which is needed on weekends and summer days . This needs to be analyzed in an EIR.

18.47

Since it is rare, if not impossible, to find parking along PCH and the pier parking lot is full in the summer and often in winter weekends there certainly will a loss of needed pier/ beach parking. How is the current property's parking spaces used by residents and visitors alike being replaced?

Traffic

The traffic study doesn't reflect the reality of the traffic backup and gridlock on this strip of PCH. It talks around it. In actuality, there is a traffic movement problem on a regular basis during rush hour and in the summer and it is significant and not mitigable.

Why are we allowing a minimum 20 more visitor cars going in and out of the motel more than once a day add to the already unmitigable traffic problems?

Emergency

PCH is a major evacuation route and the ND states the incremental increase in traffic is not an evacuation problem and the impact is not significant. Obviously, the preparer of the emergency impacts has never been on PCH in an emergency situation or when an ambulance is trying to get to Santa Monica on a summer day when traffic is gridlocked. Even an incremental increase if traffic can be and is significant.

18.48

These so called incremental impacts have to be studied along with the incremental impacts of all of the earlier projects mentioned below in the cumulative an EIR.

There is no real analysis in the ND. Statement are simplistically made and expected to be accepted as true. The expectation in the ND is the evacuation will go perfectly without real consideration of an overcrowded after dark smoke filled gridlocked highway, with non functioning traffic lights ,and unpredictable human behavior to name just a few of the many safe evacuation impediments. The worst case situation has to beanalyzed in an EIR.

18.49 **The ND naively states that with implementation of the required fuel modification plan on the project site, wind driven wildfire impacts would be less than significant. This statement doesn't take into account that wildfire embers travel for miles.**

Cumulative Impacts

As required by CEQA why doesn't this ND take into account the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct?

Why aren't the cumulative impacts of this project being studied in light of all the created traffic congestion and parking impacts from recently approved development which residents are constantly upset about.

18.50

The project needs be studied in conjunction with the traffic circulation and off site parking impacts created by the Sea View Hotel , the Malibu Beach Inn, Avis lot parking , Nobu , Soho House , Malibu Pier and Malibu Inn as well as Surfrider beach parking east of the Adamson house and west of the Malibu. Pier. The traffic and the PCH parking impacts of all of these projects should be factored in when considering the impact of this project. This is a major reason why an EIR is needed.

18.51 **It is well known to residents that there is not enough parking in the vicinity for the users of these facilities and their employees.**

And despite what individual traffic studies state, this area of PCH is highly congested. During rush hour westbound traffic often backed up all the way to Carbon Canyon. On a good day traffic is backed up during rush hour from the Malibu Beach Inn to Cross Creek Rd.

18.52

On summer weekends and even during summer weekdays traffic doesn't move in this area. It is gridlocked. The city's traffic studies do not reflect reality.

18.53 **This project as well as the many others in this vicinity have/are being piecemealed through with no thought given to the cumulative traffic , parking and other environmental impacts such as aesthetics , increased groundwater, urbanization of Malibu , safe evacuation and the failure to construct projects**

18.53 cont. **that meet the development criteria/standards set forth in the Municipal Code and MLCP.**

Since the cumulative impacts are not being studied in relation to recently past piecemealed projects and potential future projects, this ND is fatally flawed.

EIR Required

Under CEQA, If there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

18.54

The ND failed to indicate any potentially significant impacts but there are some that are significant not mitigable such as traffic. An EIR needs to be done and if the city council desires this project, it would have to make a finding of overriding consideration.

The very fact that this project is a significant departure from the code requirements makes an EIR necessary. In the EIR more environmentally protective alternatives have to be analyzed such as "no project "and a smaller one story commercial project which is residential in scale that doesn't need all these monumental variances have to be analyzed.

18.55

In this instance the parking impacts are significant and they are glossed over in the ND. The current site during the day provided parking for visitors to the pier and the Farm restaurants on the pier. This needed parking is being lost.

18.56

Cuts and excavation into the toe and then excessive excavation of the slope 50 foot high to a unknown depth is destabilizing the slope without an enormous 56.6 ft retaining wall.

18.57

Furthermore it is questionable if these cuts are allowable since it is cutting into a bluff face and the cuts and retaining wall are of a magnitude that is unimaginable in Malibu.

Letter 18

Commenter: Patt Healy

Date: March 17, 2021

Response 18.1

The commenter correctly describes elements of the proposed Project's location, square footage, and variances.

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft IS-MND. Comments regarding the specifics of the Project do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.2

The commenter asks how the Project benefits Malibu residents and improve quality of life.

The Project would expand overnight accommodation access in the City, which would provide additional TOT revenue to the City to provide services and City improvements to residents as well as benefiting local businesses such as restaurants and retail uses through increased visitation. Additionally, the Project would support resident's capacity to have overnight accommodation access for visiting family and friends. Comments regarding the usefulness of the Project to Malibu residents do not directly pertain to the analysis within the IS-MND. Nevertheless, comments will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.3

The commenter asks why Malibu residents were not notified and allowed to provide input prior to the preparation of the Project's Negative Declaration.

In compliance with CEQA and adopted City procedures, the public draft IS-MND was provided to the public for the required 30-day comment period, and all public comments received have been responded to. Under CEQA, MNDs do not provide an opportunity for the public to comment until the public draft review period. CEQA Statute 15375 describes only EIRs shall provide a Notice of Preparation period prior to drafting of the EIR for public comment. Therefore, the Project and IS-MND complied with CEQA requirements for public noticing and comment periods. Additional opportunities to provide comment to decision-makers will occur during public hearings with time to voice opposition to the Project. Further, it should be noted that the Project's CEQA review is not a Negative Declaration, but rather a MND due to required mitigations to noise, geology and soils, and cultural resources.

Response 18.4

The commenter asks why with major variances required for Project approval the Project has gotten to the stage that the City has prepared a Negative Declaration.

The IS-MND thoroughly addresses all potential impacts associated with required variances. In addition, as stated in Response 18.3, the City actually prepared an IS-MND. As described in Section 1.4, *Project Approvals*, of the IS-MND, the Project would require four variance approvals for grading, slope construction, retaining wall height, and surface parking setback. As described in the IS-MND, extensive technical studies particularly in regards to geology and soil impacts (refer to Section 4.7, *Geology and Soils*) have been completed for the Project, several of which directly address potential impacts associated with requested variances. The technical studies support the finding of the IS-MND that the Project would not create significant safety hazards associated with slope stability or seismic hazards and that both public safety and the environment would be protected with inclusion of proposed mitigation measures and the City's standard conditions of approval. Approval of the Project and associated variances will be consider by the City Planning Commission and associated conditions of approval will be imposed to protect the City and environment as determined necessary, Therefore, the City has required preparation of a IS-MND to ensure complete review and analysis of potential project impacts and any required mitigations, including those associated with proposed variances. Nevertheless, comments regarding concern of the required extent of variances that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.5

The commenter asks why the City did not ask the owner to develop within the City's code instead of allowing the developer to ignore development standards in the City to protect the small town rural feeling.

The IS-MND addresses the Project as proposed by the develop as required under the law. The City Planning Commission and City Council retain full discretion to impose additional measures as warranted and to consider whether to approve or reject the requested variances based upon the evidence before them, including the IS-MND. As described in Section 1.1, *Project Site and Existing Uses* of the IS-MND, the Project would be consistent with the City's General Plan and all applicable development standards, with the inclusion of requested variances. Therefore, the Project would be consistent with City code related to preservation of the rural character of the City. The Project would require approval of requested variances; however, the City maintains the right to approve or deny variances on a project-by-project basis. Comments regarding concern of the Project's consistency with City code that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.6

The commenter asserts the City's General Plan requires commercial development by residential size and asks why this was ignored.

The City's 2010 Land Use and Circulation Element does not have a policy or standard requiring commercial development to be of residential size. Please refer to Response 18.5 for discussion of the Project's compliance with City Code and the General Plan. The Project is consistent with the code for required FAR and height; the proposed motel use is conditionally permitted in the CV-1 zone district. Comments regarding concern that the Project would not be of residential size and compliant with the City's General Plan that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.7

The commenter asks why the City is not insisting the development criteria be met for the Project to protect Malibu from urbanization.

Please refer to Response 18.4.

Response 18.8

The commenter asks why the City is justifying the Project by asserting the Project would be the same height as the oversized County approved clock building when Municipal Code and Local Coastal Plan were enacted to prevent the County from further similar construction.

The IS-MND does not attempt to justify the Project by comparison of the Project's proposed height or size to the County approved clock building, rather the IS-MND provides a detailed analysis of potential project impacts compared to the existing physical environmental setting. As stated in Section 1.4, *Project Approvals,* the Project would require a height variance for development of the retaining walls in excess of six feet in height (Approval of Variance NO. 18-031). As described in Response 18.3, Project approvals and approvals of variances are required by the City Council prior to adoption of the IS-MND. Comments regarding concern of the height of the proposed Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.9

The commenter states the Project's FAR should be .1537 based on Slow Growth calculations, which exceeds the commercial development maximum of .15 FAR for the City.

Following the MMC, which provides guidance on FAR calculation, FAR on the site is not exceeded. As described in Section 4.11, *Land Use and Planning-Impact B*, "the Project proposes 7,693 sf of commercial floor area on a 51,352 sf (1.18 acre) parcel, the resulting FAR would be 0.15, consistent with the maximum FAR permitted. The Project would require approval of CDP No. 09-067, ensuring adherence to local and regional policies and goals throughout implementation of the Project." The IS-MND calculated the FAR using the Project's square footage (7,693 sf) based on a 51,352 sf lot area.

Response 18.10

The commenter asks what is the actual FAR of the Project as the IS-MND states the slope is greater than 2.5 to 1. The commenter additionally asks what percentage of the slope is greater than 1:1.

Based upon the provisions of the MMC, the FAR of the Project is 0.15 as described above. The square footage of the site relies upon the total area of the site parcel (APN 4452-019-005). As shown in Figure 2, the parcel boundary includes the slope; therefore, it must be included in the FAR calculations. The slope grades indicated within Appendix B, *Geotechnical Reports*, do not indicate any portion of the slope exceeding 1:1, and instead indicate 1:1.5 and 1:2.0 grades within the site.

Response 18.11

The commenter asks if the portion of the slope that is 1:1 or greater has been deduced when calculating the properties square footage. If not, the commenter asks what percentage has been deduced and how much smaller the Project would need to be to meet the required 0.15 FAR after a deduction of the 1:1 or greater slopes.

The IS-MND nor Appendices indicate any portion of the slope exceeds a 1:1 slope. Additionally, as described in Section 1.4, *Project Approvals,* the Project is only required to apply for a variance for development of slopes at or greater than 2.5:1. The Project does not consider what portion of the slope is 1:1 or greater nor is that sum reduced when calculating the FAR as no required City or state policy recommends or requires such action for commercial development. Therefore, the Project is in compliance with City FAR standards for commercial development and does not require reduction of the Project footprint to meet 0.15 FAR.

Response 18.12

The commenter states that the proposed Project structure of 28 feet in height is incorrect, as the commenter asserts the height measured from grade to the roof's elevator shaft is 46 feet, and that elevators should not be excluded when calculating a structure's height. The commenter also asserts the Project is a 3 to 4 story structure not 2 stories.

Regarding building height calculations within the City, the standards limit the structure from finished grade, and the proposed structure is in compliance with measurements of the building height from finished grade, of which the calculations do not include subterranean features. The 36- and 44-foot heights previously indicated in Section 1.4, *Project Approvals*, more accurately refer to the height of the structure above the structure's ground floor elevation, while the structure is actually built into the slope and does not exceed 28 feet above finished or natural grade at any location. This number clarification has been included within Section 1.3, *Project Description*, and appropriately characterized in Figure 3. The remaining 34 percent of the project site closest to the top of the slope would be maintained as undeveloped open space.

Response 18.13

The commenter states the IS-MND's description of parking as subterranean is inaccurate as only approximately 4 feet of the structure would be underground. Also, the commenter feels the parking structure is not subterranean since the majority of the parking is above ground level.

The commenter identifies approximately 4 feet of the subterranean parking garage would be below grade, however no portion of subterranean garage daylights more than 3 feet from finished grade, except for a vehicle opening and building required emergency egress. The IS-MND correctly identifies the 29 subterranean parking spaces as subterranean, and underground access via a driveway would be required. The Project would additionally provide 18 at grade surface parking spaces as shown in Table 1 of the IS-MND. Nevertheless, comments regarding assertion that the subterranean parking should be described as at grade that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 18.14

The commenter asks if the above ground portion of the Project's parking structure was included in calculating the FAR.

All necessary components of FAR are included within the document and calculated per City requirements. As noted in Note 1 of Table 1, the occupied space of the motel is the only feature that is to be included in calculations of the structure's FAR. Occupied Space, or the gross floor area, comprises the structure's Total Floor Area, which includes the square footage that is used to calculate estimated water use, sewer rates, trip generation, FAR, and associated considerations. Considering the site's 7,693 sf of occupied space, and the lot area of 51,352 sf (1.18 acres), the total FAR is approximately 14.98 percent, which is lower than the 0.15 FAR lot limit. Please refer to Section 1.3, *Project Description*, for more detail on the site's calculations.

Response 18.15

The commenter states the MND's assertion that "the proposed new motel would be similar in size, bulk and scale to existing structures to the east and west" is inaccurate given the Project's structure is massive compared to the Malibu Inn and Chabad building which are both under 18 feet in height.

While the Malibu Inn and Chabad building, which lie immediately adjacent to the site are single story, to the west and east, as stated in the IS-MND are multiple two-story or greater structures with similar size, bulk and scale, including the much larger Malibu Plaza within 185 feet of the eastern project boundary and the Surfrider Inn approximately 300 feet from the western boundary. Multiple other large structure also lie along both sides of PCH east of the project site.

Response 18.16

The commenter asks why the City is justifying this project by stating it is the same height, bulk, and scale, as the County approved clock building.

Please refer to Response 18.8.

Response 18.17

The commenter asks why the Project's location in a tsunami zone was not analyzed.

The IS-MND does address potential Tsunami hazards. As stated in Section 4.10, *Hydrology and Water Quality*, the California Department of Conservation Tsunami Inundation Maps for southern California indicate the project site would be outside any potential tsunami inundation area. However, the project site is within 200 feet of the upper limit of the potential inundation area, located on the opposite (southern) edge of PCH. Given the Project is outside of mapped tsunami inundation zones for southern California, the IS-MND describes impacts as less than significant and no mitigation is required.

Response 18.18

The commenter states the IS-MND describes the Project is located within seismically active southern California and has potential for impacts from regional seismic events, and the residential structures on the north of and above the slopes are on potentially unstable soil, and raises the concern that Project

excavation activities could cause slope failure. The commenter requests clarification on if the bluff is unstable what would prevent the bluff above the retaining wall from sliding in a heavy rain event or major earthquake.

The IS-MND includes adequate assessment of potential geologic impacts and consideration for the project's geotechnical review, and refers to additional detail that can be found within Appendix B. In Section 4.7, *Geology and Soils*, the IS-MND notes that the Project would be located in the seismically active southern California region. Please see Comment Response 18.4 for additional discussion on the geotechnical reports. Design requirements include the freeboard on the rear yard retaining wall will be designed to provide code-require setbacks from ascending slopes. The freeboard would be designed as an impact wall with a minimum equivalent fluid pressure of 125 pcf, based on the geotechnical recommendations by the Consultant. Therefore, the Project's retaining wall design would adequately protect life and property from unstable slopes during an earthquake and/or rainfall event.

Response 18.19

The commenter asks if the property owner worked to determine if there were faults underlying the property and if so what kind of investigation was done and the following results.

The Proposed Project has been subject to extensive geotechnical analysis, including the potential for damage from seismic events. As described in Section 4.7, *Geology and Soils*, the project site is located between two mapped splays of the Malibu Coast Fault Zone. However, the project site is not located in a designated Alquist-Priolo Earthquake Fault Zone, nor was there positive evidence of active faulting during geologic mapping and subsurface explorations conducted at the project site as part of the site-specific Geotechnical Report (Appendix B). Therefore, the potential for surface rupture during a seismic event is considered remote and less than significant. No further evaluation of fault locations is required by CEQA, and the Project would comply with IBC and CBC to employ design standards that consider seismically active areas to safeguard against major structural failures or loss of life.

Response 18.20

The commenter states the IS-MND identifies that, even with full compliance to City code, the loss of life and property could occur. The commenter requests that the IS-MND explain how a loss of life can be described as less than significant, or how an IS-MND can conclude less than significant impacts when stating a potential for loss of life.

The IS-MND thoroughly analyzes potential impacts associated with geology and soils and other hazards which are described in great detail. As discussed in the IS-MND, the Project will not exacerbate the risk of an earthquake or liquefaction. Loss of life is always a crucial element to consider under CEQA; however, the IS-MND found the Project would not exacerbate the risk to the public in the event of an earthquake in southern California. The Project cannot alter existing conditions of earthquake risk to the southern California region, which are addressed in the CBC, as well as City policy. Please refer to Response 18.19 for discussion of the Project's building code compliance for earthquake events.

Response 18.21

The commenter states the IS-MND identifies the site as located on a "coastal bluff" and states the Project would only alter the lower approximately 50 feet of the slope with the remaining upper 130 feet unaltered.

The commenter asks where the City code allows cutting into a coastal bluff, and if the City denies the site is a coastal bluff, where does the code allow cutting into a general bluff face.

The IS-MND notes the Project's location at the base of a slope, and assesses all relevant City policies regarding slope development. The City of Malibu's Local Coastal Plan/Land Use Plan item 3.50 requires "cut and fill slopes and other areas disturbed by construction activities (including areas disturbed by fuel modification or brush clearance) shall be landscaped or revegetated at the completion of grading." As stated in the IS-MND, *Project Description*, the cut and fill slopes will be stabilized with landscaping. Further the Malibu Local Coastal Plan/Land Use Plan line item 6.9. h requires all new development to be sited and designed to minimize height and length of cut and fill slopes; however, such activities remain allowed with City approval. Therefore, as noted within the IS-MND, through adherence to City code, geotechnical specifications, and approval of project variances, the Project is consistent with all existing City policy related to cut and fill on slopes.

Response 18.22

The commenter asks what length and depth the coastal bluff cuts would be for the proposed Project.

The IS-MND and supporting geotechnical reports thoroughly describe changes to the base of the slope as well as any potential hazards. The 13,043 cubic yards of excavation would be conducted within the approximate 160 foot length and 50 foot height, with variations in height or length to accommodate geologic stability and re-added fill and soil, calculated within Appendix B and summarized within the IS-MND.

Response 18.23

The commenter states the City's code allows for 1,000 cy of grading, and cut and fill should be remain onsite with no offsite transport. The commenter further asserts grading in a slope is not an exempt activity, and 12,649 cy of cut into a bluff is an enormous among of grading on an unstable hillside. The commenter asks what would prevent the hillside from sliding during grading.

The IS-MND thoroughly addresses grading and impacts associated with alternation of the slope and acknowledges the Project's exceedance of the City Code, as further detailed in Comment Response B.10 and noted in IS-MND Section 1.4, *Project Approvals*. The City's Code does not require all cut and fill to remain onsite for construction projects. As described in Section 4.7, *Geology and Soils-City Standard Conditions of Approval*, the Project would comply with City Standard Conditions of Approval including: Grading should be scheduled only during the dry season from April 1 through October 31. If it becomes necessary to conduct grading activities from November 1 through March 31, a comprehensive erosion control plan shall be submitted for approval prior to issuance of a grading permit and implemented prior to initiation of vegetation removal and/or grading activities. Additionally, all recommendations of consulting certified engineering geologist or geotechnical engineer and/or City geotechnical staff related to grading will be incorporated into the final design. Please also refer to Comment Response 18.4 for further discussion of variances. The IS-MND does not state grading on a slope is an exempt activity, and as stated above would comply with all required approvals and design methods. Therefore, the Project would not exacerbate hillside stability during grading.

Response 18.24

The commenter asks if the 11,693 cy of understory grading is for the four feet of subterranean parking.

The IS-MND thoroughly describes Project grading and any resultant potential impacts. Due to the structure's location on a hillside, understructure grading includes the total slope area beneath that required for the structure, and so it does include the subterranean parking. The IS-MND notes that the 11,639 cy of total grading is considered understructure grading, which is a Local Implementation Plan-exempt category from the total allowable.

Response 18.25

The commenter inquires on the estimated total number of haul trucks that would be used to haul dirt off site, noting a normal dump truck carries 10 cy of dirt.

The IS-MND thoroughly describes project grading and associated truck traffic. Please refer to Comment Response B.10 for additional information on this topic.

Response 18.26

The commenter inquires on the number of days PCH traffic would be disrupted during excavation haul activities.

The IS-MND thoroughly describes Project grading and associated truck traffic. Haul truck activity associated with site grading would require approximately 108 days (Appendix A). Based upon the detailed analysis within the IS-MND, this number of trips would be far below that which may cause transportation impacts. While not every day would include haul truck activity, assuming the highest estimated number of truck trips required (875 haul trucks), over this period, this would result in an average of 8.1 haul truck trips per day, which would not result in substantial traffic impacts considering avoiding generating vehicle trips during rush hour traffic (see Section 4.17, *Impact C*) and adhering to California Vehicle Code and City Standard Conditions of Approval.

Response 18.27

The commenter inquires why a traffic management plan is not required.

Approval of Caltrans' Stage Construction, Traffic Handling, and Detour Construction plans are required, including encroachment permits for the work that requires hauling on Caltrans right-of-way, such as along PCH. These requirements are noted within Section 1.4, *Project Approvals*, and the discussion within Section 4.17, *Transportation*, Impact C of the IS-MND. Additional traffic management plans are not required under CEQA, however the comment will be included within decision-maker consideration.

Response 18.28

The commenter asks for the length of the retaining wall.

The IS-MND describes that the length of the retaining wall would be approximately 160 feet, as measured within Appendix B, Geotechnical Report. As noted within the plans, added stability would be provided via an approximate 25 feet of stabilization wing wall extending west of the primary retaining wall, and an

approximate 205 foot long, 4-foot-high debris wall included above the retaining wall to further protect the reach of development.

Response 18.29

The commenter asserts the retaining wall height deviation should not be granted, despite camouflage and apparent reduced visibility from PCH.

The City retains full discretion to approve or deny any requested variances. Approval of Variance No. 18-031 would allow for wall height to be granted in excess of six feet in height, as noted within Section 1.4, *Project Approvals*. Comments regarding aspects of the project that do not specifically relate to CEQA review will be included in decision maker deliberations.

Response 18.30

The commenter inquires on the visual impact of the retaining wall from various locations on the Malibu Pier.

The IS-MND assesses visual impacts from Malibu Pier and a variety of surrounding public viewing areas, including the beach, PCH, and the Pacific Ocean. The proposed new motel and associated retaining wall would be similar in size, bulk, and scale to existing structures to the east and west, in addition to noting that it would be designed to step back into the hillside. Additionally, it is noted that the project would not include alterations to Malibu Pier, as the existing surface parking lot is not identified as contributing to the historic setting of the pier. Please see Section 4.1, *Aesthetics*, Impact A-B discussion for further assessment information.

Response 18.31

The commenter inquires how far west bound traffic will be backed up because of construction during Saturdays and in the summer.

The IS-MND thoroughly describes potential impacts associated with haul truck traffic associated with the Project, including possible disruption of traffic flows along PCH. Specific distances of potential traffic backups cannot be determined, and would be speculative under the scope of a CEQA assessment. Traffic volumes, intersection operation, and approval requirements are all assessed within the IS-MND, specifically within Section 4.17, *Transportation*. Though not specifically necessary under CEQA, intersections in the area are all operating at LOS A or B, indicating acceptable traffic flow. It is noted within Section 4.17, *Transportation*, Impact C discussion that construction would not add a significant number of trips to the project site, review and approval of an Encroachment Permit from Caltrans would be required, and the absence of significant curves would provide a safe means of transportation access.

Response 18.32

The commenter asks what source of information the IS-MND used to establish that the site would not support substantial cultural resources and dismissing the potential for cultural resources due to possible past wave action.

The IS-MND thoroughly describes potential impacts to cultural resources and provides the information source at the end of the sentence noted by the commenter, cited as Appendix B, which is the document's

Geological Reports. Appendix B includes existing setting information, including the underlying coastal sediment, overall slope erosion, and other underlying geology. It should be noted that wave action was provided as an example of what "coastal processes" could include, based on the underlying sediment, and was not specifically stated as the reason for potential lack of cultural resources. In support of the potential for cultural resources, the IS-MND discloses that the project site is located within a region that has a history of habitation by the Chumash and Tongva tribal populations, and that there is the potential for unanticipated encounters with tribal cultural resources. Consultation with local tribes was held to solicit additional information, which is further considered within Section 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*. Accordingly, the IS-MND includes three mitigation measures (MM TCR-1, -2, and -3) beyond the City's standard existing conditions of approval.

Response 18.33

The commenter states that a supporter of Slow Growth asserts a Chumash burial site was found and excavated at a nearby site, and that additional artifacts and burials have been found within the area east of Malibu Creek at various times. The commenter includes a question on the extent of research conducted in preparation of the IS-MND.

The IS-MND includes a review of the site's existing setting in compliance with CEQA, including cultural resources. Despite multiple meetings with local tribe representatives, the sites indicated by the commenter could not be corroborated and are not listed in either City or State resources. Following additional due-diligence review, no archaeological reports have been presented for properties immediately adjacent to the subject property, and those further away in the general vicinity did not require higher than a Phase 1 review, further indicating a lack of significant findings. See Response 18.32 for a summary of the research conducted to establish the CEQA baseline, and please note the City conditions of approval, which stem from the City's Local Coastal Plan/Land Use Plan, and three mitigation measures (MM TCR-1, -2, and -3) required of the project to avoid potentially significant impacts to cultural resources with implementation of the project.

Response 18.34

The commenter raises a concern that the proposed onsite water treatment system (OWTS) will be able to perform for the life of the project, considering that a hookup to the Civic Center Wastewater Treatment Facility may occur within the next 8 years.

The proposed OWTS is designed to last for the life of the Project and far beyond the potential window to connection to the Civic Center Wastewater Treatment Facility, due to meeting the requirements of the Malibu Plumbing Code, Los Angeles Regional Water Quality Control Board Resolution No. R4-2009-007, and the LCP. The IS-MND notes that the proposed OWTS may need to be abandoned shortly, considering the potential for future connection to the Civic Center Wastewater Treatment Facility within ten years. Please see IS-MND Section C, *Onsite Wastewater Treatment System*, Section 1.4, *Project Approvals*, Section 4.10, *Hydrology and Water Quality*, and Section 4.19, *Utilities and Service Systems*, for extensive discussion on the required approvals and analysis regarding the efficacy of the proposed OWTS.

Response 18.35

The commenter raises a concern about the proximity of the groundwater table and associated potential for brackish or fresh water to enter the system.

The area's groundwater table would not affect the proposed OWTS. The project site and associated septic infrastructure would be located at approximately 20 feet above sea level, above the underlying coastal groundwater table and any potential influence of brackish or fresh water. Please see IS-MND Section 4.10, *Hydrology and Water Quality*, and Section 4.19, *Utilities and Service Systems*, for further discussion on the required approvals and analysis regarding the efficacy of the proposed OWTS.

Response 18.36

The commenter raises concerns about what may happen from an inadequately designed septic system.

The IS-MND thoroughly address potential impacts of the proposed OWTS including those to groundwater. The Project proposes an adequate septic system (Appendix B), and will not result in potentially significant impacts to water quality or utilities, as noted within Section 4.10, *Hydrology and Water Quality*, and Section 4.19, *Utilities and Service Systems*. The IS-MND notes potential impacts of an inadequately designed leach field within Section 4.10, *Hydrology and Water Quality*, including potential groundwater or ocean water pollution impacts. However, the IS-MND also notes these impacts would be avoided due to the multi-phase treatment implemented by the system and associated permitting requirements, which includes detailed calculations and requirements that – among other considerations – the septic system be large enough to accommodate the proposed project.

Response 18.37

The commenter raises a concern with the City's Standard Conditions of Approval regarding private sewage disposal system covenant notification requirements to new owners, and states that this requirement should necessitate an EIR for this project's use of an OWTS.

The City's standards for the OWTS have been subject to extensive regulatory agency review and reflect measures needed to protect groundwater quality. The City's covenant notification requirement for private sewage disposal systems is not a project-specific requirement, and does not effect the proposed efficacy of the system. Please see Section 4.10, *Hydrology and Water Quality*, and Section 4.19, *Utilities and Service Systems*, for discussion of the extensive City requirements necessary of the proposed OWTS. Comments regarding topics outside the scope of CEQA review, such as those regarding the City's Standard Conditions of Approval, will be included in decision-maker deliberations.

Response 18.38

The commenter argues the loss of public parking for visitors to the Malibu Pier will be significant and unmitigable, and states this is not acknowledged in the IS-MND.

The IS-MND thorough discusses potential impacts associated with the loss of coastal access parking. As discussed in the IS-MND, the project's development of a paid private parking lot would provide adequate and required parking, and would not result in the loss of existing public parking. The project site is currently operated as a private parking lot where the public is allowed to park for a fee, and the project would include a total of 24 parking spaces for Malibu Inn under a JUPA, as required. Malibu Inn's parking is currently addressed at the site through a JUPA, as described in the IS-MND. Further, the Project complies with MMC requirements for parking as described in Section 1.3, *Project Description of* the IS-MND. The Project would provide 47 parking spaces, as detailed in Table 2, Proposed Parking Program. Per MMC requirements and the JUPA, one parking space is required for every 50 sf of the restaurant's service area

that currently exists at the adjacent Malibu Inn property, and one parking space as required for every 225 sf of retail or office floor area. This totals 24 spaces that are required from the adjacent Malibu Inn property. Additionally, per MMC Section 17.48.030 – Specific Parking Requirements – one parking space for each lodging unit (keyed room) is required, totaling 20 spaces, in addition to one space for the average, per-shift number of employees. As a result, the Project is required to provide a minimum of 47 parking spaces to be consistent with MMC requirements. Additionally, stacked parking within the subterranean garage – if implemented – would provide additional overflow parking spaces as necessary for the property.

Response 18.39

The commenter inquires what percentage of motel rooms would be low-income accommodations.

The IS-MND did not identify potential significant impacts to land use or zoning consistency. The proposed Project is not required to supply low-income accommodations. Please refer to Section 4.11, *Land Use and Planning*, and Section 4.14, *Population and Housing*, for further discussion on land use consistency and low-income population considerations.

Response 18.40

The commenter raises a concern of the existing JUPA and total required parking spaces, noting the restaurant use and outdoor tent use. Additionally, the commenter inquires which motel personnel will occupy the employee parking spaces and the number of employees between the Malibu Inn and Aviation Nation shop.

With approval of JUPA No. 18-001, the Project is in compliance with the proposed JUPA and associated parking requirements. Under the project's JUPA, the land use of the adjacent Malibu Inn is being updated to entirely retail with no restaurant, which reduces the total parking requirements, and reduces the potential for bands, outdoor tents, or other entertainment onsite. Additionally, the parking spaces allocated to motel employees will include those associated with cleaning, receptionist, and other hospitality-related roles. Please see Section 1.4, *Project Approvals*, and associated analysis within Section 4.17, *Transportation*, for further discussion.

Response 18.41

The commenter questions whether the motel and inn parking will be valet parking or self-serve.

Valet capabilities would be subject to the property operator and would be a service that could be provided by the motel operator, though the difference between valet parking versus self-serve would not affect CEQA conclusions as contained within the IS-MND. For further information on valet capabilities, please note descriptions and discussion contained within Section I*, Construction and Staging*, and within Section 4.17, *Transportation*.

Response 18.42

The commenter asserts stacked parking is required under the project, and raises concerns about installing stacked parking at a later date, which could affect future parking disruptions.

Stacked parking is not required to fulfill parking requirements. Descriptions of stacked parking and its potential inclusion in the project is noted within Table 1, *Proposed Development Plan*, which notes "Proposed stacked parking may be utilized to provide additional parking above MMC requirements", Section A, *Project Design*, and Section B, *Access and Parking*, which states, "Stacked parking space numbers have not been enumerated but would be additive to the minimum surface parking requirements of the MMC". Please see Comment Response 18.40 for additional information on the site's requirements in relation to the proposed JUPA. Additionally, the project description does not assume stacked parking would be added at a later date, and delayed construction is not assumed as part of this Project. As such, future parking disruptions are not anticipated.

Response 18.43

The commenter asserts stacked parking will result in evacuation delays, and that the subterranean parking as proposed is a safety hazard due to occupants retrieving their cars in the event of an emergency. The commenter requests an EIR to further assess the danger.

The proposed subterranean garage does not exacerbate existing hazards during an emergency nor disrupt emergency vehicle access. As further discussed within Section 4.15, *Public Services*, the project is required to comply with the Los Angeles County Fire Code (Title 32) regarding access requirements for the proposed project and design standards for fire prevention and access, including consideration for emergency plans and evacuation routes. As discussed within Section 4.20, *Wildfire*, the project is designed with throughput access from PCH to the Malibu Inn parking lot, allowing for adequate fire department access via the improved driveway access radius, and that the Project would not impair adopted emergency evacuation plans. As stated in Section 1.4, *Project Approvals*, the Los Angeles County Fire Department (LACFD) will need to approve the final project plans for safety and access. During LACFD review, fire-specific and evacuation-specific parameters will be assessed, which may eliminate the proposed parking, or increase underground parking ventilation, or other site-specific adjustments. No CEQA-specific hazards regarding underground parking were identified during review.

Response 18.44

The commenter implies inadequate parking would be available in the case that potential valet parking or stacked parking is implemented, particularly associated with employee parking.

Please refer to Comment Response 18.40, 18.41, and 18.42 for information on these topics.

Response 18.45

The commenter raises a concern that handicap parking stalls may affect the total number of needed or required parking spaces.

The Project provides the necessary number of handicap parking stalls. The number of handicap parking stall required is derived from the requirements of MMC Section 17.48.030, *Specific Parking Requirements.* Please refer to Section B, *Access and Parking*, for additional information on the project's required parking.

Response 18.46

The commenter requests clarification on the number of parking spaces required for employees.

The average number of employees per shift would be 3 employees onsite. The associated number has been updated throughout the document to reflect this value.

Response 18.47

The commenter raises concern with the loss of parking on weekend and summer days for pier and beach parking, and requests an EIR to further assess this topic.

Please refer to Comment Response 18.38 and 18.40 for information on this topic.

Response 18.48

The commenter states there is traffic on this strip of PCH, with traffic movement problems during rush hour and during the summer. The commenter raises a concern that additional visitors to the project site would exacerbate this problem, and that it may affect evacuation routes and emergency response times. The commenter requests an EIR to further assess this topic.

The project would not add a significant number of vehicle miles traveled to the project site and vicinity, as detailed within Section 4.17, *Transportation*. The site currently holds a parking lot, which supports a limited number of trips to the site under existing conditions. It is disclosed that the Project would increase VMT compared to this existing setting. Under CEQA, due to the project's location on the State Highway System, vehicle miles traveled (VMT) is used for impact analysis purposes, overseen by Caltrans. As a project with a motel land use, it is anticipated to generate approximately 68 average daily trips (ADT), which is well below the threshold of 110 trips per day set by Caltrans that would signify a significant impact. Traffic conditions were noted that may affect evacuation routes and response times, though the Project would not specifically conflict with an adopted evacuation plan or route. Additionally, as the increase in trips are not considered significant, the overall traffic conditions would not be significantly impacted from implementation of the Project or on a cumulatively considerable basis. Please refer to Section 4.17 for additional analysis associated with safety and traffic flow that acknowledges local traffic throughput and potential impacts, of which were found less than significant.

Response 18.49

The commenter asserts wildfire impacts are inadequately assessed by the MND, stating that the fuel modification plan is insufficient and that the wind-driven effect of embers from wildfires were not taken into account.

The IS-MND includes sufficient assessment of wildfire impacts, included within Section 4.20, *Wildfire*, Section 4.9, *Hazards and Hazardous Materials*, and Section 4.15, *Public Services*. The vegetation, or lack thereof, surrounding the project site is described, specifically in its relation to the potential for wildfire effects. The historic Woolsey Fire and the effects of wind are included within the document, including consideration for the Santa Ana winds, noting that these effects can contribute to the spread of wildfire. Prevailing wind directions are assessed, and the site's location within a Very High fire hazard safety zone are considered. Compared to the existing setting, the Project would not exacerbate the existing potential hazards from wildfire, particularly following LACFD approval. Finally, the site is within the service area of the nearest fire station and would not necessitate an expansion of fire-related public services to the site.

Response 18.50

The commenter asserts cumulative impacts are not adequately addressed by the MND, particularly regarding traffic congestion and regional development.

The IS-MND addresses cumulative impacts in numerous sections of the document, in compliance with CEQA and best planning practices. To summarize, cumulatively considerable air quality pollutants are addressed in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, including those criteria included within SCAQMD's CEQA guidance. Water quality impacts from the project site and surrounding development is cumulatively considered within Section 4.10, *Hydrology and Water Quality*, notably for the potential for surface water quality pollution from other parking lot and building drainage. Surrounding development and cumulative conditions are considered within 4.17, *Transportation*, addressing street flow and congestion. Utilities and wastewater facility potential impacts are addressed within Section 4.19, *Utilities and Service Systems*, and fire service capability to accommodate regional development is considered within Section 4.20, *Wildfire*. Additional sections also consider the CEQA required existing setting, including consideration for surrounding development and projects, culminating in the review within Section 4.21, *Mandatory Findings of Significance*, which summarizes and concludes potential impacts of the project on a cumulatively considerable basis, including those to noise, traffic, cultural resources, wildlife species, and more. Please also see Comment Responses 18.31 and 18.48.

Response 18.51

The commenter asserts there is insufficient parking for the project site.

Please refer to Comment Responses 18.38 through 18.42 for responses to this topic.

Response 18.52

The commenter raises a concern of traffic, rush hour traffic, backed up intersections, and gridlocked traffic.

Please refer to Comment Responses 18.31, 18.48, and 18.50 for responses to this topic.

Response 18.53

The commenter asserts cumulative impacts are not adequately addressed by the MND, and are being piecemealed through.

Please refer to Comment Response 18.50 for cumulative impact response information. Regarding piecemealing, the scope of the IS-MND includes this Project and consideration for cumulative impacts in the region, following best available information in compliance with CEQA. The IS-MND contains input from successive rounds of technical review, consideration for the Project at a regional scale, includes consultation periods, and public input, and does not directly connect to another project that may suggest piecemeal adoption. Comments that do not directly pertain to the analysis will be included in decision maker deliberations.

Response 18.54

The commenter asserts an EIR is required due to substantial evidence that an effect may be significant, particularly those associated with traffic.

The IS-MND did not identify any potentially significant impacts that would not be reduced to a less than significant level through the use of proposed mitigation. Traffic impacts were found as less than significant following accepted VMT thresholds and consideration for local policy such as an analysis of LOS. If the Project had exceeded these thresholds, an EIR would be required, however none were triggered. Please see Comment Responses 18.31, 18.48, and 18.50 for responses to this topic in addition to the analysis contained within the MND, particularly Section 4.17, *Transportation*.

Response 18.55

The commenter asserts the number of variances indicate an EIR is required to ensure consistency.

There is no threshold for the number of variances associated with a Project required to trigger an EIR. As noted in Section 1.4, *Project Approvals*, and throughout the MND, approval of each variance would be required to ensure project consistency. With variance approvals, certain land use and resource-specific impacts would be avoided, particularly those related to aesthetic or geologic review. Variance approval requires extensive review and, in the case of this project, extensive geotechnical review for safety and geologic stability, which has been conducted over the past years. As no potentially significant impacts were identified, with approval of the MND, an EIR would not be required under CEQA.

Response 18.56

The commenter asserts parking impacts are glossed over in the ND.

The IS-MND adequately addresses parking. Please see Comment Responses 18.38 through 18.42 for associated responses on this topic.

Response 18.57

The commenter raises a concern that the amount of excavation would result in destabilization and the location of potential cuts are questionable.

The Project would not result in slope destabilization. Extensive review has been conducted from a geotechnical perspective. Please see Comment Responses 18.18, 18.19, 18.21, and 18.23 for additional discussion on these topics, in addition to Section 4.7, *Geology and Soils*, and Section 4.9, *Hazards and Hazardous Materials*, of the MND, and Appendix B for further information and review from the geotechnical reports.

From:	Suzannah Owens
To:	Adrian Fernandez
Subject:	Malibu Inn Project Comment
Date:	Wednesday, March 17, 2021 10:52:19 AM

To Whom it May Concern,

19.1 I am emailing regarding the current Malibu Inn project. The city is in dire need of more hotel rooms and I believe this will be a great improvement to the empty parking lot that is currently there.

I think this project will be a great asset to the city and I look forward to referring family members from out of town.

Best,
Suzannah

Letter 19

Commenter: Suzanne Owens

Date: March 17, 2021

Response 19.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The comment notes support for the Project's component of additional hotel rooms in the City and conversion of the parking lot to the Project's proposed use. Comments regarding support for the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From:	Judy Ettinger
To:	Adrian Fernandez
Subject:	Proposed Malibu Inn Motel, 22959 PCH., Malibu
Date:	Thursday, March 18, 2021 3:22:35 PM

Dear Adrian:

20.1 After reading about the new proposed hotel for Malibu, called The Malibu Inn Motel, I would like to bring up the point that a 20 room motel would be a great fit for Malibu, since it would be considered more of a boutique hotel. I really liked the design, with the use of the exterior wood, it looks like it would blend nicely into the current landscaping.

I do agree that we need a new hotel and new growth in Malibu, it has been long over due. I have a lot of relatives that come from out of town that would really enjoy a pool with a restaurant, especially in that location with the view of Malibu and the Ocean. I look forward to having a new hotel for my friends and family to come visit Southern California.

Letter 20

Commenter: Judy Ettinger, Malibu resident

Date: March 17, 2021

Response 20.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The comment notes support for the Project's addition of 20 rooms to the City, and notes the design with exterior wood will blend well with the existing landscaping. Comments regarding support for the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From:	Mark Dempster
To:	Adrian Fernandez
Cc:	Kim Dempster
Subject:	Opposition to Proposed Project at 22959 Pacific Coast Highway
Date:	Thursday, March 18, 2021 3:07:58 PM
Attachments:	Screen Shot 2021-03-16 at 11.26.39 AM.png MalibuInnMotel_PublicDraft_20210217154727145O.pdf

Hello Ms. Fernandez,

21.1 We are residential owners at 23006 Pacific Coast Highway (across the street, approximately in between Jack-in-the-Box and Aviator Nation and directly next door to the Malibu Pier).

Let me start by saying that a new hotel would be a net positive to Malibu generally and this neighborhood specifically. However, as proposed, we are diametrically opposed to any aspect of this project. In fact, we oppose a project that's even half this scale and impact. What we do support is a project that is not a square inch larger than the Surfrider Hotel and one that follows every single letter of the code without a single variance, just as the Surfrider abided by with their renovation.

21.2 Our view is that the owner and the architect of 22959 PCH actually don't want this project, as proposed. We believe they are doing nothing more than playing a game with the City of Malibu. That game is to submit a set of basic drawings that reflects a maximum footprint, per the square footage of the lot, and ask for every variance under the sun to make that proposal achievable from an engineering and construction standpoint. But, our suspicion is that the owner and the architect know full well that there's zero chance of approval of this proposal, are expecting to get pushed back to a more achievable and desirable project, but one that still got a number of variances granted by the city.

The owner and architect could have followed a more neighborly and measured process in drafting their first proposal. But, for their conscious game playing, we ask that the city put this project through the gauntlet of following proper protocol.

Specifically, we ask that the city not grant this project

21.2

the requested variances:

1. Non-Exempt grading in excess of 1,000 cubic yards per acre of commercial development (asking to export 12,255 cubic yards as reference)
2. Construction on slopes steeper than 2.5 to 1
3. Surface parking beyond the required front yard setback
4. Retaining walls in excess of six feet in height (asking for a 52.5ft all wall above the subterranean parking garage as reference)

21.3

Furthermore, we ask the city insist that this project not deviate from the following:

- **EIR** - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to natural environment disruption and risks and construction hurdles, this should obviously. Refer to Pg3 to get an understanding on the EIR requirement vs NMD requirement.

21.4

- **EIR Risks Not Listed** - On page 20 they only list "Noise" and "Geology/Soils" as items of Risk. However they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking

21.5

- **Construction & Subterranean Parking** - The creation of subterranean parking and a 55ft tall retaining wall should create a massive amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction. Approving an enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential well being and creating a new precedent for Malibu.

21.6

- **Retaining Wall, Construction on Slope, Non**

21.6 Cont.

Exempt Grading Variances - If you refer to the graphic below, you will see how much land is being proposed to be removed from the mountain which is quite enormous and will trigger environmental and stability issues.This project is requesting major variances and should be considered within the more suitable flat land, versus carving into the mountainside.

21.7

- **Height of Elevator Bulkhead -** In Malibu, a maximum building height can be 24' or 28' with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. As a note, we were building a similar elevator to take guests to our roof deck and wee would've been at 29' due to the nature of the elevator shaft, but also lower than our existing roof line. Wee were denied and ended up having to build one elevator that goes from the ground to second floor and another ADA lift from the 2nd floor to the roof deck. Thereby this is another "variance / ask" that seems to be out of place and should be scrutinized.

My contact information is below should you have the need for any follow-up.

Thank you for your consideration.

Mark & Kim Dempster

Mark Dempster
415.999.1353
mark@dempsterclan.com

Letter 21

Commenter: Mark and Kim Dempster, Malibu Property Owner

Date: March 17, 2021

Response 21.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The comment notes support for the Project's addition of a new hotel to Malibu generally and this neighborhood specifically. Comments regarding support for the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 21.2

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The commenter includes opposition to all aspects of the Project that require approval of a City variance. The comment includes requests of the City to not grant the project the variances for non-exempt grading, construction on steeper slopes, surface parking within the required front yard setback, and retaining walls in excess of six feet in height.

The Project includes requests for approval of associated variances, and overall Project approval is contingent on stated variance approval. Please see Section 4.7, *Geology and Soils*, Section 4.13, *Noise*, Section 4.17, *Transportation*, and Section 4.1, *Aesthetics*, for assessments of the concerns raised. All analyses found less than significant impacts, and general comments regarding opposition to the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

Response 21.3

The commenter asserts that the IS-MND is insufficient and that an Environmental Impact Report is warranted due to natural environment disruption, risks, and construction hurdles.

The IS-MND addresses natural environment disruption, risks, and construction hurdles; please see Comment Response 17.2 for further discussion on this topic.

Response 21.4

The commenter asserts that, in addition to "Noise" and "Geology/Soils" marked as potentially affected in IS-MND Section 3, *Environmental Factors Potentially Affected*, the resource sections "Aesthetics", "Air Quality", "Biological Resources", "Land Use and Planning", and "Hydrology/Water Quality" should also be marked as potentially significant.

The IS-MND addresses potentially significant impacts; please see Comment Response 17.3 for further discussion on this topic.

Response 21.5

The commenter raises concern associated with the construction of the Project's proposed subterranean parking and retaining wall, including earth vibration, earth stability, and requests vibration monitors, and expresses concern for subterranean parking in close proximity to the beachfront.

The IS-MND addresses Project construction of the retaining wall, earth vibrations, and subterranean features; please refer to Comment Response 17.4 for further discussion on this topic.

Response 21.6

The commenter raises concerns regarding the Project's proposed retaining wall, construction on slopes, and associated variances.

The proposed Project would be subject to both City and State regulations regarding public safety, slope stability and construction methods; please refer to Comment Response 17.5 for further discussion on this topic.

Response 21.7

The commenter states that the building height would exceed that of the City's requirements, specifically that the City allows buildings up to 28 feet with a pitched roof, and that the IS-MND cross section indicates an elevator height of 44 feet and 1 inch.

The Project would be in compliance with the City's requirements, with approval of SPR No. 18-025; please refer to Comment Response 17.6 for further discussion on this topic.

From: nicholas eliopoulos
To: Adrian Fernandez
Subject: proposed motel for 22959 PCH
Date: Thursday, March 18, 2021 4:44:59 PM

Dear Mr. Fernandez,

22.1 I would like to express my support for the proposed motel across form the Malibu pier at 22959 PCH.
The motel would be a welcome addition to Malibu. I am a native Angeleno and have lived in Malibu.
When friends and family visit they always comment on the lack of nice lodging in Malibu.
It is such a beautiful place and Malibu very much needs more quality lodging.
The rendering shows a design that is beautiful and fits in so nicely with Malibu.
The motel is perfectly located across from the pier and beach.
There is a traffic light across from the motel which makes crossing to the pier and beach easily accessible.
The project seems to be extremely well planned and includes subterranean and grade level parking.
Having more lodging in Malibu will help alleviate the often-unwelcomed airbnb use.
I would enjoy patronizing a motel like this for myself and my visiting friends and family and to enjoy another dining
choice in Malibu. I was very excited to see this proposed motel and very much support the project.

Sincerely,

Nick Eliopoulos

Letter 22

Commenter: Nick Eliopoulos, Los Angeles resident

Date: March 17, 2021

Response 22.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The comment states support for the Project particularly the expansion of additional overnight accommodation. Comments regarding support for the Project that do not directly pertain to the analysis within the IS-MND will be included within the public record and made available to decision-makers for planning and policy consideration.

From:	Paul Astin
To:	Adrian Fernandez
Cc:	Mark Dempster; Alexander Astin; [redacted]
Subject:	Initial Study No. 20-003, Mitigated [redacted] pment Permit No. 09-067, Variance Nos. 18-029, 18-030 and 18-031, Site Plan Review No. 18-025, Conditional Use Permit No. 18-002, and Joint Use Parking Agreement No. 18-001
Date:	Thursday, March 18, 2021 10:53:54 PM

Dear Mr. Fernandez,

23.1 I, Paul Astin, Trustee of the Astin Family Trust, the owner of 23034 PCH hereby join in and adopt in full the objections made by Mark Dempster at [redacted] regarding the proposed developments across the street from our home.

We are extremely concerned on the impact this development as proposed will have on our home and community.

Please do not hesitate to contact me with any questions.

Please also confirm you have received my email at your earliest convenience.

Sincerely,

Paul Astin
[redacted]

Letter 23

Commenter: Paul Astin, Trustee of Astin Family Trust

Date: March 17, 2021

Response 23.1

The commenter expresses concern of impacts that could occur from the implementation of the Project, and specifically refers to the objections made by Mark Dempster regarding the development proposed across the street from their home. Please refer to the responses within Letter #21, which contains those of Mark and Kim Dempster. Additionally, comments that include general opposition to the project will be included within the public record and available to decision-makers for planning and policy consideration.

From:	uclagrad96
To:	Adrian Fernandez
Cc:	Mark Dempster; Kim Dempster ICE
Subject:	Initial Study No. 20-003, Mitigated Negative Declaration No. 20-003, Coastal Development Permit No. 09-067, Variance Nos. 18-029, 18-030 and 18-031, Site Plan Review No. 18-025, Conditional Use Permit No. 18-002, and Joint Use Parking Agreement No. 18...
Date:	Thursday, March 18, 2021 10:21:00 PM

Dear Mr. Fernandez,

I Robert J. Allan, Trustee of the Malibu Property Trust U/D/T 12/14/00, the owner of 23018 PCH hereby hereby join in and adopt in full the objections made by Mark Dempster at 23006 PCH, Malibu, CA.

24.1

We are extremely concerned on the impact this development as proposed will have on our home and community.

Please do not hesitate to contact me with any questions.

Please also confirm you have received my email at your earliest convenience.

Regards,

Robert J. Allan

Letter 24

Commenter: Robert Allan, Malibu Property Owner

Date: March 17, 2021

Response 24.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The commenter expresses concern of impacts that could occur from the implementation of the proposed Project, and specifically refers to the objections made by Mark Dempster regarding the proposed Project. Please refer to the responses within Letter #21, which contains those of Mark and Kim Dempster. Additionally, comments that include general opposition to the project will be included within the public record and available to decision-makers for planning and policy consideration.

From: Roni Serrato
To: Adrian Fernandez
Subject: Opposition to Proposed Project at 22959 Pacific Coast Hwy
Date: Thursday, March 18, 2021 5:05:29 PM

Hello Ms. Fernandez,

I am the residential owner at 23038 Pacific Coast Highway (across the street and one of the six houses next door to the Malibu Pier).

I am opposed to any aspect of this project. In fact, I oppose a project that's even half this scale and impact. What I do support is a project that is not a square inch larger than the Surfrider Hotel and one that follows every single letter of the code without a single variance, just as the Surfrider abided by with their renovation.

MY view is that the owner and the architect of 22959 PCH actually don't want this project, as proposed. We believe they are doing nothing more than playing a game with the City of Malibu. That game is to submit a set of basic drawings that reflects a maximum footprint, per the square footage of the lot, and ask for every variance under the sun to make that proposal achievable from an engineering and construction standpoint. But, our suspicion is that the owner and the architect know full well that there's zero chance of approval of this proposal, are expecting to get pushed back to a more achievable and desirable project, but one that still got a number of variances granted by the city. 25.1

The owner and architect could have followed a more neighborly and measured process in drafting their first proposal. But, for their conscious game playing, we ask that the city put this project through the gauntlet of following proper protocol.

Specifically, we ask that the city not grant this project the requested variances:

1. Non-Exempt grading in excess of 1,000 cubic yards per acre of commercial development (asking to export 12,255 cubic yards as reference)

25.1 Cont

2. Construction on slopes steeper than 2.5 to 1
3. Surface parking beyond the required front yard setback
4. Retaining walls in excess of six feet in height (asking for a 52.5ft all wall above the subterranean parking garage as reference)

Furthermore, we ask the city insist that this project not deviate from the following:

25.2

- **EIR** - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to natural environment disruption and risks and construction hurdles, this should obviously. Refer to Pg3 to get an understanding on the EIR requirement vs NMD requirement.

25.3

- **EIR Risks Not Listed** - On page 20 they only list "Noise" and "Geology/Soils" as items of Risk. However they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking

25.4

- **Construction & Subterranean Parking** - The creation of subterranean parking and a 55ft tall retaining wall should create a massive amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction. Approving an enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential well being and creating a new precedent for Malibu.

25.5

- **Retaining Wall, Construction on Slope, Non Exempt Grading Variances** - If you refer to the graphic below, you will see how much land is being proposed to be removed from the mountain which is quite enormous and will trigger environmental and stability issues.This project is requesting major variances and should be considered within the more suitable

25.5 cont

flat land, versus carving into the mountainside.

- **Height of Elevator Bulkhead -** In Malibu, a maximum building height can be 24' or 28' with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. As a note, we were building a similar elevator to take guests to our roof deck and wee would've been at 29' due to the nature of the elevator shaft, but also lower than our existing roof line. Wee were denied and ended up having to build one elevator that goes from the ground to second floor and another ADA lift from the 2nd floor to the roof deck. Thereby this is another "variance / ask" that seems to be out of place and should be scrutinized.

25.6

If you need to contact me 310-990-5746

Sincerely,
Roni Serrato

Letter 25

Commenter: Roni Serrato, Malibu Property Owner

Date: March 17, 2021

Response 25.1

Response 25.1

Thank you for the comments regarding the proposed Malibu Inn Motel Project Draft Initial Study Mitigated Negative Declaration. The commenter includes opposition to all aspects of the Project that require approval of a City variance. The comment includes requests of the City to not grant the Project the variances for non-exempt grading, construction on steeper slopes, surface parking beyond the required front yard setback, and retaining walls in excess of six feet in height.

The Project includes requests for approval of associated variances, and overall Project approval is contingent on stated variance approval. Please see Comment Response 21.2 for further discussion on this topic.

Response 25.2

The commenter asserts that the IS-MND is insufficient and that an Environmental Impact Report is warranted due to natural environment disruption, risks, and construction hurdles.

The IS-MND addresses natural environment disruption, risks, and construction hurdles; please see Comment Response 17.2 for further discussion on this topic.

Response 25.3

The commenter asserts that, in addition to "Noise" and "Geology/Soils" marked as potentially affected in IS-MND Section 3, *Environmental Factors Potentially Affected*, the resource sections "Aesthetics", "Air Quality", "Biological Resources", "Land Use and Planning", and "Hydrology/Water Quality" should also be marked as potentially significant.

The IS-MND addresses potentially significant impacts; please see Comment Response 17.3 for further discussion on this topic.

Response 25.4

The commenter raises concern associated with the construction of the Project's proposed subterranean parking and retaining wall, including earth vibration, earth stability, and requests vibration monitors, and expresses concern for subterranean parking in close proximity to the beachfront.

The IS-MND addresses Project construction of the retaining wall, earth vibrations, and subterranean features; please refer to Comment Response 17.4 for further discussion on this topic.

Response 25.5

The commenter raises concerns regarding the Project's proposed retaining wall, construction on slopes, and associated variances.

The proposed Project would be subject to both City and State regulations regarding public safety, slope stability and construction methods; please refer to Comment Response 17.5 for further discussion on this topic.

Response 25.6

The commenter states that the building height would exceed that of the City's requirements, specifically that the City allows buildings up to 28 feet with a pitched roof, and that the IS-MND cross section indicates an elevator height of 44 feet and 1 inch.

The Project would be in compliance with the City's requirements, with approval of SPR No. 18-025; please refer to Comment Response 17.6 for further discussion on this topic.

Aaron Gribben

Subject: FW: SUPPORT of Malibu Inn Motel

Received
8/24/21
Planning Dept.

From: Judy Ettinger
Sent: Tuesday, August 24, 2021 12:42 PM
To: Planning Commission <planningcommission@malibucity.org>
Subject: SUPPORT of Malibu Inn Motel

Attn: Planning Commission

After reading about the new proposed hotel for Malibu, called The Malibu Inn Motel, I would like to bring up the point that a 20 room motel would be a great fit for Malibu, since it would be considered more of a boutique hotel. I really liked the design, with the use of the exterior wood, it looks like it would blend nicely into the current landscaping.

I do agree that we need a new hotel and new growth in Malibu, it has been long over due. I have a lot of relatives that come from out of town that would really enjoy a pool with a restaurant, especially in that location with the view of Malibu and the Ocean. I look forward to having a new hotel for my friends and family to come visit Southern California.

Date Received 8/24/21 Time 12:42pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,
Recording Secretary, File

ATTACHMENT 7

Aaron Gribben

Received
8/25/21
Planning Dept.

Subject: FW: Malibu Inn Motel

From: B. Wadkins
Sent: Wednesday, August 25, 2021 5:47 PM
To: Paul Grisanti <pgrisanti@malibucity.org>; Karen Farrer <kfarrer@malibucity.org>; Mikke Pierson <mpierson@malibucity.org>; Bruce Silverstein <bsilverstein@malibucity.org>; Steve Uhring <suhring@malibucity.org>
Cc: malibu planning <mplanning@malibucity.org>
Subject: Malibu Inn Motel

To All Concerned,

Thank you in advance for your time and consideration in the upcoming hearing for the Malibu Inn Motel project slated for the lot across the street from the Malibu Pier on PCH.
Although I am on the list for development projects in the vicinity, I have not received notices regarding this, nor have any of my Malibu neighbors. This project has somehow remained under the radar in local news as well.

This is of tremendous concern given that this area is already a traffic nightmare for anyone who travels this stretch of PCH that's considered one of the most dangerous in California.
Among many concerns are the underground parking, safety issues relating to traffic, and the negative impact it will have one the character of our town.

How can a project of this scope have gotten so far without public comment?

Regards,
B. Wadkins
Robert Rose
Steve Zirnite

Date Received 8/25/21 Time 5:47pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

ATTACHMENT 9

Aaron Gribben

Subject: Malibu Inn Motel

From: Brianna Ickes
Sent: Wednesday, August 25, 2021 10:26 AM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Malibu Inn Motel

Received
8/25/21
Planning Dept.

To Whom it May Concern,

I am emailing regarding the current Malibu Inn Motel project. The city is in dire need of more hotel rooms and I believe this will be a great improvement to the empty parking lot that is currently there.

I think this project will be a great asset to the city and I look forward to referring family members from out of town.

Furthermore, we could desperately use the tax revenue!

Bests,
Brianna

Date Received 8/25/21 Time 10:26am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800

Received
8/25/21
Planning Dept.

August 25, 2021

Adrian Fernandez, Assistant Planning Director
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265-4861

Subject: Coastal Development Permit No. 09-067, Conditional Use Permit No. 18-002, Variance Nos. 18-029, 18-030, 18-31, and 20-035, Site Plan Review No. 18-025, Joint Parking Agreement No. 18-001, Initial Study No. 20-003, and Mitigated Negative Declaration No. 20-003

Dear Mr. Fernandez:

Commission staff has reviewed the staff report for the subject permit application that is scheduled to be considered by the City of Malibu Planning Commission on August 26, 2021, and we have several comments. The subject permit application includes the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop deck with swimming pool, spa, and bar area, grading, retaining walls, landscaping, and a new onsite wastewater treatment system located at 22959 Pacific Coast Highway. The project also includes a Variance (VAR) No. 18-029 for non-exempt grading in excess of 1,000 cubic yards per acre of commercial development, VAR No. 18-030 for construction on slopes steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, and VAR No. 20-035 for surface parking within the required front yard setback.

The staff report states that the applicant has indicated that the proposed accommodations will not meet the definition of luxury overnight accommodations. Further, the report states that should the accommodations be classified as luxury accommodations, the project has been conditioned to provide lower cost overnight accommodations either onsite, offsite, or through payment of an in-lieu fee to the City for deposit into a fund to subsidize the construction of lower cost overnight facilities.

Commission staff is in support of new visitor serving uses including overnight accommodations, particularly if they are lower cost. Among the most important goals and requirements of the Coastal Act and Malibu LCP is the mandate to protect, provide, enhance, and maximize public access, and specifically requires lower cost visitor serving facilities to be protected, encouraged, and where feasible, provided. The Malibu LCP states that the City may approve new luxury overnight visitor serving accommodations if the evidence shows, and the City finds, that the proposed project provides a component of lower cost overnight visitor accommodations. Applicants are required to provide lower cost overnight accommodations consisting of 15 percent of the number of luxury overnight accommodations that are approved.

Date Received 8/25/21 Time 5:44pm
Planning Commission meeting of 8/26/21
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CC: Planning Commission, PD,

Recording Secretary, File

The LCP defines luxury overnight accommodations as the point at which the cost of an overnight room exceeds 120 percent of the median cost of an overnight room for all overnight accommodations in the City of Malibu. The staff report fails to indicate if the proposed project meets the definition of luxury overnight accommodations. We recommend that the staff report include additional information (i.e., proposed nightly room rate, the median cost of an overnight room in the City of Malibu, etc.) and analysis in order to fully address the project's consistency with the policies and provisions of the Malibu Land Use Plan and Chapter 12 (Public Access Ordinance) of the Local Implementation Plan. Before the City's action on the proposed project, the City should determine if the project meets the definition of luxury overnight accommodations, and if so, that the project has been designed to provide for a component of lower cost overnight visitor accommodations consistent with the LCP. The findings should explain the basis for the conclusions and decisions of the City and should be supported by substantial evidence in the record. Lastly, if the proposed project constitutes luxury overnight visitor-serving accommodations, Commission staff recommends that lower-cost visitor accommodations be provided on-site rather than through the payment of an in-lieu fee given the absence of an identified City program or project to use such fees and the challenges with effectively pooling and using in-lieu fees to subsidize the construction of lower cost overnight facilities.

Thank you for your consideration of our comments. Please feel free to contact me if you have questions.

Sincerely,

DocuSigned by:
Denise Venegas
EC0C1D43CA0C426...

Denise Venegas
Coastal Program Analyst

cc: Richard Mollica, Planning Director, City of Malibu

Aaron Gribben

Subject: FW: 1C 8-26-21 Malibu Inn Motel

Received
8/25/21
Planning Dept.

From: Chris Jackson
Sent: Wednesday, August 25, 2021 9:54 PM
To: Jeffrey D Jennings <jdjenningslaw@gmail.com>; John Mazza <Res02igz@gte.net>; Kraig Hill <kraig.malibu@gmail.com>; drsconst@aol.com; David Weil <davidweil@gmx.com>; Patricia Salazar <psalazar@malibucity.org>
Subject: 1C 8-26-21 Malibu Inn Motel

Commissioners,

The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days. Then residents can better understand this project.

Thank you,
Chris Jackson

Date Received 8/25/21 Time 9:54pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: FW: item 1C malibu inn motel 8-26-21

Received
8/25/21
Planning Dept.

From: Diane Moss
Sent: Wednesday, August 25, 2021 12:48 PM
To: John Mazza <Res02igz@gte.net>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; David Weil <davidweil@gmx.com>;
Cc: Patricia Salazar <psalazar@malibucity.org>
Subject: Re: item 1C malibu inn motel 8-26-21

I write to express concerns about the Malibu Inn Motel project, which fellow neighbors recently brought to my attention. I was born and raised in Malibu and preserving what is left of the character and quality of life in our community after Woolsey and years of growth and increased traffic is deeply important to me. I ha

The minimum I ask you to do is to require story poles to help the community better understand what is being proposed.

I also urge you to re-examine the traffic, evacuation, water, waste and parking impacts and requirements of this project.

Already traffic is tough in that part of Malibu, as you surely know. When the next fire evacuation comes, more every day traffic means more chances of people getting harmed our killed when trying to get out in a fire. I was on the Woolsey Task Force for LA County (and lost my hillside house in the fire), and one of the key takeaways was that Malibu got very lucky that there were not massive casualties from the gridlock getting out the south end of Malibu on PCH. We should not be tempting fate again.

Also all too often pedestrians who can't find parking close to their destination get hurt and trigger terrible accidents crossing on PCH, and I am concerned this project could increase that risk.

Lastly, it seems all too often these days that headlines read how California communities are running out of water. We need to be sure that the water requirements of this project long term match what our infrastructure and resources are capable of supplying.

Malibu deserves a slow, deliberate, transparent and cautious approach to reviewing this project. Story poles are a start. A deeper look at the multiple impacts is also warranted.

Thank you for your consideration.

Diane Moss

Date Received 8/25/21 Time 12:48pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: 1C 8-26-21 Malibu Inn Motel

Received
8/25/21
Planning Dept.

From: Georgia Goldfarb, MD
Sent: Wednesday, August 25, 2021 9:33 PM
To: jdjenningslaw@gmail.com; res02igz@gte.net; kraig.malibu@gmail.com; drsconst@aol.com; davidweil@gmx.com; psalazar@aol.com
Subject: 1C 8-26-21 Malibu Inn Motel

Dear Commissioners,

The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required.

Please ask the owner prior to your hearing this matter to put up the **required** story polls for 30 days so that residents can better understand this project.

Thank You.

Georgia Goldfarb

Date Received 8/25/21 Time 9:33pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: Item 1C Malibu Inn Motel comments

Received
8/25/21
Planning Dept.

From: Judy Villablanca
Sent: Wednesday, August 25, 2021 1:41 PM
To: John Mazza <Res02igz@gte.net>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; David Weil <davidweil@gmx.com>; Dennis <drsconst@aol.com>; Patricia Salazar <psalazar@malibucity.org>
Subject: Item 1C Malibu Inn Motel comments

To: Planning Commission

Re: Malibu Inn Motel

Re: item: 1.C Malibu Inn Motel 8-26-21

OPPOSE – deny project.

Dear Commissioners,

Overall this project benefits the applicant and does not enhance the quality of life of Malibu residents. Many new developments proposed in Malibu state that the new revenue will benefit the city of Malibu. I would strongly question if this new revenue will really be used in a way to benefit Malibu residents such that it would offset the negative impacts outlined below. The staff recommendation to permit numerous variances further weakens Malibu's code by not enforcing it. Malibu should just enforce our code, which was established for good reasons and with much discussion to protect Malibu's sensitive habitat, small town ambiance and rural character. The traffic impact alone will be a major negative impact for Malibu residents.

The Planning Commission should postpone their hearing until the required story poles are placed for residents and Planning Commissioners to view and comment. Why is this requirement being skipped?

Date Received 8/25/21 Time 1:41pm
Planning Commission meeting of 8/26/21
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Total No. of Pages 4

Other significant issues include:

Traffic

The ND traffic analysis doesn't reflect the reality of the traffic problem on this part of PCH. There is frequent and regular traffic gridlock and severe traffic backup at this site during the summer and other warm weekends that is not mitigable. This project will make the traffic situation significantly worse.

CC: Planning Commission, PD,

Recording Secretary, File

This project also adds numerous more cars and people to evacuate during fires which is already a major issue, as well demonstrated during the Woolsey fire. There is not a way to mitigate this impact. It also added evacuees that are completely unfamiliar with fire evacuations and will add to the difficulty of efficient evacuation, which is still not established for current residents.

Wastewater

On 11-4-09 the applicant applied for a Shopping Plaza at this location. The next day the RWQRB prohibited the use of OWTP's at this site. According to staff, because the shopping plaza applied the day before this ban was issued this project can have a OWTP since it is listed in the Board's Resolution under Table 4-zz.

New projects are not allowed to put in an OWTP in this area after the ban was put in place. This proposed motel is not a revision of the shopping mall project and would create much more wastewater than the shopping plaza. Since the motel is a new and entirely different project submitted after the ban. this project can't go forward until it can be hooked up to the Civic Center treatment plant. For this reason alone this motel project must be denied. To do otherwise in an intentional violation of the Ban.

Environmental Review

The Environmental Review Board (ERB) reviewed the former project but not the motel. Since this is a new project, ERB review should be required.

The environmental destruction of a bluff face will have a significant effect on the environment which is not acceptable. The project will require cutting into/ excavating a massive amount of the bluff more than 160 ft wide, 50 feet high and of an undisclosed depth.

The code allows for 1000 cubic yards of grading and the cut and fill should be balanced, remain on site and not be exported. The majority of excavated soil will have to be exported off site.

The significant departures from code requirements that are part of this proposal make an EIR necessary. In the EIR more environmentally protective alternatives have to be analyzed such as "no project "and a smaller one story commercial project that does not require multiple major variances.

Geology

The ND states: *"As the project site is located within the seismically active Southern California region, there is the potential for regional seismic events to cause strong ground shaking at the project site. There is also a possibility that there could be trace of previously unidentified faults somewhere onsite.* ***The residential structure located north of and above the slopes on and adjacent to the project site has been identified on top of a potentially unstable slope, and excavation of the toe to this slope for the new hotel, subterranean parking and retaining wall have the potential to cause slope failure if exacerbated by rainfall"***

This statement regarding the site geology should be a valid reason for denial of the project.

Height

The issues here point again to the need for story poles prior to project approval. The project 's height is far in excess of 24 ft. Height is measured from natural or finished grade whichever is lower. If the project wis only 24 ft high as staff asserts, there would be no need to have a 50 ft. high retaining wall. In reality, this proposed inn is likely 44+ ft high minimum. This project grade is not being measured from its lowest point as required by code. The code does not allow cutting into a bluff and then measuring the height from the bluff cut.

The proposed parking isn't subterrain since much of it is at ground level. Building a berm around the above grade parking structure doesn't make it subterrain which is what the applicant is proposing. This above grade portion of parking structure has to be added to the height of the structure.

Two stories is the maximum allowable height of a commercial structure. This project is 3 ½ - 4 stories high including the above grade parking structure, the 2 story 24ft high motel and the roof deck with the elevator shaft and the guard rail around the roof deck both of which are not excluded when determining height under the code.

Retaining Wall

Retaining Walls can't be over 12 ft in height under the code. This project retaining wall is at least 50 ft. in height because the project cuts into the bluff face which is not allowed.

Parking

The proposed parking is clearly inadequate for staff and a reason to deny the project. More than 3 employee parking spaces are needed on site. The proposal states there will be 20 employees onsite at peak times. If this is incorrect, then the applicant must correct this statement to the Planning Commission and the maximum number of employess on site should be a condition of planning approval. Parking is already a major issue in that area due to other commercial businesses.

Public Beach Access

The denial/loss of parking provided for visitors to the Malibu Pier will be significant and is not mitigable. This loss of parking is not acknowledged or analyzed in the ND?

In summary, a project that has multiple negative impacts that were not fully justified and requires multiple code variances should not be approved. Thank you for consideration of my comments.

Judy Villablanca
Malibu Resident

Received
8/25/21
Planning Dept.

Aaron Gribben

Subject: FW: please read and consider commenting

From: **Lester Tobias**
Date: Wed, Aug 25, 2021 at 12:46 PM
Subject: please read and consider commenting
To: Steve Uhring <steve.uhring@gmail.com>

Date Received 8/25/21 Time 12:46pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 2

I don't know if you are aware or not but the planning department, planning commission and city council have begun to abandon all historical precedent on how projects have been reviewed and approved in our city.

Several reasonable residential projects are being raked over the coals in their reviews while the planning staff seemingly acts as consultants to hotel developers, restaurant developers and the notorious Crown Castle firm who shoves micro cell towers down our neighbors' throats on a regular basis.

A last minute email notice received today notifies us that tomorrow night the dirt lot next to Aviator Nation will be recommended for approval to the Planning Commission for a 20 room hotel with pool and public restaurant and bar. The project requires four variances, the most noticeable being for a 50 foot retaining wall across the rear of the property.

The planning staff, under the direction of Assistant Planning Director Adrian Fernandez, has crafted the staff report to suggest that this wall is worthy of the variance because a). the parcel can not be *fully developed* without it, and b) the building will mostly block the view of the wall. Never mind that that code maximum is 12 feet, and that the actual "findings" for a variance as written in the code can not be met. So now our planning department thinks that variances are okay if difficulties inherent to a site restrict an applicant from building what they want, as opposed to what the code will allow. When have we EVER assumed that?

Included in the staff report are many, many letters of opposition to the project that came in during the Negative Mitigation Declaration public comment period. To read the staff's responses to the opposition is surreal: it may as well have been written by the applicant's legal team (which it may very well have been).

This project follows on the heels of another project where the planning staff, planning commission and city council all agreed with Scott Gillen and Don Schmitz that 28 foot tall walls can be built up to the setback lines (front, side and rear) when the code has always limited them to 24 feet. This ruling will affect every parcel, street and neighborhood in Malibu for years to come.

As someone who has his pulse on the planning issues in the city, I am sending you this email because I know you to be an engaged citizen and now a person who knows the power of the planning department over our lives and our fortunes. I am telling you that at this moment in time, I cannot make rhyme nor reason out of an increasing number of staff reports, commission decisions, and council directives that seem to be rooted in personal preferences/opinions, or outside influences, and not in the laws that govern the built environment (and upon which the citizenry should be able to rely).

From my perspective, tomorrow night's hearing is not about whether the Hakim's should or should not be able to build their hotel. Rather, it is about the cascading effect of these types of approvals. For example, if Norm gets his hotel, pool and restaurant (which he will) and the Hakims get their hotel, pool, and restaurant, all of a sudden the Mani Brothers will come back and correctly state that they are being denied their pool unfairly. And then the Surfrider will come back for a retaining wall and a pool behind their building. And on, and on.

CC: Planning Commission, PD,

Recording Secretary, File

So I am not asking for you to voice your opposition to the Hakim's Hotel (unless you want to). I am asking that you demand consistency and application of the rule of law, the words in the zoning code and where necessary, the interpretation of its obvious intent to ALL projects being proposed. Or, if our elected and appointed officials and their hired guns decide to start handing out variances like candy, then please demand that we mere homeowners get the same preferential treatment.

You can email the planning commission via Kathleen Stecko at the city. kstecko@malibucity.org.

Here is the link to the project via the city website.
https://www.malibucity.org/list.aspx?MID=1904

--
Lester Tobias, Principal
Tobias Architecture, Incorporated

Aaron Gribben

Subject: 1C 8-26-21 Malibu Inn Motel

Received
8/26/21
Planning Dept.

From: Maggie Lückerath
To: jdjenningslaw@gmail.com <jdjenningslaw@gmail.com>; res02igz@gte.net <res02igz@gte.net>; kraig.malibu@gmail.com <kraig.malibu@gmail.com>; drsconst@aol.com <drsconst@aol.com>; davidweil@gmx.com <davidweil@gmx.com>; psalazar@aol.com <psalazar@aol.com>
Sent: Wed, Aug 25, 2021 4:56 pm
Subject: 1C 8-26-21 Malibu Inn Motel

Commissioners,
The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required.
Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days then residents can better understand this project .
Thank You.

Maggie Lückerath

Date Received 8/25/21 Time 4:56pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

MALIBU OPEN SPACE ALLIANCE

Received
8/25/21
Planning Dept.

Commissioners,

STORY POLES!!!

Construction of The Malibu Inn Motel has the potential to change the character of Malibu forever.

Located across from the Pier, this is a key location that could make the center of Malibu into a city-like canyon instead of a pedestrian-friendly, beach oriented town center. It cuts into the slope of a natural bluff and requires a 50ft high retaining wall. The removal of dirt to construct this hotel and the necessary construction vehicles will disrupt traffic on PCH for years. The increased density will further clog the already challenged PCH that is Malibu's only major artery and evacuation route. The horrific traffic jam as residents of Western Malibu attempted evacuation during the Woolsey Fire in 2018 still haunts many residents today. Accidents on PCH are a weekly occurrence.

It is a puzzle why this is being pushed through as it will change the character of central Malibu forever and set an irreversible precedent.

We insist that STORY POLES be installed prior to the Planning Commission's Special Meeting now scheduled for August 26th.

It is customary for residents to install story poles so neighbors have an opportunity to comment on neighboring projects. Why should this project that requires innumerable variances not be required to install story poles?

Date Received 8/25/21 Time 4:40pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 5

CC: Planning Commission, PD,

Recording Secretary, File

It is important that residents and decision makers alike understand fully the enormous impact this supersized project will have on Malibu's character.

Construction of the Malibu Inn Motel would harm current and future residents, their quality of life and safety.

By recommending numerous variances and CUP's the City is undoing the codes that were put in place to protect to Malibu's environmentally sensitive habitat, small town ambiance and rural character.

The responsibility of every Commissioner, Council person and most importantly City Hall Staff is to make decisions based on the **Malibu Vision Statement:**

Malibu is a unique land and marine environment and residential community whose citizens have historically evidenced a commitment to sacrifice urban and suburban conveniences in order to protect that environment and lifestyle, and to preserve unaltered natural resources and rural characteristics. The people of Malibu are a responsible custodian of the area's natural resources for present and future generations.

And the **Mission Statement**:

Malibu will maintain its rural character by establishing programs and policies that avoid suburbanization and commercialization of its natural and cultural resources.

MALIBU OPEN SPACE ALLIANCE asks you to deny the construction of the Malibu Inn Motel. It is not beneficial to the residents of Malibu for many reasons including but not limited to the following:

1. The project harms residents.

It would degrade residents' quality of life not enhance it.

2. Wastewater

New projects are not allowed to put in an OWTP in this area after the ban was put in place. This proposed motel is not a revised project. It is an entirely new and different project and bears no resemblance to originally proposed shopping plaza. A motel would produce much more wastewater.

3. Environmental Review Board.
This project requires review by the Environmental Review Board. The ERB reviewed the former shopping plaza project but not the motel even though the project is entirely different and requires ERB review.

4. Mitigated Negative Declaration (ND)
Staff is recommending you make these 2 findings that the Planning Commission in good faith can't make.

1. *The Planning Commission finds that the Project does not have the potential to significantly degrade the quality of the environment, nor does it have impacts which are individually limited but cumulatively considerable*.

The cumulative impacts of this project are significant for many reasons, including, the traffic impact at this location, parking, and unallowable wastewater disposal.

2. *The Planning Commission further finds that less than significant impacts on the environment are expected from the Project, with implementation of mitigation measures. Based on the record as a whole, there is no substantial evidence that the Project, as conditioned, will have a significant effect on the environment*.

The environmental destruction of a bluff face will indeed have a significant effect on the environment.

This environmental devastation is unheard of in the City of Malibu and is not allowed or acceptable.

Driving along PCH one will pass a wall of concrete and glass that would replace the face of a natural bluff. Walking back along the pier the view would be of a concrete structure not a bluff.

Stating that ‘’*the Project would only alter the lower approximately 50 feet of the slope, while the upper 130 feet remain unaltered*” **is an astonishing and unrealistic statement.**

Imagine what would happen if the bluff gave way dumping literally tons of dirt onto PCH and possibly the house that sits on top of the bluff. Human lives are at risk.

INSTALL STORY POLES!!!

Provide residents the opportunity to comprehend the proposed height of the Malibu Inn Motel that is far in excess of 24 ft. above natural or finished grade whichever is lower. Why would they need a 50 ft. retaining wall if it were only 24 ft. high?

Consider the difficulty of integrating a property that is so much higher than its neighboring structures into the existing streetscape. The installation of story poles from the lowest point of existing or finished grade will define the project and demonstrate the awkward relationship to the adjacent properties.

Please insist on story poles. Why should a developer be exempt from installing story poles when residents trying to rebuild their homes after the Woolsey Fire have had to install them prior to receiving their building permits?

Malibu residents deserve a thorough, transparent and respectful review of this project.

Story poles are a beginning. But also a closer investigation of the actual impact on the environment and the community is required.

PLEASE INSTALL STORY POLES PRIOR TO THE PLANNING COMMISSION MEETING. DELAY THE MEETING UNTIL IT CAN BE DONE.

GIVE MALABU A CHANCE.

Thank you for your consideration.

Charlotte Frieze
Founding Member
Malibu Open Space Alliance

Aaron Gribben

Subject: 1C 8-26-21 Malibu Inn Motel

Received
8/25/21
Planning Dept.

From: Peggy Hall Kaplan
Sent: Wednesday, August 25, 2021 9:31 PM
To: Jeffrey D Jennings <jdjenningslaw@gmail.com>; John Mazza <Res02igz@gte.net>; Kraig Hill <kraig.malibu@gmail.com>; drsconst@aol.com; David Weil <davidweil@gmx.com>; Patricia Salazar <psalazar@malibucity.org>
Subject: 1C 8-26-21 Malibu Inn Motel

Commissioners, The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days so residents can then better understand this project . Thank You.

Peggy Hall Kaplan

Date Received 8/25/21 Time 9:31pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: FW: Subject: Item 1C malibu inn motel 8-26-21

From: Rosie Strickland
Sent: Wednesday, August 25, 2021 8:04 PM
To: Patricia Salazar <psalazar@malibucity.org>; john mazza <res02igz@verizon.net>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; David Weil <davidweil@gmx.com>; drsconst@aol.com
Subject: Subject: Item 1C malibu inn motel 8-26-21

Received
8/25/21
Planning Dept.

Commissioners

Construction of The Malibu Inn Motel has the potential to change the character of Malibu forever.

Located across from the Pier, this is a key location that could make the center of Malibu into a city-like canyon instead of a pedestrian-friendly, beach oriented town center. It cuts into the slope of a natural bluff and requires a 50ft high retaining wall. The removal of dirt to construct this hotel and the necessary construction vehicles will disrupt traffic on PCH for years. The increased density will further clog the already challenged PCH that is Malibu's only major artery and evacuation route. The horrific traffic jam as residents of Western Malibu attempted evacuation during the Woolsey Fire in 2018 still haunts many residents today. Accidents on PCH are a weekly occurrence.
We live in Big Rock and experienced the huge slide on PCH at Big Rock that was caused by Cal Trans cutting into the slope. PCH was impacted for months, homes lost, lives endangered, property values plummeted, and law suits brought. Please use good common sense and do not allow the construction of the Malibu Inn Motel.

Thank you,
Rosie and Bob Strickland

Date Received 8/25/21 Time 8:04pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: FW: Malibu Inn Motel

Received
8/25/21
Planning Dept.

From: Suzannah Owens
Sent: Wednesday, August 25, 2021 10:19 AM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Malibu Inn Motel

To Whom it May Concern,

I am emailing regarding the current Malibu Inn Motel project. The city is in dire need of more hotel rooms and I believe this will be a great improvement to the empty parking lot that is currently there.

I think this project will be a great asset to the city and I look forward to referring family members from out of town.

Furthermore, we could desperately use the tax revenue!

Best,
Suzannah

Date Received 8/25/21 Time 10:19am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
8/25/2021
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Proposed Malibu beach inn motel
Date: Friday, August 27, 2021 8:30:28 AM

-----Original Message-----
From: Tom Molloy [redacted]
Sent: Wednesday, August 25, 2021 12:56 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Proposed Malibu beach inn motel

Please require the proposed Malibu beach in. Motel to be story poled before the planning department will consider it. Best. Tom molloy [redacted]

Sent from my iPhone

Date Received 8/25/2021 Time 1:00pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Aaron Gribben

Subject: The Malibu Inn Motel project

Received
8/26/21
Planning Dept.

From: Cami Winikoff
Sent: Thursday, August 26, 2021 10:53 AM
Subject: The Malibu Inn Motel project

Hi Patricia and Commissioners,

The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days then residents can better understand this project.

Thank You,

Cami Winikoff and Scott Greco

Date Received 8/26/21 Time 10:53am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: FW: Story polls 1c. August 6, 2021 Malibu hotel inn

Received
8/26/21
Planning Dept.

From: Elizabeth Lynch
Sent: Thursday, August 26, 2021 10:38 AM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Story polls 1c. August 6, 2021 Malibu hotel inn

Please request that the mandated story polls be put up 30 days before your meeting.
Thank you,
Elizabeth Lynch

Sent from my iPad

Date Received 8/26/21 Time 10:38am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
8/26/21
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Comment Item # 1B - 1C
Date: Thursday, August 26, 2021 12:15:35 PM
Attachments: Screen Shot 2021-03-17 at 11.33.23 AM.png

From: [redacted]
Sent: Thursday, August 26, 2021 11:36 AM
To: Adrian Fernandez <afernandez@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Subject: Comment Item # 1B - 1C

Please add this to Malibu Inn Hotel EIR Comments.

COMMENT ON MALIBU INN HOTEL.

Unfortunately, once again, our city has been presented with a staff report dismissing and understating the impacts of new development on Malibu. This project needs an EIR to study noise, traffic, and the impact of a combination of two venues next to each other. A nightclub next to a potential new hotel.

The Malibu Inn Hotel project is proposed at one of the busiest and most dangerous sections of PCH in Malibu. Across from the heavily populated pier, filled Surfrider Beach, the only fast-food spots in Malibu, close proximity to crowded Nobu, Soho House, Malibu Beach Inn, and busy public parking lots. The staff report states that this hotel will hold large events every weekend at the new rooftop bar. These will undoubtedly include weddings, parties, conventions which will bring in hundreds of new cars and yet - staff states only 14 AM and 16 PM new additional daily car trips. This claim flies in the face of the most basic logic and accuracy.

The proposed Project also includes a rooftop bar and pool area, with potential for noise generation, particularly during evening hours. During summer months, events held on the rooftop would be anticipated to occur more frequently, potentially with events or larger gatherings occurring almost every weekend. During winter months, it is anticipated that outdoor events would be less frequent. Any increased permanent noise during the operation of the Project would be controlled by the noise regulations contained in the MMC (Chapter 8.24). Ambient noise associated from the site would continue to be subordinate to noise levels in the existing environment, where ambient noise is dominated by traffic along PCH and nearby commercial areas, and the existing 40-space parking lot that generates ongoing user noise. The project site

Heavy haul trucks will need to run at least 600 - 875 loads to evacuate mounds of dirt on an already overrun PCH.

Approximately 394 cy of the excavated soil would be used as fill material onsite, while the remaining material (approximately 12,255 cy) would be exported from the project site via roughly 600 to 875 heavy haul trucks, depending on the size of trucks utilized (see Section J, below). The total area of ground disturbance would be 0.77 acre, or approximately 33,541 sf. As detailed in

While scaled-down hotels can have advantages, this project at this intersection could not possibly be proposed at a more disruptive location. There is no possible way that this new hotel, in this area, will not greatly impact and cause more disturbance on PCH for visitors and residents. And yet this staff claims this project "***would not result in any cumulative impacts"***. This is a clear example of truth being understated and buried to serve developers, rather than data that protects the city and visitors on PCH.

Please unbury the truth and conduct a proper EIR. Protect this fragile city and Malibu's already overloaded infrastructure. Malibu must demand that a full and accurate traffic study is conducted that includes ingress and egress **of all uses** within a mile of this location including traffic from the pier, Nobu, Malibu Beach Inn,

public parking lot, Surfrider Beach, Jack In The Box, Serra entrance, etc.

Thank you for listening, please do the job of planning correctly.

Thank you,

Jae Flora-Katz

Date Received 8/26/2021 Time 11:36am
Planning Commission meeting of 8/26/21
Agenda Item No. 1B/1C
Total No. of Pages 2

Received
8/26/2021
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Malibu Inn Motel
Date: Thursday, August 26, 2021 12:21:16 PM

From: [redacted]
To: jdjenningslaw@gmail.com, res02igz@gte.net, kraig.malibu@gmail.com, drsconst@aol.com, davidweil@gmx.com, psalazar@aol.com
Sent: 8/25/2021 6:10:25 PM Pacific Standard Time
Subject: Malibu Inn Motel

Commissioners,

The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days so residents can better understand this project and its violations of current height restrictions.

Why do some of you continue to support projects that serve local developers at the expense of the quality of life of Malibu's residents? This one will cause even more congestion in an already stressed section of PCH, mostly to the benefit of Malibu's most insatiable parasite. It seems like Malibu operates as a business instead of a service. Maybe these projects benefit the personal interests of some of you? These projects certainly don't benefit the residents of Malibu!!!

Sincerely yours,

Jamie Dixon

Date Received 8/26/21 Time 11:40am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Received
8/26/21
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Item 1C malibu inn motel 8-26-21
Date: Thursday, August 26, 2021 2:20:05 PM

From: Jo Drummond <[redacted]
Sent: Thursday, August 26, 2021 12:23 PM
To: Planning Commission <planningcommission@malibucity.org>; Kraig Hill <kraig.malibu@gmail.com>; John Mazza <Res02igz@gte.net>
Cc: Colin Drummond [redacted]; Georgia Goldfarb <[redacted]>; Rosemarie Ihde <[redacted]
Subject: Item 1C malibu inn motel 8-26-21

Honorable Planning Commissioners,

The proposed Malibu Inn Motel project across the street from the Malibu Pier has a multitude of reasons why it needs to be continued and not approved as applied for.

Firsty, the applicant failed to put up the required storypoles in order for the residents and decision makers to see the visual impact of this project. Most residents are not aware of this project and it will give residents and other interested parties the right to make their opinion of the height and scale known to the Commission. This is especially important since the actual height is being questioned. Many projects on pch are not properly story poled and it is totally surprising to see giant multi lot builds going up right now as they have been so recently and we wonder how such gigantic projects get approved that obviously add more water, mass & sea walls to the delicate eroding oceanfront thus not preserving our natural environment.

We ask that you deny this project: - by recommending numerous variances and CUP's the city is undoing the codes that were put in place to protect Malibu's environmental sensitive habitat, small town ambiance and rural character. Variances and CUPs which are to be rarely given are doled out to developers much too often. Putting up an occasional resident's visitor in a local hotel is hardly an amenity that can be enjoyed by the majority of Malibu's residents. The city's funds are not going towards funding open green or beachfront spaces and creating community centers as it should be.

New project's are not allowed to put in an OWTP in this area after the ban was put in place. The motel will be creating much more wastewater with its daily guests and staff. Since the motel is a new and entirely different project with new zoning submitted after the ban, this project can't go forward until it can be hooked up to the Civic Center treatment plant. For this reason alone this motel project must be denied. To do otherwise in an intentional violation of the Ban.

Date Received 8/26/2021 Time 12:50pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 4

In the original Shopping Plaza project the applicant would not be cutting into the coastal bluff thus altering the natural environment. This is just one example as to why this project has to be reviewed and commented on by the ERB prior to consideration. Nowhere in the code is there a provision allowing cutting into a bluff or steep slope. Therefore, it is not allowed. The environmental destruction of a bluff face will have a significant effect on the environment.

CEQA exemptions should not apply as the cumulative impacts of this project on the environment are significant for many reasons, including, the traffic impact at this location, parking, and unallowable increased wastewater
disposal, aesthetics, urbanization of Malibu, safe evacuation and the failure to construct projects that meet the development criteria/standards set forth in the Municipal Code and MLCP.

The geology is unstable. The ND states: "**The residential structure located north of and above the slopes on and adjacent to the project site has been identified on top of a potentially unstable slope, and excavation of the toe to this slope for the new hotel, subterranean parking and retaining wall have the potential to cause slope failure if exacerbated by rainfall".** Serious geological slope stability & seismic stability studies of the entire area need to be completed before any building can commence.

The code allows for 1000 cu yds of grading and the cut and fill should be balanced, remain on site and not be exported. No more than this should be allowed and not on a slope.

The Municipal Code and MLCP were enacted to prevent the continuation of oversized urban county allowed type of construction. So please do not allow any height variance. This project's grade is not being measured from its lowest point as required by code. Nowhere in the code does it allow one to cut into a bluff and then measure the height from the bluff cut.

Moreover, the so called subterranean parking isn't subterrain since much of it is at ground level. Building a berm around the above grade parking structure doesn't make it subterrain which is what the applicant is proposing. This above grade portion of parking structure has to be added to the height of the structure and has to be included when measuring the height.
See **https://www.malibucity.org/DocumentCenter/View/27710/Malibu-Inn-Motel_Renderings**

Two stories is the maximum allowable height of a commercial structure. This project is 3 ½ - 4 stories high including the above grade parking structure, the 2 story 24ft high motel and the roof deck with the elevator shaft and the guard rail around the roof deck both of which are not excluded when determining height under the code. It much exceeds the height restrictions.

Retaining Walls can't be over 12 ft in height under the code. This project's retaining wall is at least 50 ft. in height because the project cuts into the bluff face which is not allowed.

The number of parking spaces are less than what are needed. More than 3 employee parking spaces are needed on site. The ND states there will be 20 employees onsite at peak times. Since there is no room for the employees to park on site this project should be denied.

Stacked parking is dangerous in an emergency. If you want to approve this project, prior to such approval the applicant should be required to submit a credible evacuation plan in case of an emergency such as a wildfire or earthquake. An EIR or further study is needed to analyze this situation because in an emergency a very dangerous situation is being created.

The joint use parking agreement with the Aviation Nation doesn't provide for sufficient onsite parking when the restaurant dining area is at capacity, the outdoor tent is in use and/or they have bands and other entertainment on site.

The project needs be studied in conjunction with the traffic circulation and offsite parking impacts created by the Sea View Hotel, the Malibu Beach Inn, Avis lot parking, Nobu, Soho House, Malibu Pier, The Farm Restaurants on the Pier, Malibu Ryokan, Surfrider Motel, Aviation Nation as well as Surfrider beach parking east of the Adamson house. The cumulative traffic and the PCH parking impacts of all of these projects should be factored in when considering the impact of this project. This is a major reason why an EIR is needed**.** It is not right to add another project that will further impede traffic flow and street parking**.**

The denial/loss of parking provided for visitors for public access to the Malibu Pier will be significant and is not mitigable.

It is well known to that there is not enough parking in the vicinity for the users of these facilities and their employees. This area of PCH is highly congested.

The ND traffic analysis doesn't reflect the reality of the traffic problem on this busiest part of PCH. In actuality, there is traffic gridlock and severe traffic backup on a regular and continuous basis during rush hour and in the summer and it is significant and not mitigable. This project will create additional car trips and more parking on pch which should not be allowed since it will make the traffic situation incrementally worse. The worst case situation has to be analyzed. The city's traffic studies do not reflect reality.

A traffic management plan should be required prior to consideration so the impact of this project is known to the decision makers and the public

For obvious reasons condition 50 should not allow any parking on site for filming. As far

as the TUP, if the event is not being held by and attended by registered guests all parking is required off site. The TUP should require a parking location that is not on street parking.

It is also highly likely that significant cultural resources or a Chumash burial could be found on this site. All along this area east of the Malibu Creek at various times Chumash artifacts and burials have been found. Therefore, a phase one study needs to be done and Chumash monitor must be on site during any demolition, soil disturbance, grading /excavation. Please add this as a condition.

A condition of approval should be added that if room rates rise to meet this luxury threshold then there must be a required number of rooms to be set aside for low cost accommodations.

If the Commission is considering approving this project please add the following: a condition that all trash receptacles will comply with the Lid Lock ordinance, and that all laundry will be done off site to reduce precious water consumption.

Please deny this project for the reasons stated above. No project should be approved that require so many discretionary approvals. If you are not going to deny this project and the Commission is considering approving this project, prior to approval an EIR and various other studies have to be done in order for you to make the right decision. The very fact that this project is a significant departure from the code requirements makes an EIR necessary.

Thank you for for thoughtful deliberation and consideration for the safety and future of Malibu.

Jo & Colin Drummond

Received
8/26/21
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Letter re 8/26 Malibu Planning Commission Meeting - Agenda Item 1.C. (Malibu Motel)
Date: Thursday, August 26, 2021 2:07:54 PM
Attachments: 8-26-21 Letter to Planning Commission re Agenda Item 1.C..pdf
Importance: High

From: Marshall A. Camp <mcamp@hueston.com>
Sent: Thursday, August 26, 2021 1:10 PM
To: Planning Commission <planningcommission@malibucity.org>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kathleen Stecko <kstecko@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>; John Cotti <john.cotti@bbklaw.com>; cityclerk <cityclerk@malibucity.org>
Subject: Letter re 8/26 Malibu Planning Commission Meeting - Agenda Item 1.C. (Malibu Motel)
Importance: High

Chair Jennings and City staff,

Please find attached a letter submitted in connection with tonight's meeting of the Malibu Planning Commission, **Agenda Item 1.C. (Malibu Motel)**. We respectfully request that this letter be distributed to the Members of the Commission and be made part of the record for tonight's meeting.

Thank you,

Marshall Camp

Marshall A. Camp

HUESTON HENNIGAN LLP

D: 213.788.4541
T: [redacted]
[redacted]
Biography

[redacted]
Los Angeles CA 90014

Date Received 8/26/21 Time 1:10pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 9

MARSHALL A. CAMP
Partner
[redacted]
[redacted]
Los Angeles, CA 90014

HUESTON HENNIGAN LLP

August 26, 2021

VIA E-MAIL

Jeffrey Jennings, Chair
Members of the Planning Commission
City of Malibu
23825 Stuart Ranch Road
Malibu, California 90265-4861
planningcommission@malibucity.org

Re: August 26, 2021 Planning Commission Meeting - Agenda Item 1.C. – Malibu Motel

Dear Chair Jennings and Members of the Planning Commission:

This firm represents Mani Brothers Real Estate and affiliated companies that own properties in the vicinity of the proposed Malibu Motel, including the Malibu Beach Inn, located at 22878 PCH; the former Hertz lot at 22853 PCH; and the multifamily properties at 22640 and 22648 PCH (collectively, the "Mani Brothers").

The Mani Brothers oppose the Malibu Motel, including the entitlements and approvals sought in connection with Agenda Item 1.C. at tonight's Planning Commission meeting. Grounds for the opposition include, without limitation, the following:

1. The Proposed Use is a Hotel Prohibited in the CV-1 Zone. The proposed use is not a "motel" or "bed and breakfast inn" and is properly classified as a "hotel" under the Malibu Local Coastal Program (LCP) and Zoning Code. Hotels are prohibited under the site's current CV-1 zoning.

   As defined in the LCP Local Implementation Plan (LIP) and Zoning Code, a "motel" is "*a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, [and] does not provide accessory uses such as restaurants or meeting rooms".* (LIP 2.1; *see also* MMC 12.02.060.) The proposed project fails to meet this definition in two significant respects.

   First, there is no direct access from the guest rooms to the parking. None of the guest rooms are on the same level as the parking. To get from their rooms to the parking garage below, guests will need to travel through common walkways and corridors and use the common elevator or common stairs.

   Second, the project includes a dedicated bar serving the large rooftop deck area, as well as a full commercial kitchen for food service. The rooftop deck and amenities would be used by motel guests on a daily basis, but events that would bring in visitors can be held onsite in the motel subject to City approval of a Temporary Use Permit (TUP), including "weddings, B'nai Mitzvahs, parties, corporate events, and other festivities." (Agenda Report, p. 13.) These amenities, such as the rooftop bar and

lounge, commercial kitchen and special event space, clearly distinguish this project from a "motel" and bring it within the definition of "hotel," i.e., "*a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants and meeting rooms.*" (LIP 2.1; *see also* MMC 12.02.060.)[1] Accordingly, this project cannot be approved without a zone change and LCP amendment to redesignate the site from CV-1 to CV-2 to allow a hotel.

2. Loss of Beach Parking. As stated in the Commission's agenda report, the site is currently improved with a parking lot containing 40 spaces, of which at least 24 are required for the adjacent Aviator Nation restaurant/retail property. The remainder of the parking spaces have been used as beach parking (*see* February 2021 photo attached hereto as Exhibit A showing parking attendant shack and banner advertising "Beach Parking").

   The proposed motel includes 47 parking spaces, of which 24 will continue to be used for the adjacent Aviator Nation property. This leaves only 23 spaces for the Malibu Motel (far short of what code requires, as discussed below) and leaves zero spaces for beach parking. This represents an unmitigated loss of at least 16 spaces (from 40 to 24) currently available for beach parking. This loss of beach parking violates important policies of the Coastal Act and Malibu Local Coastal Program (LCP)[2] and creates a significant impact that must be analyzed in an EIR.

3. Insufficient Parking for the Motel. As explained above, the project should be classified as a "hotel" and not as a "motel." Under the LIP and Zoning Code, a hotel requires two parking spaces per room, plus additional spaces for food and beverage serving area and employees. (LIP 3.14.3; MMC 17.48.030.) This would result in a parking requirement more than twice the 23 spaces provided for the Malibu Motel (47 total onsite, less 24 dedicated for the use of Aviator Nation).

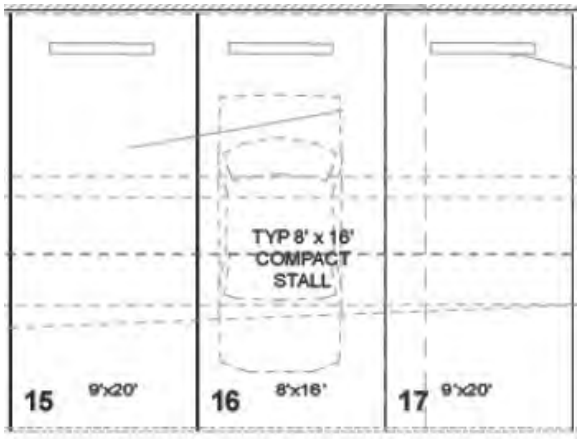
   Even if the property were required to provide only the number of spaces required for a "motel," there would still be more than 23 spaces required. Staff calculated that 23 spaces were required based on the "motel" standard of one space per room, plus one space for each employee assuming three employees per shift. (LIP 3.14.3.) But the assumption of only three employees per shift is clearly too low. For example, at 5:00 pm on a typical day, the property would require *at minimum* seven (7) employees: a parking valet, a front desk clerk, a manager, a food prep chef, a dishwasher/bar back, a bartender, and a pool attendant/server. If any housekeeping personnel were still on site, the number would be even higher.

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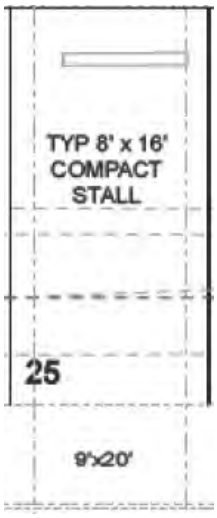
[1] The proposed use also does not constitute a "bed and breakfast inn," which is defined as "*a facility offering transient lodging accommodations to the public and providing kitchen facilities adequate to provide meals to the guests of the facility only and not otherwise open to the public*." (LIP 2.1; *see also* MMC 12.02.060.) While the project contemplates transient lodging and a commercial kitchen, so does any hotel. Read in context with the definitions of motel and hotel, the term "bed and breakfast inn" was intended to reflect the traditional notion of a quaint, rural lodging house that offers breakfast to a handful of guests. A bustling, 20-room property at the pier with rooftop bar and dining service late into the night for its 30-40 guests along with public weddings and events is a hotel, not a B&B. Notably, the agenda report and proposed resolution uniformly refer to the project as a "motel" and never as a "bed & breakfast inn."

[2] Policies of the Malibu LCP include coastal access and the provision of adequate off-street parking. (*See, e.g.*, LIP 1.2, paragraphs C and H.)

The project plans also reveal that the parking spaces provided do not conform to the stall sizes required by code. Except for the 20% allowed to be compact spaces, all standard stalls must be at least 9' by 20'. The dimensions called out on the applicant's Proposed Subterranean Garage Plan appear inaccurate, inconsistent and potentially misleading. (*See* Agenda Report at p. 87.) Simply by way of example, the plan appears to depict dimensions for spot #16, which is labeled as an "8' x 16' Compact Stall," that are roughly identical to adjacent stalls labeled "9'x20'":

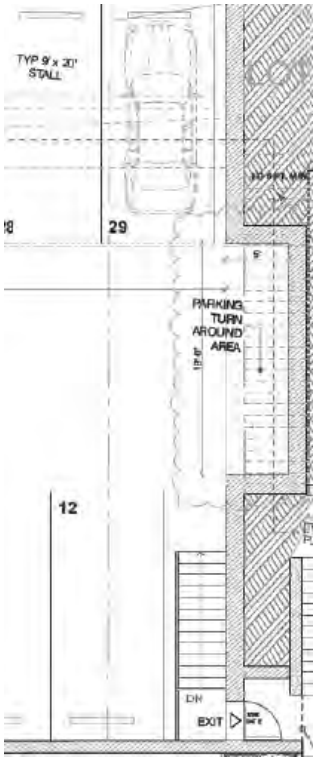


(Agenda Report at p. 87.) And bizarrely, spot #25 appears to be labeled both "9'x20'" *and* "8'x16'":



(*Id*.)

The same plan also shows a dead-end parking aisle with no adequate turnaround as prohibited by Zoning Code § 17.48.050(D) & LIP 3.14.5(D):



(*Id*.)

4. Project Exceeds the Maximum Allowable Height and Stories. The maximum height allowed for a new commercial building under the LCP is 24 feet (or 28 feet for a pitched roof) and two stories. (LIP 3.8(A)(1)(b).) As shown by the project's south elevation (*see* Exhibit "B" to this letter), however, the project is actually four stories and over 40 feet tall. At the base is the entry lobby and reception area, together with an enclosed parking garage. The second and third levels contain the guest rooms and commercial kitchen. The top floor contains the pool deck, elevator box, and a roofed bar area.

   Each of these four levels is a "story" under the LCP, which defines a "story" as: "*that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above*." (LIP 2.1; *see also* MMC 12.02.060.) Contrary to the Agenda Report's erroneous references to the project as a "two-story motel" (*see e.g.*, p.11, referring only to the second and third levels which contain guest rooms) the first floor lobby/parking levels and the top floor pool and bar are also stories.

   Indeed, the top floor is not only used as habitable floor area, but portions are roofed (to wit, the elevator box and bar), and these roofed portions squarely meet all aspects of the code definition for a fourth "story." (*See* Ex. B.) Similarly, although the code states that a "basement" is not a story, the lobby/parking level does not meet the definition of a "basement," i.e. "*that portion of a building or an area*

enclosed by walls located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is no more than 3 vertical feet ***at all points around the perimeter of all exterior walls***." (Emphasis added.) Although the proposed motel will be built into the hillside and the lower level is partially below ground, the front (southerly) edge of the ground floor will be fully exposed and "daylighted" to at least a 10 foot height, as shown on Ex. B to this letter, and on pages 92 and 135 of the agenda report. The architect's failed attempt to simulate a basement condition by flanking the exposed lobby frontage with dirt planters does not change the fact that the lower level includes at least a 10 foot height of exposed frontage and cannot be considered a "basement" as defined by code.

5. General Plan Inconsistencies. The proposed project clearly violates the following policies of the City of Malibu General Plan Land Use Element:

   a. Section 1.1 in the Introduction to the Land Use Element states: "Commercial areas are limited to small neighborhood serving and visitor serving uses interspersed throughout the City …." By contrast, the proposed project at four stories would be the tallest hotel approved to date in Malibu, and it would create the third hotel/motel in this immediate area (within approximately 500 feet of the Malibu Pier), which is already congested with restaurants and tourist facilities.

   b. LU Implementation Measure 67 requires a commercial planned development permit for any commercial development or change of use of existing development to assure compliance with current codes. The applicant here has not sought a planned development permit and the project does not comply with current codes (stories, setbacks, parking, grading, etc.) as documented in this letter.

   c. Section 1.5.4 of the Land Use Element states that the CV designation for this site provides for uses that serve visitors and residents, such as hotels and restaurants "which respect the rural character and natural environmental setting." The imposing, four-story structure proposed here to be cut into the hillside would be entirely urban in character and—literally and figuratively—undercut the natural setting and terrain.

6. Inconsistencies with the LCP and Zoning Code. As noted above, the project violates so many provisions of the LCP and Zoning Code (excessive grading, height, setbacks, open space, landscaping, parking standards, retaining wall height, etc.) that it requires multiple variances and discretionary approvals to be approved. Many of these inconsistencies are openly identified and admitted by planning staff in the 47-page staff memorandum included in the agenda report. Others are identified above in this letter. The required variances are not supported by the required findings.

   For example, the agenda report claims that the hillside must be carved out because of "special circumstances," citing the steep slopes at the rear of the lot. (Agenda Report at 23.) Those steep slopes, however, are far from unique in Malibu—to the contrary, they are the typical condition for most of the inland lots along PCH. Another variance allows for a 46-foot high retaining wall—more than *three times* the 12 foot maximum. This wall again is needed not for any unique condition of the property, but only because of the applicant's desire to build into the hillside for the purpose of claiming that this four-story structure only has a height of 24 feet by the trick of terracing back the building against the hillside and measuring vertically parallel to the slope. A third variance is required for parking in the front yard setback, which still does not provide sufficient parking for both the use and the 24 spaces already dedicated to the Aviator Nation property next door. The self-imposed voluntary arrangement made by

the property owner to sell perpetual parking rights to a neighbor should not be later used as a hardship justification for a variance to allow extra parking spaces located in the front yard setback.

7. CEQA Defects. The City has improperly used a mitigated negative declaration for this project, when an EIR should have been prepared in light of the project's stark inconsistencies with the General Plan, LCP and Zoning Code as noted above. The MND failed to address additional traffic impacts and safety risks associated with this highly congested section of PCH. These include increased nighttime trips, increased nighttime pedestrian crossings of PCH by hotel guests, and increased nighttime left turns into and out of the unsignalized/uncontrolled driveways. Although my clients deal with these issues at the Malibu Beach Inn and believe they can be adequately mitigated, the City disagreed and cited these kinds of alleged PCH safety concerns in denying the Malibu Beach Inn's pool and offsite parking application. The proposed Malibu Motel project should be held to the same standard, particularly because of the congestion and greater PCH crossings at this location directly across from the beach, and the shops and restaurants at the Malibu Pier.

The Planning Commission is respectfully urged to deny the proposed approvals for the reasons set forth above, as well as the many other grounds for denial raised in the voluminous public correspondence submitted in opposition to this project. If the project is to be brought forward again for further consideration, it should first be revised to be consistent with existing City plans and policies, and then evaluated in an EIR before returning to the Planning Commission for additional hearings.

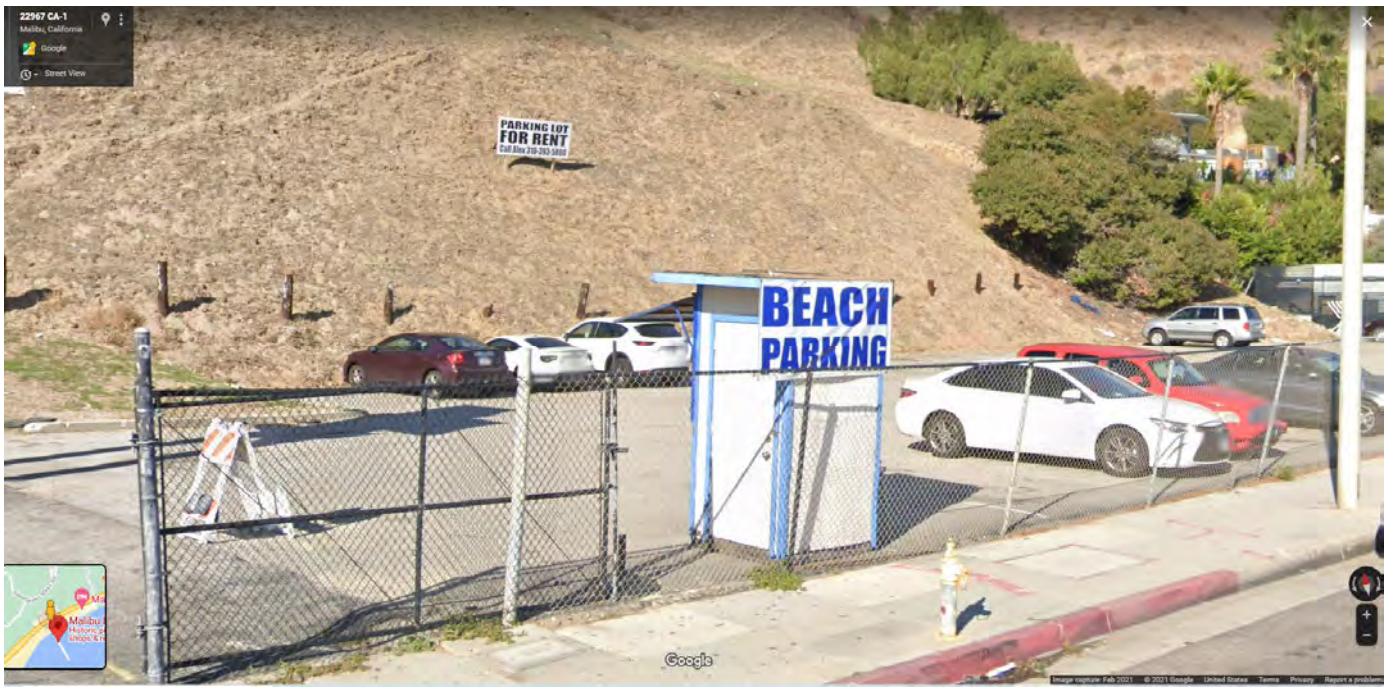
Sincerely,

Marshall A. Camp

cc: John Cotti, City Attorney (via e-mail)
Kathleen Stecko (via e-mail)

HUESTON HENNIGAN LLP

Exhibit “A”
Existing Beach Parking at the Site



HUESTON HENNIGAN LLP

Exhibit “B”
Proposed South Elevation



Received
8/26/21
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Motel Project
Date: Thursday, August 26, 2021 12:27:22 PM

-----Original Message-----
From: Richard Lawrence <[redacted]
To: jdjenningslaw@gmail.com <jdjenningslaw@gmail.com>; res02igz@gte.net <res02igz@gte.net>; kraig.malibu@gmail.com <kraig.malibu@gmail.com>; drsconst@aol.com <drsconst@aol.com>
Sent: Thu, Aug 26, 2021 11:50 am
Subject: Motel Project

Commissioners, The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days then residents can better understand this project. Thank You.

Richard Lawrence, President
Rebel Entertainment Partners, Inc.
[redacted]

Date Received 8/26/2021 Time 12:06pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Received
8/26/21
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Proposed Malibu Inn Motel across the pier!
Date: Thursday, August 26, 2021 12:09:35 PM

From: Rosemarie Ihde <[redacted]
Sent: Thursday, August 26, 2021 11:32 AM
To: Kraig Hill <kraig.malibu@gmail.com>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; John Mazza <Res02igz@gte.net>; drsconst@aol.com; David Weil <davidweil@gmx.com>; Patricia Salazar <psalazar@malibucity.org>
Subject: Proposed Malibu Inn Motel across the pier!

Commmissioners, the proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days then residents can better understand this project . Thank You.
Rosemarie Ihde
Gerhard Ihde

Date Received 8/26/21 Time 11:36am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Received
8/26/2021
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Conditional Use Permit Amendment No 13-006 and Joint Meeting tonight re: Conditional Use Parking Agreement No. 14-001 – An application to amend Conditional Use Permit No 09-009 and Joint Use Parking Agreement No. 10-001
Date: Thursday, August 26, 2021 3:36:46 PM

From: [redacted]
Sent: Thursday, August 26, 2021 3:29 PM
To: Adrian Fernandez <afernandez@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Cc: Paul Astin <[redacted]>; Roni Neighbor <[redacted]; Mark Dempster <[redacted]; Kim Dempster <[redacted]; Robert Allan <[redacted]
Subject: Conditional Use Permit Amendment No 13-006 and Joint Meeting tonight re: Conditional Use Parking Agreement No. 14-001 – An application to amend Conditional Use Permit No 09-009 and Joint Use Parking Agreement No. 10-001

Dear Mr. Fernandez,

I am a neighbor across the street from the Malibu Inn and the proposed motel site.

I have recently returned from an out of town trip and just found out about the hearing tonight for the Malibu Inn proposed parking changes and motel project.

I am surprised that the City would schedule a hearing so soon after issuing the Staff report.

I do not think there has been sufficient notice given to the residents and community about the hearing for such a large project.

I formally request that the City continue the hearing in order for residents and the community to review and respond to the Staff Report.

Please advise.

Thank you,

Stella Yap

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Date Received 8/26/2021 Time 3:29pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Received
8/26/2021
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Proposed Malibu Inn Motel Project
Date: Thursday, August 26, 2021 2:23:59 PM

From: Stephanie Kuluva <[redacted]
Sent: Thursday, August 26, 2021 1:46 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Proposed Malibu Inn Motel Project

Commissioners,

The proposed Malibu Inn Motel project across the street from the Malibu Pier has not been story polled as required. Please ask the owner prior to your hearing this matter to put up the required story polls for 30 days then residents can better understand this project .

Thank You.

Stephanie Kuluva

Date Received 8/26/2021 Time 1:46pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Received
8/26/21
Planning Dept.

Aaron Gribben

Subject: Malibu Inn Motel Conditions Revisions Requested
Attachments: Conditions Requested to Revise.pdf; Memo To Planning Commission Aug 26 2021.pdf; 29320 - 22969 Pacific Coast Highway Noise Impact Study.pdf

From: Steven Hakim
Sent: Thursday, August 26, 2021 9:58 AM
To: Planning Commission <planningcommission@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>; Richard Mollica <rmollica@malibucity.org>
Cc: Doug Burdge Malibu Architect, Alex Hakim
Subject: Malibu Inn Motel Conditions Revisions Requested

Dear Commissioners,

Please see attached memo and attachments. We appreciate your time and consideration.

Best,
Steven

Steven Hakim
HAKIM HOLDINGS

Date Received 8/26/21 Time 9:58am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 17

CC: Planning Commission, PD,

Recording Secretary, File

AUGUST 26, 2021

CC ATTACHMENTS
*CONDITIONS
*NOISE STUDY

MALIBU INN MOTEL REVISIONS TO CONDITIONS OF APPROVAL REQUESTED

Dear Commissioners,

I want to thank you all for your dedication to this great city and all the hard work you have put into preserving its integrity. Please take into consideration the changes to the following conditions, which are also attached here.

33. The approved **hours of operation for liquor service** here were put as a place holder I believe as this was never discussed with ownership. We propose 7 am – 2 am, as this is what is proposed and approved for other hotels in the area, such as the Sea View Hotel. We don't want to be at a competitive disadvantage.

34. We have provided a noise study, (also attached) which was done on the neighboring sites outdoor area, and is closer to the nearby residences. We would like the opportunity to have **live entertainment and amplified sound**, as long as it is within the decibal levels approved by the commission. Other proposed and approved hotels in the immediate area have this opportunity and it puts us at a competitive disadvantage.

43. **Umbrellas** should not count towards the height of the development if they are moveable or on wheels. It is as if we are measuring building heights based on the height of a person when standing on the roof. If the umbrella is not affixed, and is on wheels for example, it should not be counted as part of the height.

44. We intend to provide **lift parking** above and beyond what is needed for our project to better serve the community and its needs. If the lifts can not be provided for public parking, then we are doing a disservice to the area and the community. This project is unique from a traffic and parking standpoint, being that it is not open to the public. Every day, we can anticipate exactly how many spaces will be needed for parking, and what will be surplus parking, as we will have reservations prior for each room. Controlling the parking will be fairly easy from this standpoint.

121. **Amplified Sound** should not be prohibited. We are open to the same decibal level requirements set on other hotels and businesses in the immediate area.

Sincerely,

Surfrider Plaza, LLC



Client: SKA Group, LLC
Contact: Alex Hakim
Steven Hakim
Phone: [redacted]
Email: [redacted]
Address: [redacted]
Beverly Hills, CA 90212

Apr 2, 2019

Subject: 22969 Pacific Coast Highway – Noise Impact Study

A. Executive Summary

Omny Acoustics (OMNY) has prepared this noise impact report on behalf of **SKA Group, LLC** (CLIENT). Specifically, this noise impact study is regarding the proposed live music to be performed at the outdoor patio area of the restaurant located at 22969 Pacific Coast Highway until 10PM. In particular, the City of Malibu has requested a noise impact analysis from the live music be assessed at the nearby residential area just southwest of the pier across the highway (See Figure 1 below). The City has requested a study that demonstrates the proposed outdoor live entertainment will not be plainly audible within five feet of any residential dwelling.



Figure 1 Birds eye view of CLIENT patio (blue), nearby residential land uses (red), and approximate OMNY ambient noise level measurement position (green star).

Although audibility is dependent on a multitude of factors, it can be generally accepted that if the patio generated music levels are found to be at or below existing ambient noise levels, that this would result in levels that are not plainly audible under normal circumstances. Although existing ambient noise levels vary throughout the day, and between weekends and weekdays, OMNY has measured the existing ambient noise levels during the lowest expected ambient noise period (9PM-10PM on a weekday evening). In this way, OMNY is considering the worst case scenario. By showing levels not to be plainly audible at five feet from the residential land uses at this time period, all other noisier time periods (e.g. weekday afternoons, weekend evenings, etc.) can also be determined to be compliant.

Noise levels measured during this 9PM-10PM period were found to be 71 dBA[1] Leq[2]. Details regarding these measurements can be found in Section C of this report.

OMNY has provided an outdoor noise propagation model that calculates the **Maximum Allowable Patio Sound Pressure Level** in the restaurant patio, as measured at the perimeter of the patio, that would result in noise levels at the nearest residential land use, to be at or below the existing ambient noise level of 71 dBA Leq. This **Maximum Allowable Patio Sound Pressure Level** has been determined to be 89 dBA Leq. Details on this analysis can be found in Section D.1.

In order to maintain music levels that would still allow for conversations between customers, as is the desire of the CLIENT, OMNY has determined that music levels would normally not exceed 85 dBA within the patio area. Details on this analysis can be found in Section D.2. **Assuming the CLIENT maintains music levels at or below 89 dBA in the patio area, with longer term averages not exceeding 85 dBA, OMNY finds that the patio music will not be plainly audible as measured five feet from any nearby residential land use considered in this report.** As any louder levels would result in extreme difficulty for customers to converse, it would seem in the CLIENT's best interest to self govern such levels at or below these limits.

1 dBA – A-weighted sound pressure level.
2 L_{eq} – The equivalent continuous sound pressure level for the time period. Although technically different, can be generally thought of as acoustical average.

B. Code Review

As both the restaurant at 22969 Pacific Coast Highway, and the nearest residential land use identified at 23006 Pacific Coast Highway, are both within Malibu City limits, the Malibu Municipal Code will likely be the most enforceable regulations, but Los Angeles County Code has also been included for thoroughness. The California Building Code, has no regulations that would be applicable to this particular situation, and thus has been omitted from this report.

The following sections summarize and comment on how the given code sections are applicable to this project, and how compliance has been determined. For full code sections, please refer to the code itself, though OMNY has provided a copy of the code sections mentioned below, at the end of this report for reference.

1. Malibu Municipal Code

i) Title 5 Business Licenses and Regulations

Summary

In Chapter 5.04 Section 100.D.1, it states:

Whenever, upon due notice and hearing pursuant to Section 7.10.010, it shall be determined by the city manager or city council that noise from any business activity licensed under this Chapter interferes with the right of persons dwelling in the vicinity of such business activity to the peaceful and quiet use and enjoyment of their property, or that the business activity licensed under this chapter is in violation of the Noise Ordinance of the city, the city manager or city council may require that the premises of the business activity be soundproofed to eliminate the noise or reduce it to a reasonable level. In taking any action under this Section, the city manager or city council shall balance all of the interests of the respective parties, as well as the hardship which will result from any such noise mitigation measures. If the city manager or city council finds that the noise complained of is minimal or inconsequential, no action shall be taken under this section.

Omny Acoustics Comments

OMNY has shown the noise levels at the residential properties to be minimal or inconsequential by comparing them with existing ambient noise levels. The minimum existing ambient noise levels were measured to be 71 dBA 1-hr Leq (See Section C) and under normal operating circumstances the patio produced noise levels are not expected to exceed 61.1 dBA as measured in the same location (See Section D.2).

ii) Title 8 Health and Safety (Subjective)

Summary

Sections 8.24.040, and 8.24.050 provide various subjective restrictions on noises that are considered "unnecessary, annoying, or unnatural."

Omny Acoustics Comments

As these subjective requirements are not directly measurable, they are difficult to enforce directly. That being said, OMNY sees no reason why these subjective requirements would not be met in general if the project also meets the more objective requirements set by the other code requirements provided within this report.

iii) Title 8 Health and Safety (Objective)

Summary

In addition to the subjective requirements in Section 8.24.050, it also provides a few objective restrictions on prohibited acts of noise. In particular 8.24.050.B restricts "radios, phonographs, etc. the using, operating or permitting to be played, used or operated between the hours of ten p.m and seven a.m..."

Section 8.24.050.L states

Commercial establishments adjacent to residential property: sustained noise from the premises of any commercial establishment, including any outdoor area part of or under the control of the establishment, between the hours of ten p.m. and seven a.m. shall not be plainly audible at a distance of five feet of any residential dwelling unit;

Omny Acoustics Comments

The time restrictions for live music are only in effect from 10 p.m. to 7 a.m. As the CLIENT planned live music of the restaurant is only planned up to 10 p.m., compliance is implied.

It appears any restriction to the live music between the hours of 7 a.m. and 10 p.m. has been specifically given by the planner reviewing this project, and does not have any specific code basis with which to draw a compliance violation from. It is possible the planner has recognized the lack of an objective metric of compliance between the hours of 7 a.m. to 10 p.m. and is attempting to provide a requirement based on other similar parts of the code.

2. Los Angeles County Code of Ordinances

i) Title 12 Environmental Protection

Summary

Chapter 12.08 provides several objective measures of noise level compliance. Most pertinent to this project are the exterior noise standards listed in Section 12.08.390, where maximum allowable noise levels are provided for various receptor property zones.

The neighboring residential land uses are restricted to not exceed, for a cumulative period of more than 30 minutes in any hour, 45 dBA between 10 pm – 7 am, and 50 dBA between 7 am and 10 pm.

In the event that ambient noise levels are measured and found to exceed the noise standards, the measured ambient levels are to become the new exterior noise standard.

Adjustments to the noise standards are based on the time length of the intrusive sounds. For the purposes of this project, Omny Acoustics assumes a relatively constant noise level originating from the project, and therefore will not consider any of the higher, more lenient, noise standards.

Omny Acoustics Comments

Since existing ambient measured levels have been shown to far exceed the noise standard of 50 dBA between 10 pm – 7 am, the exterior noise standards are to be adjusted accordingly. Therefore, the measured existing ambient levels will serve as the new exterior noise standard. Specifically for the time period analyzed within this report, 9 pm – 10 pm, 1 AM Sunday, the new exterior noise standard should be 71 dBA (See Table 1). OMNY has determined the **Normally Expected Patio Sound Pressure Levels** due to patio generated noise sources not to exceed 61.1 dBA. Since noise levels from the patio have been shown to be less than existing ambient levels, Omny Acoustics concludes that the project will meet the code requirements set by the Los Angeles County Code of Ordinances Title 12 Chapter 12.08.

C. Ambient Noise Measurements

OMNY has provided short-term noise level measurements outside the nearest residence across the highway and compared these levels with the various code requirements summarized in Section B.

Live music levels are to be strictly stopped at 10PM, and as such, short-term measurements around the time of 10 PM are considered sufficient to analyze the lowest ambient noise levels applicable during the live music performances.

One noise monitoring station was used to measure noise levels outside the residential land use at 23006 Pacific Coast Highway, from 21:00 – 22:00 on 3/25/2019. Details of the measurement circumstances below:

OMNY Personnel: Eric Johnson

Sound Level Meters: (1) Casella-633

Sound Level Calibrator: Casella CEL-120

Measurements at the monitoring station were taken continuously for one hour. The A-weighted L_{eq} levels, and octave-band levels were recorded. Before the measurement period, the sound level meter was calibrated using its respective sound level calibrator.

32 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	dBA
68	73	71	70	67	68	61	51	43	34	71

Table 1: 1-hour Leq levels measured from 21:00 – 22:00 on 3/25/2019. 32 Hz to 16 kHz are the octave band center frequencies, and dBA is the A-weighted Sound Pressure Level.

D. Noise Impact Model

1. Maximum Allowable Patio Sound Pressure Levels

Although the patio music levels are not expected to reach such levels, OMNY has started this analysis with calculations which establish the maximum allowable patio sound pressure levels that would result in levels, as measured five feet from the nearest residential land use, at or below the lowest expected existing ambient noise levels as measured from 21:00 – 22:00 on a weekday evening (See Section C for details on these measurements). As the qualifications for this number are quite long, this level will hereby be referred to simply as the **Maximum Allowable Patio Sound Pressure Level** and will be defined as the maximum level expected anywhere along the perimeter of the patio.

Assuming the CLIENT keeps patio music levels at or below the **Maximum Allowable Patio Sound Pressure Level**, OMNY can conclude that music levels played at the patio will not result in levels at the nearest residential area that are "plainly audible within five feet from the residence."

In order to determine the **Maximum Allowable Patio Sound Pressure Level**, OMNY has constructed a basic outdoor noise propagation model that is based on ISO 9613, an international standard for such calculations. In this model, OMNY only assumes a single sound source in the patio, and basic building reflections and barrier effects. Particular loudspeaker characteristics, or types of music are not required at this point, as this model will represent the absolute **Maximum Allowable Patio Sound Pressure Level**; any directivity due to loudspeaker orientation or additional barrier effects from stage setup and layout would only further reduce levels compared to what is modeled here.

Figure 2 shows the birds eye view of the patio and nearest residential area with levels only from the patio noise source itself (i.e. all traffic, or otherwise existing ambient noise sources off). The purpose of this model is to find the maximum levels in the patio that would result in levels, as measured five feet from the nearest residential land use, that match the measured existing ambient noise levels at the quietest expected time period (21:00 – 22:00 on a weekday evening). As can be seen in Figure 2, the noise level five feet from the nearest residential land use (Receiver) is 71 dBA, which matches the 1-hr dBA Leq measurement obtained by OMNY on 3/25/2019 (See Section C for details, and the final column of Table 1 for the actual measured value).

Figure 3 is simply a larger view of the patio in order to show typical levels in the patio area under such circumstances. According to Figure 3, the **Maximum Allowable Patio Sound Pressure Level** is around 89 dBA.

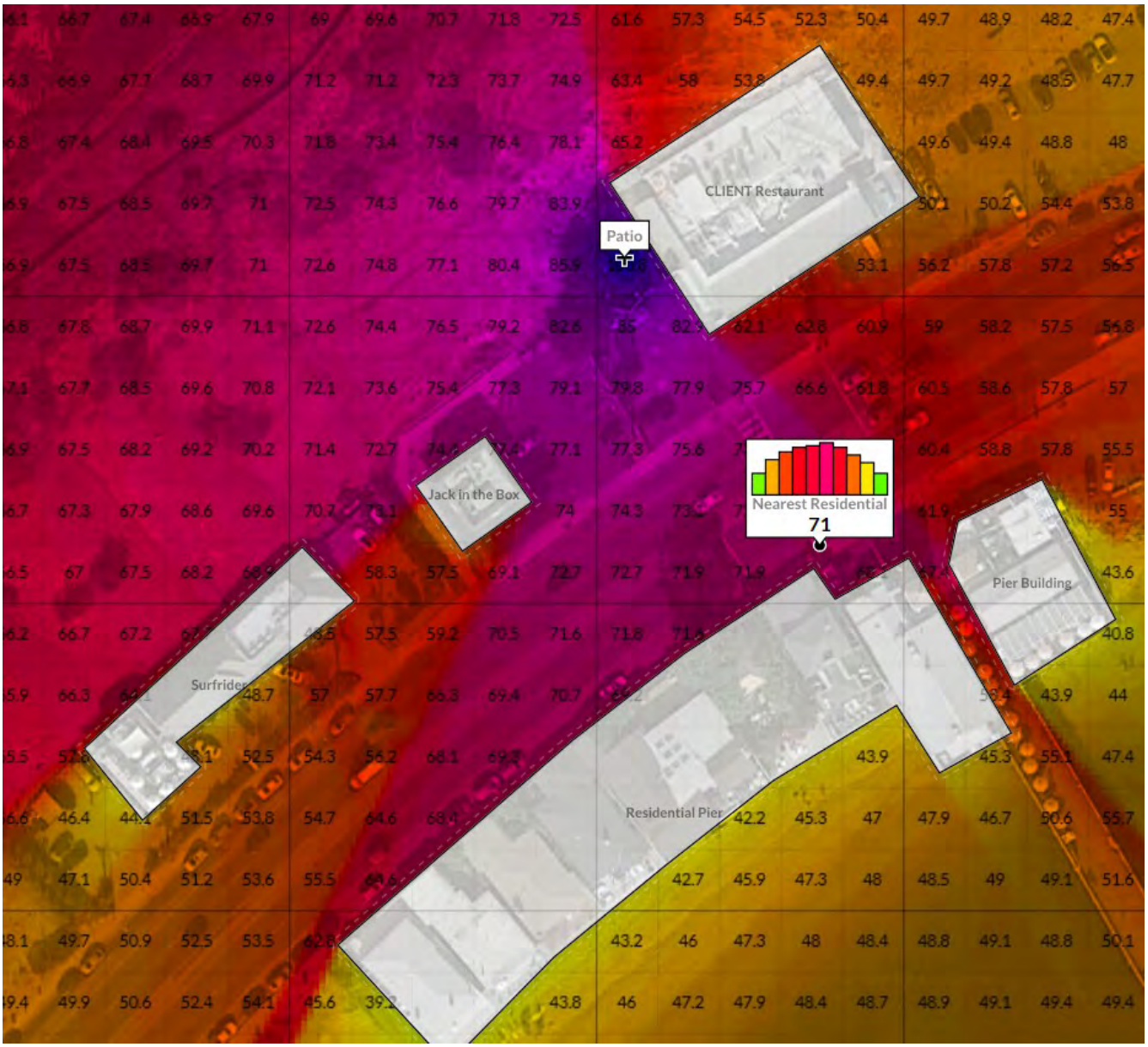


Figure 2: Birds eye view of the Maximum Allowable Patio Sound Pressure Levels. Five feet from the nearest residential location indicated by the "Nearest Residential" location. Patio centered at "Patio".

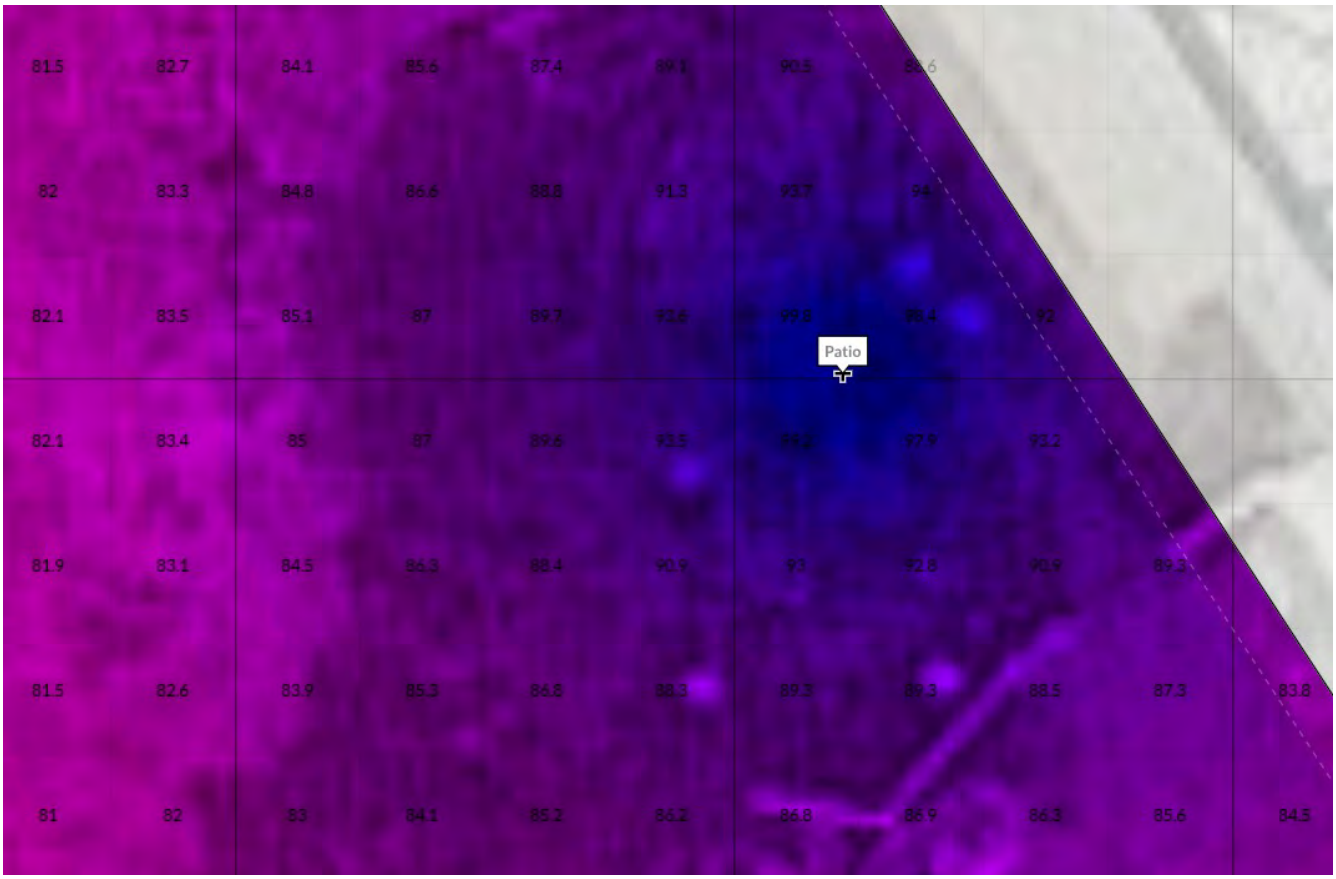


Figure 3: Closer view of patio, to show general levels within the patio for Maximum Allowable Patio Sound Pressure Levels. Patio centered at "Patio" (center) with perimeter walls somewhat visible in white.

2. Normally Expected Patio Sound Pressure Levels

The previously mentioned **Maximum Allowable Patio Sound Pressure Level** of 89 dBA does not consider any directional qualities of the sound system or barriers from patio walls, so it provides a worst case scenario (i.e. music facing directly towards the residential area without any walls or barriers in between). Realistically, the levels in the patio will be much lower for various reasons explained within this section. This section will define what will hereby be referred to as the **Normally Expected Patio Sound Pressure Levels**.

The CLIENT has informed OMNY that the patio music will make use of a fixed sound system, in which all loudspeakers will be facing northward away from the residential area next to the pier. The CLIENT has also informed OMNY that all performers are to use the patio's fixed sound system to reduce any variability with regards to noise levels at the residential areas near the pier. The CLIENT has also expressed the desire to keep music levels at a level higher than typical background music, but not to exceed levels that would inhibit customers from being able to converse.

The directivity of the loudspeakers and barrier effects from the patio walls would allow for even higher **Maximum Allowable Patio Sound Pressure Level**, but this will not be necessary to show as levels any higher than 85 dBA or so would severely inhibit customers from being able to converse. According to an Environmental Protection Agency study[3], average human voices do not exceed 85 dBA even when shouting. The same study analyzed and classified average sound pressure levels for "shout", "loud", "raised"", "normal", and "casual" vocal efforts. As necessitating shouting between customers would not normally classify as a desirable dining experience, OMNY assumes a maximum vocal effort of "loud", in which levels would be limited to 73 dBA, to be the maximum levels while maintaining a comfortable dining experience.

In general, speech intelligibility decreases as the background noise levels increase, but people can generally understand enough to have a conversation even when background levels are up to 5 dB above speech levels. As such, patio music levels should not be expected to be above 78 dBA without greatly reducing the ability to converse. OMNY does note that past experience shows that levels in such spaces often range from 80 – 85 dBA, though this does generally inhibit conversations between customers. As a conservative estimate, OMNY will assume levels do not exceed 85 dBA within the general seating area of the patio though notes that this will more commonly be below 80 dBA. Therefore OMNY will define the **Normally Expected Patio Sound Pressure Level** not to exceed 85 dBA.

As the **Normally Expected Patio Sound Pressure Level** of 85 dBA is less than **Maximum Allowable Patio Sound Pressure Level** of 89 dBA, OMNY can conservatively conclude that under the normal circumstances discussed within this report, music levels from the CLIENT patio will not be plainly audible as measured five feet from the nearest residential land use.

3 U.S Environmental Protection Agency, "Speech Levels in Various Noise Envornments", EPA 600/1-77-025, Environmental Health Effects Research Series, May 1977

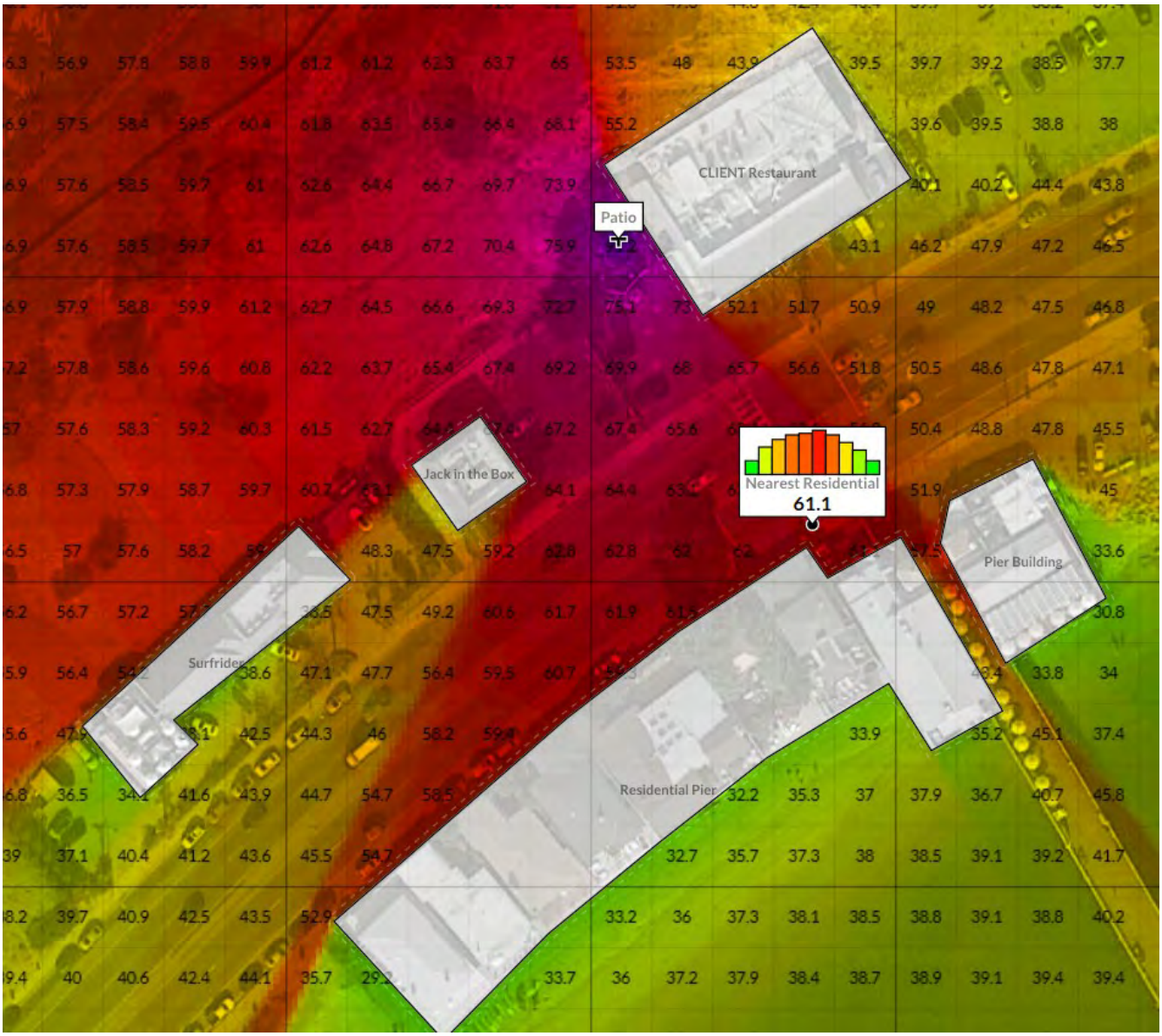


Figure 4: Birds eye view of the Normally Expected Patio Sound Pressure Levels. Five feet from the nearest residential location indicated by the "Nearest Residential" location. Patio centered at "Patio".

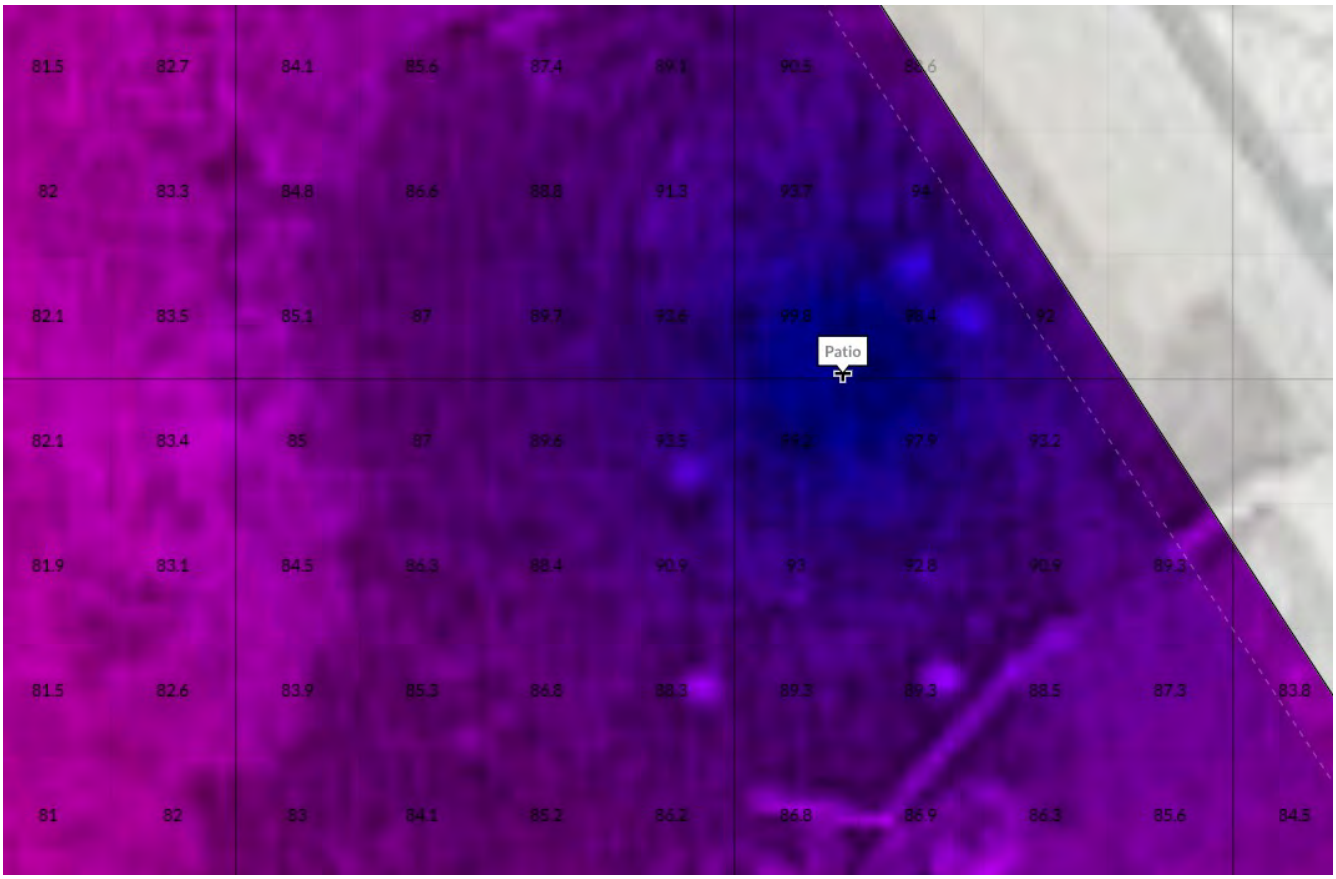


Figure 5: Closer view of patio, to show general levels within the patio for Normally Expected Patio Sound Pressure Levels. Patio centered at "Patio" (center) with perimeter walls somewhat visible in white.

This concludes the noise impact report. Should there be any questions or concerns regarding the content within, please fee free to contact us.

April 2, 2019

Christopher S. Buckley
Acoustical Consultant at Omny Acoustics, LLC
(424) 371-6669

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required to obtain a transportation permit from the California Department of Transportation.

Cultural Resources

26. 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.

27. If human bone is discovered, the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These require 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.

Site-Specific Conditions

28. No off-site sale of alcohol shall be permitted. Alcohol shall only be served for room service and within the rooftop deck for motel guests.

29. This CUP permits the sale and consumption of alcoholic beverages. The property owner / motel operator shall obtain all necessary approvals from ABC. Once obtained, the applicant is required to provide the Planning Department a copy of the issued ABC license.

30. A copy of the current ABC license shall be kept on the premises of the establishment and be presented to City staff, including the City's Planning Director and Code Enforcement staff, law enforcement officers or their duly authorized representatives, upon request.

31. At all times during the conduct of the permitted use, the permittee shall maintain and keep in effect valid licensing approval from ABC. Should such licensing be denied, expire or lapse at any time in the future, the approval of alcohol sale pursuant to this permit is subject to modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C).

32. Prior to the commencement of alcohol service, the property owner / operator shall install small signs in the interior of the business, as depicted on the project plans, requesting that patrons be courteous and quiet when occupying outdoor areas and stating that alcohol may only be consumed in compliance with the motel's ABC license.

33. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 12:00 p.m. to 10:00 p.m., Sunday through Thursday, and 12:00 p.m. to 11:00 p.m., Friday and Saturday.

34. No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise

generated from the event would be incompliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.

35. The property owner / operator shall adhere to a "good neighbor" policy, meaning that the operator and employees must respect the rights of neighboring properties and, to the best of their ability, shall ensure their patrons' compliance with the City's noise and smoking regulations and all conditions of approval for the subject use relating to parking, smoking, litter, noise, loitering, etc.

36. Noise emanating from the premises shall not be audible at a distance of five feet of any residential unit between the hours of 10:00 p.m. and 7:00 a.m., as required by MMC Section 8.24.050(L).

37. The onsite kitchen may only serve food and beverages to motel guests.

38. The motel operator must adhere to all laws related to the sale of alcohol. Violations of such laws may be cause for modification or revocation of this conditional use permit pursuant to MMC Section 17.66.100(C).

39. No other new signage is permitted under this application; a sign permit shall be submitted and approved by the Planning Department prior to installation of any new sign.

40. The landscaping plan must be revised to include a detail depicting a barrier encircling root ball to be used for all the California Sycamore trees in order to minimize potential root damage to the sidewalk and parking lot. The planting of the California Sycamore trees must be in compliance with this detail.

41. The third driveway curb cut on the Aviation Nation Site from west to east must be removed.

42. Prior to the issuance of a development permit, the property owner must pay the in-lieu fee for the lower cost overnight accommodations in compliance with LIP Section 12.10.

43. Prior to the issuance of a development permit, the property owner / applicant must provide a rooftop floor plan showing the location of the umbrellas in compliance with the height limit, unless on wheels

44. Stack parking spaces may not be used as public parking. NO

Mitigation Monitoring and Reporting Program

45. The Project shall comply with all the mitigation measures included in the MMRP of IS/MND No. 20-003.

Colors and Materials

46. 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

paleontological resources, and procedures to implement in the event paleontological resources are discovered.

In the event paleontological resources are uncovered at any point during construction activities, the Construction Contractor shall halt ground-disturbing activities and notify the Paleontologist and City, at which time the Paleontologist shall conduct an on-site inspection of the discovery, make a preliminary taxonomic identification, determine whether further action is required, , and recommend measures for further evaluation, and/or collection of the resource as appropriate.

a. Ground-disturbance shall not resume in the vicinity of the of the discovery until the Paleontologist has assessed the resource.
b. The Paleontologist hall have the authority to halt and/or redirect construction activities to allow a reasonable amount of space and time to evaluate potential resources.
c. Significant resources shall be collected, prepared, and curated with an accredited institution as determined necessary by the Paleontologist.

120. Construction Noise Control. All construction machinery and delivery trucks shall be maintained to the highest level of performance, and shall be outfitted with all noise reduction accessories, e.g., mufflers, enclosures, etc. that are offered by the equipment manufacturers. The construction site shall be laid out such that materials are stored and staged near the southwestern edge of the site to maximize the distance from the residence and daycare. A temporary barrier capable of reducing the intensity of sound shall be erected between the project site and the school during the construction period. Prior to construction, all residences within 500 feet of the property line shall be individually notified of the project's construction schedule. Prior to construction, a sign shall be posted on the site that is legible from at least 50 feet off-site. The sign shall include a telephone number that residents can call to inquire about the construction process and to register complaints. The project applicant shall designate a "noise control coordinator" who will reply to all construction noise-related questions and complaints. Pile driving shall not be conducted on-site unless approved by the City.

121. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited from occurring at the property. In the case that amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses. Study provided

122. In the event that Tribal Cultural Resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 75-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Lead Agency or Project manager shall contact the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians to consult if any such find occurs within areas culturally and traditionally affiliated with the Fernandeño Tataviam Band of Mission Indians and Kizh Nation Gabrieleno Band of Mission Indians.

Received
8/26/21
Planning Dept.

Aaron Gribben

Subject: Item 1.c public comment

From: Teri Sturges
Sent: Thursday, August 26, 2021 10:43 AM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Item 1.c public comment

As a long time Malibu resident, I oppose this project. The location is dangerous and will encourage too much traffic in that area. Please consider all the ramifications on such a project in Malibu.

Thank you.

Date Received 8/26/21 Time 10:43am
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
8/26/2021
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Malibu Inn Motel 22959 Pacific Coast Highway
Date: Thursday, August 26, 2021 2:27:19 PM

From: Tony Dorn <[redacted]
Sent: Thursday, August 26, 2021 1:12 PM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Malibu Inn Motel 22959 Pacific Coast Highway

Dear Planning Commission,

I would like to voice my support for the project herein known as the Malibu Inn Motel. The owners have contemplated various uses for the large site and a 20 room motel is certainly the highest and best use for this property. Its proximity to the pedestrian oriented Malibu Pier and Surfrider Beach make a small motel an ideal use and certainly adds a potential bed tax to the City of Malibu coffers. We do not have a need for any additional retail or office use at this time so this seems like a sensible alternative.

I recognize the retaining wall requires a variance because of its height but this is similar to the retaining walls behind the existing Pacific Coast Highway buildings located at the following addresses:

22601 Pacific Coast Highway a 20,000' retail/office building

22761 Pacific Coast Highway a 30,000' office building

22809 Pacific Coast Highway a 19,000' office building

Additionally this wall will be significantly shielded from line of sight by the building structure.

Our City of Malibu can use additional hotel and motel rooms in order to help meet the demand for Pepperdine parents, visitors to our coastal city, and also for the residents so guests do not always have to stay with them but can take advantage of the many amenities surrounding the subject property.

Tony Dorn
Beitler Commercial Realty Services
[redacted]
Los Angeles,California 90049

[redacted] direct office
cell

Date Received 8/26/2021 Time 1:12pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 1

Aaron Gribben

Subject: FW: Malibu Inn Motel

Received
9/2/21
Planning Dept.

From: Charlotte Frieze [redacted]
To: John Mazza <res02igz@gte.net>; Kraig Hill <kraig.malibu@gmail.com>
Sent: Thu, Sep 2, 2021 3:51 pm
Subject: Malibu Inn Motel

As the story poles will not have been up for even a week shouldn't it be postponed until the October meeting?

--
Charlotte M. Frieze
Malibu, CA

[redacted]

Date Received 9/2/21 Time 3:51PM
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: Ambient Sound Study 2
Attachments: 29354 - 22959 Pacific Coast Highway_report_v2.pdf

Received
9/3/21
Planning Dept.

From: Steven Hakim [redacted]
Sent: Friday, September 3, 2021 8:04 AM
To: Planning Commission <planningcommission@malibucity.org>
Cc: Adrian Fernandez <afernandez@malibucity.org>; Richard Mollica <rmollica@malibucity.org>
Subject: Ambient Sound Study 2

Hope you are doing well.

For any avoidance of doubt, we have conducted another study for the implementation of ambient sound at the proposed motel.

Please let me know if you have any questions or concerns. Thank you for your time and consideration. Wishing everyone a wonderful holiday weekend ahead as well.

Date Received 9/3/21 Time 8:04am
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 18

Best,
Steven

Steven Hakim
[redacted]
HAKIM HOLDINGS

CC: Planning Commission, PD,

Recording Secretary, File

Client: **Surfrider Plaza, LLC**
Contact: **Steven Hakim**
Phone: [redacted]
Email: [redacted]
Address: [redacted]

Sep 3, 2021

Subject: **22959 Pacific Coast Highway – Noise Impact Study**

A. Executive Summary

Omny Acoustics (OMNY) has prepared this noise impact report on behalf of **Surfrider Plaza, LLC** (CLIENT). Specifically, this noise impact study is regarding the proposed music to be played at the rooftop terrace area of the motel to be located at 22959 Pacific Coast Highway. In particular, OMNY has evaluated the possible noise impacts on three surrounding residential locations. The proposed project location in addition to the three residential locations evaluated are shown in Figure 1.

The Malibu Noise Code depends on the definition of the term "audibility". Although audibility is dependent on a multitude of factors, it can be generally accepted that if the rooftop generated music levels are found to be at or below existing ambient noise levels, that this would result in levels that are not plainly audible under normal circumstances. Although existing ambient noise levels vary throughout the day, and between weekends and weekdays, OMNY has measured the existing ambient noise levels for 24-hours from Sunday 21:00 to Monday at 21:00 which is expected to include the lowest expected ambient noise period for the location (21:00-02:00 on a Sunday evening). In this way, OMNY is considering the worst case scenario to compare audibility against. By showing levels not to be plainly audible at the residential land uses during this time period, all other noisier time periods (e.g. weekday afternoons, weekend evenings, etc.) can also be determined to be compliant.

Three separate 20-minute measurements were taken at three locations representative of the nearest three residential locations. These measurement locations, and their proximity to the residential locations can also be seen in Figure 1. Due to the cliff between the proposed project location and Residential Location 2, the measurement location remains somewhat far from the actual property line, but so long as noise levels generated by the project at the measurement location do not exceed existing ambient levels it is safe to assume levels at the actual property lines would also remain below existing ambient levels. This is a reasonable assumption due to the unobstructed sound path between the project, existing noise sources like traffic, and the residential property lines. Details regarding the measurements can be found in Section C of this report.

OMNY has provided an outdoor noise propagation model that calculates the **Maximum Allowable Rooftop Sound Pressure Level** that would result in noise levels at the nearest residential land use, to be at or below the existing ambient noise levels. This was done for two distinct time periods (10PM and 2AM) as these represent the latest times within per-defined code compliance defined time periods. The **Maximum Allowable Rooftop Sound Pressure Levels** for each period, along with the associated existing ambient noise level is given in Table 1

Details on this analysis can be found in Section D.1. Comparisons to code requirements can be found in Section B

Measurement Location	Existing Ambient Noise Levels @ 22:00	Levels Due to Project @ Maximum Allowable Rooftop Sound Pressure Levels Until 22:00	Existing Ambient Noise Levels @ 02:00	Levels Due to Project @ Maximum Allowable Rooftop Sound Pressure Levels Until 02:00
1	60.4 (dBA SPL L90-20 Minutes)	53.5 (dBA SPL)	47.0 (dBA SPL L90-20 Minutes)	40.2 (dBA SPL)
2	56.3 (dBA SPL L90-20 Minutes)	56.3 (dBA SPL)	43.0 (dBA SPL L90-20 Minutes)	43.0 (dBA SPL)
Project Rooftop	N/A	80-85 (dBA SPL)	N/A	65-70 (dBA SPL)

Table 1: Existing ambient noise levels compared to modeled music levels generated from the project for two timer periods. Details on the assumed loudspeaker configurations and limitations are provided in Section E. Measured existing ambient noise levels based on the L90 20-minute dBA SPL levels measured around these time periods. Details on the measured data given in Section C. dBA SPL is the A-weighted Sound Pressure Level.

In order to maintain music levels that would still allow for conversations between customers, as is the desire of the CLIENT, OMNY has determined that music levels would normally not exceed 73 dBA within the rooftop area. Details on this analysis can be found in Section D.3. **Assuming the CLIENT implements the sound mitigation strategy outlined in Section E, including maintaining maximum rooftop levels due to music as defined in Table 1, OMNY finds that the rooftop music will not be plainly audible as measured five feet from any nearby residential land use considered in this report.** As any louder levels would result in difficulty for customers to converse, it would seem in the CLIENT's best interest to self govern such levels at or below these limits.

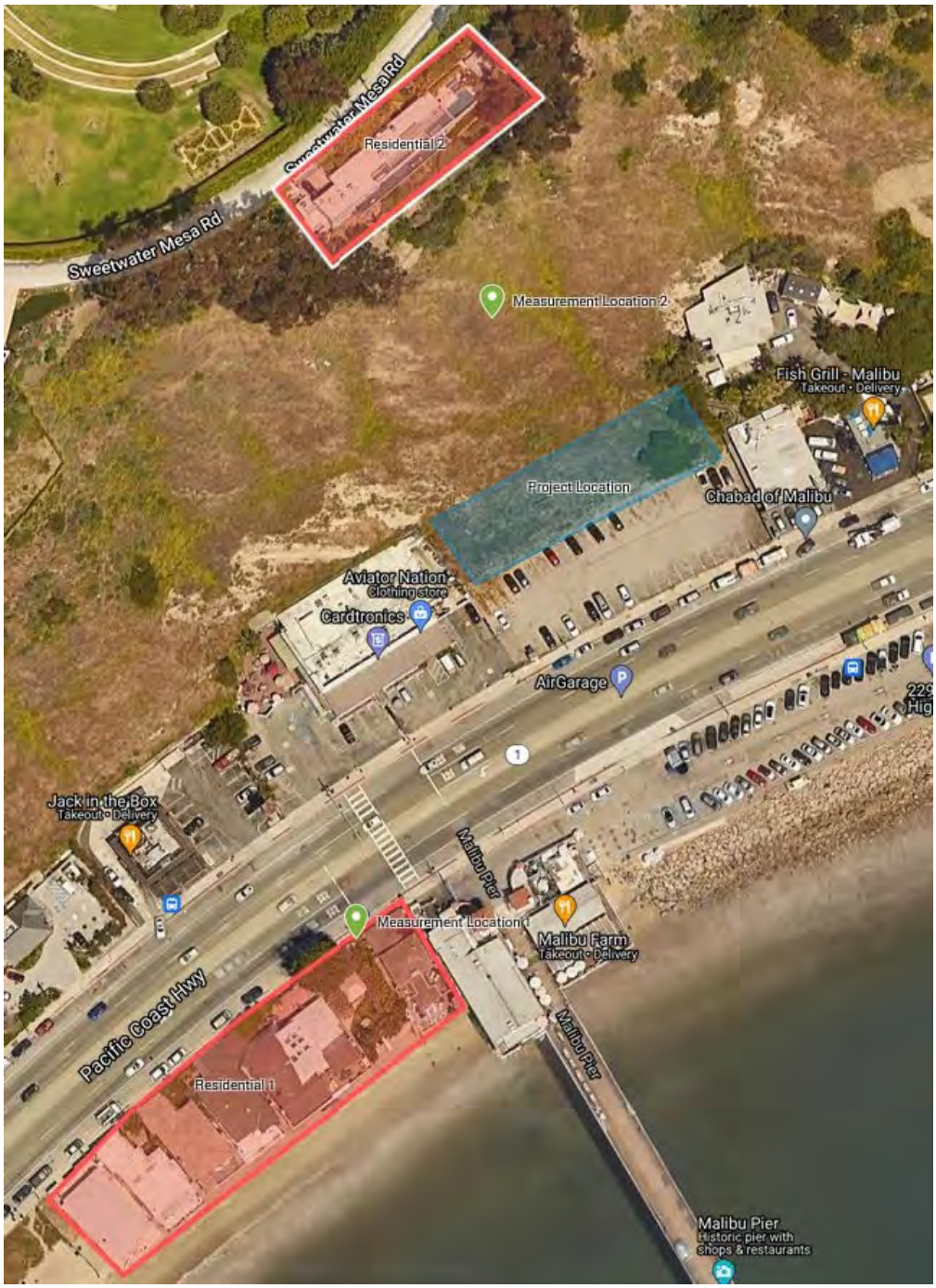


Figure 1 Birds eye view of proposed project location (blue), nearby residential land uses (red), and approximate OMNY ambient noise level measurement positions (green).

B. Code Review

As both the motel at 22959 Pacific Coast Highway, and the nearby residential land uses identified in Figure 1, are all within Malibu City limits, the Malibu Municipal Code and General Plan will likely be the most enforceable regulations, but Los Angeles County Code has also been included for thoroughness. The California Building Code, has no regulations that would be applicable to this particular situation, and thus has been omitted from this report.

The following sections summarize and comment on how the given code sections are applicable to this project, and how compliance has been determined. For full code sections, please refer to the code itself.

1. Malibu Municipal Code

i) Title 5 Business Licenses and Regulations

Summary

In Chapter 5.04 Section 100.D.1, it states:

Whenever, upon due notice and hearing pursuant to Section 7.10.010, it shall be determined by the city manager or city council that noise from any business activity licensed under this Chapter interferes with the right of persons dwelling in the vicinity of such business activity to the peaceful and quiet use and enjoyment of their property, or that the business activity licensed under this chapter is in violation of the Noise Ordinance of the city, the city manager or city council may require that the premises of the business activity be soundproofed to eliminate the noise or reduce it to a reasonable level. In taking any action under this Section, the city manager or city council shall balance all of the interests of the respective parties, as well as the hardship which will result from any such noise mitigation measures. If the city manager or city council finds that the noise complained of is minimal or inconsequential, no action shall be taken under this section.

Omny Acoustics Comments

OMNY has shown the noise levels at the residential properties to be minimal or inconsequential by comparing the project produced noise levels with existing ambient noise levels. The minimum existing ambient noise levels at each nearby residential location are listed in Table 1. Assuming the CLIENT implements the sound mitigation strategy outlined in Section E, the rooftop produced noise levels are not expected to exceed the minimum existing ambient noise levels at the same locations.

ii) Title 8 Health and Safety (Subjective)

Summary

Sections 8.24.040, and 8.24.050 provide various subjective restrictions on noises that are considered "unnecessary, annoying, or unnatural."

Omny Acoustics Comments

As these subjective requirements are not directly measurable, they are difficult to enforce directly. That being said, OMNY sees no reason why these subjective requirements would not be met in general if the project also meets the more objective requirements set by the other code requirements provided within this report.

iii) Title 8 Health and Safety (Objective)

Summary

In addition to the subjective requirements in Section 8.24.050, it also provides a few objective restrictions on prohibited acts of noise. In particular 8.24.050.B restricts "radios, phonographs, etc. the using, operating or permitting to be played, used or operated between the hours of ten p.m and seven a.m…"

Section 8.24.050.L states

Commercial establishments adjacent to residential property: sustained noise from the premises of any commercial establishment, including any outdoor area part of or under the control of the establishment, between the hours of ten p.m. and seven a.m. shall not be plainly audible at a distance of five feet of any residential dwelling unit;

Omny Acoustics Comments

OMNY has shown the noise levels at the residential properties to be not plainly audible by comparing the project produced noise levels with existing ambient noise levels. The minimum existing ambient noise levels at each nearby residential location are listed in Table 1. Assuming the CLIENT implements the sound mitigation strategy outlined in Section E, the rooftop produced noise levels are not expected to exceed the minimum existing ambient noise levels at the same locations.

2. Malibu General Plan

Various restrictions on longer-term 24-hour metrics like LDN, and CNEL are given which are irrelevant to the scope of this project which only includes intermittent music levels. More applicable to this project would be the following table, where maximum exterior noise limits are given based on the receiving land use category.

Table 6-4
MAXIMUM EXTERIOR NOISE LIMITS NON-TRANSPORTATION SOURCES

Receiving Land Use Category	General Plan Land Use Districts	Time Period	Noise Level dBA	
			L_{eq}	L_{max}
Rural	All RR Zones and PRF, CR, AH, OS	7:00 a.m. to 7:00 p.m.	55	75
		7:00 p.m. to 10:00 p.m.	50	65
		10:00 p.m. to 7:00 a.m.	40	55
Other Residential	All SFR, MFR and MFBF Zones	7:00 a.m. to 7:00 p.m.	55	75
		7:00 p.m. to 10:00 p.m.	50	65
		10:00 p.m. to 7:00 a.m.	45	60
Commercial, Institutional	CN, CC, CV, CG, and I Zones	7:00 a.m. to 7:00 p.m.	65	85
		7:00 p.m. to 7:00 a.m.	60	70

According to the Malibu zoning maps, Residential Locations 2 and 3 lie within the “Rural” category, and thus the project generated noise levels should not exceed 50 dB Leq from 7pm to 10pm and 40 dB Leq from 10pm to 7am. Under conditions such as this project location where existing ambient noise levels exceed the maximum allowable noise limits (measured Leq levels of 50 to 85 dBA being common around 2AM, see Figure 2), it is standard practice to increase the maximum allowable noise limits to the lower bound of the existing ambient noise levels (See Table 1). If such an increase were not permitted, there would be no way to measure or verify compliance as anything below existing ambient noise levels would be unmeasureable. Therefore the argument for compliance given by Section B.1.iii should also apply here, in that the project generated noise levels have been shown not to exceed the lower bound of the existing ambient noise levels and thus meeting the intent of the General Plan’s Maximum Exterior Noise Limits.

3. Los Angeles County Code of Ordinances

i) Title 12 Environmental Protection

Summary

Chapter 12.08 provides several objective measures of noise level compliance. Most pertinent to this project are the exterior noise standards listed in Section 12.08.390, where maximum allowable noise levels are provided for various receptor property zones.

The neighboring residential land uses are restricted to not exceed, for a cumulative period of more than 30 minutes in any hour, 45 dBA between 10 pm – 7 am, and 50 dBA between 7 am and 10 pm.

In the event that ambient noise levels are measured and found to exceed the noise standards, the measured ambient levels are to become the new exterior noise standard.

Adjustments to the noise standards are based on the time length of the intrusive sounds. For the purposes of this project, Omny Acoustics assumes a relatively constant noise level originating from the project, and therefore will not consider any of the higher, more lenient, noise standards.

Omny Acoustics Comments

Assuming the CLIENT implements the sound mitigation strategy outlined in Section E, the rooftop produced noise levels are not expected to exceed 43.0 dBA between the hours of 10pm – 2am (See Table 1). Since noise levels from the rooftop have been shown to be less the maximum 45 dBA requirement, Omny Acoustics concludes that the project will meet the code requirements set by the Los Angeles County Code of Ordinances Title 12 Chapter 12.08.

Under conditions such as this project location where existing ambient noise levels exceed the maximum allowable noise limits (measured Leq levels of 50 to 95 dBA being common around 10pm, see Figure 2), it is standard practice to increase the maximum allowable noise limits to the lower bound of the existing ambient noise levels (See Table 1). If such an increase were not permitted, there would be no way to measure or verify compliance as anything below existing ambient noise levels would be unmeasureable. Therefore the argument for compliance given by Section B.1.iii should also apply here, in that the project generated noise levels have been shown not to exceed the lower bound of the existing ambient noise levels and thus meeting the intent of the Los Angeles County Code of Ordinances Title 12 Chapter 12.08.

C. Ambient Noise Measurements

OMNY has provided short-term noise level measurements outside the nearby residential locations identified in Figure 1 in addition to 24-hour measurements at Measurement Location 1 and compared these levels with the various code requirements summarized in Section B. The short-term manned measurements were performed from 2021-08-29 20:59:45 – 2021-08-29 22:05:43 and can be seen in Table 1, and the longer-term 24-hour measurements were taken from 2021-08-29 20:41:43 – 2021-08-30 20:58:00 and can be seen in Figure 2. Details of the measurement circumstances are provided below:

OMNY Personnel: Eric Johnson
Sound Level Meters: (1) Casella-633, (1) REED R8070SD
Sound Level Calibrator: Casella CEL-120

All sound level meters were calibrated using their respective sound level calibrator prior to commencing measurements.

As can be seen in Figure 2, the noise levels reduce dramatically from 22:00 to 02:00 as evening traffic reduces and remain low until around 04:00 when morning traffic starts to pick up again. The focus of these measurements was on the lowest ambient noise levels during normal operation of the motel rooftop music. According to the CLIENT, music would not normally be played past 02:00, and thus OMNY assumes the lowest ambient noise levels needed to be considered would be around 02:00.

Levels around 02:00 were measured to range from 47-100 dBA SPL. Such a range is not uncommon as short-term loud noises like ambulences, car horns, and engine noise from quick accelerations away from the nearby traffic light are quite loud, though short-lived. When considering “audibility” with regard to code compliance, these short-term loud noises are of little importance as they will not be covering up lower-level, but more stable noise sources like music on the project rooftop. Therefore, OMNY has also plotted the L90, 20-minute Leq level on Figure 2. L90, which is the level that has been exceeded 90% of the measured time-period (20-minutes in this case), is often used as a means of establishing what the normal background ambient noise level is in the absence of all louder, short-term noise sources. For the sake of a conservative argument with regard to code compliance, OMNY only considers the minimum L90 value around 02:00, which happens to be 47.0 dBA SPL.

Although OMNY was able to perform 24-hour measurements near the Residential Location 1, due to the absence of a secure long-term measurement locations between the project and Residential Location 2, OMNY has employed interpolation between the long and short-term measurement locations to predict the ambient noise levels near Residential Locations 2. These interpolated levels at 02:00 can be found in Table 1.

Measurement Location	Time Period	LAEQ	L90_20Min
1	21:46:43 - 22:05:43	72.8	60.4
2	20:59:45 - 21:18:45	61.7	56.3

Table 2: Measured 20-min Leq levels taken on 2021-08-29. LAEQ is the Equivalent dBA (A-weighted) Sound Pressure Level. L90 metric over 20-minute sampling periods. L90 represents the level exceeded 90% of the time period (20-minutes).

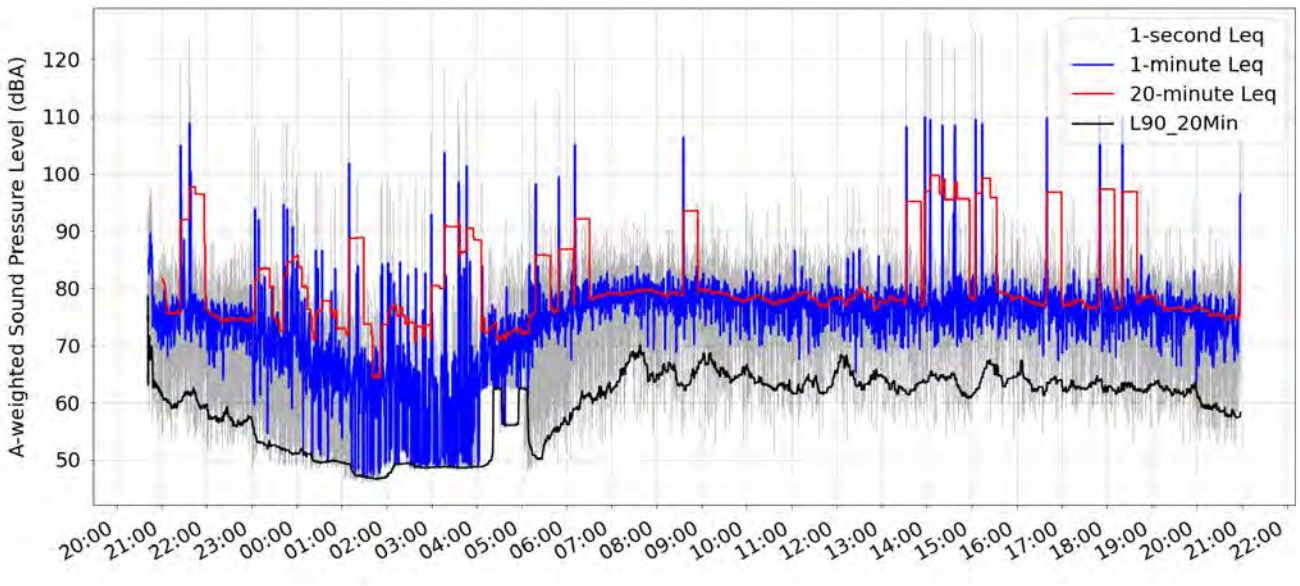


Figure 2: 24-hour unmanned measurement results taken at measurement Location 1. Equivalent sound pressure levels (Leq) provided with three different time periods in addition to the L90 metric over 20-minute sampling periods. L90 represents the level exceeded 90% of the time period (20-minutes).

D. Noise Impact Model

1. Maximum Allowable Rooftop Sound Pressure Levels Until 22:00

OMNY has started this analysis with calculations which establish the maximum allowable rooftop sound pressure levels that would result in levels at or below the lowest expected existing ambient noise levels as measured at 22:00 PM on a Sunday evening (See Section C for details on these measurements). As the qualifications for this metric are quite long, this level will hereby be referred to simply as the **Maximum Allowable Rooftop Sound Pressure Level Until 22:00** and will be defined as the range of levels expected around the rooftop terrace.

Assuming the CLIENT keeps rooftop music levels at or below the **Maximum Allowable Rooftop Sound Pressure Level Until 22:00**, OMNY can conclude that music levels played at the rooftop will not result in levels at the nearest residential area that are "plainly audible within five feet from the residence."

In order to determine the **Maximum Allowable Rooftop Sound Pressure Level Until 22:00**, OMNY has constructed a basic outdoor noise propagation model that is based on ISO 9613, an international standard for such calculations. As the project drawings provided to OMNY do not include final placements for any sound system, OMNY has made a few reasonable assumptions that must be met by the CLIENT design in order for this model to maintain a reasonable accuracy.

In this model, OMNY assumes an array of small speakers evenly placed along the northwest edge of the rooftop terrace. Particular loudspeaker characteristics, or types of music are not required at this point, as this model will represent the absolute **Maximum Allowable Rooftop Sound Pressure Level**; any directivity due to loudspeaker orientation and layout would only further reduce levels compared to what is modeled here. Further details on the assumed loudspeaker configuration and use of existing architectural features as sound barriers are given in Section E. Ground elevations were estimated based on the topographical maps provided by the CLIENT on drawing T-1.2 dated 8/14/19.

Figure 4 shows the birds eye view of the rooftop and nearest residential areas with levels only from the rooftop noise sources (i.e. all traffic, or otherwise existing ambient noise sources off). The purpose of this model is to find the maximum levels on the rooftop that would result in levels that match the measured existing ambient noise levels at the quietest expected time period (22:00 on a Sunday evening). As can be seen in Figure 4, the noise level at Measurement Location 2 does not exceed the lower-bound of the 20-minute L90 dBA measurements obtained by OMNY on 8/30/2021 of 56.3 dBA L90 – 20minutes. (See Section C for details, and Figure 2 or Table 1 for the actual measured values). In this way the model has been used to find the maximum allowable rooftop music levels that will not exceed the lowest expected ambient noise levels in the area.

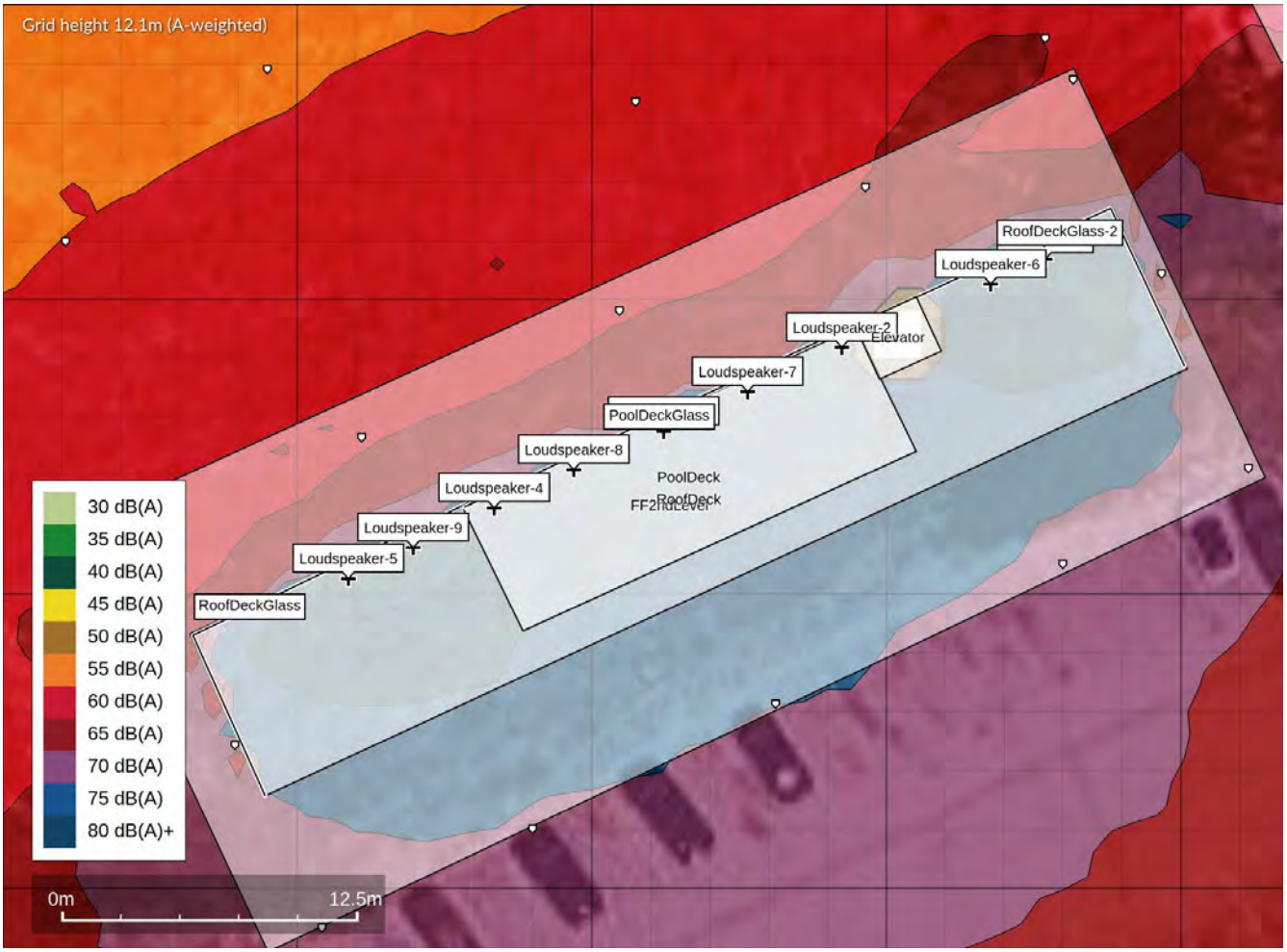


Figure 3: Birds eye view of the Maximum Allowable Rooftop Sound Pressure Levels at the rooftop level (approximately 12.1 meters above ground level) at 22:00. Loudspeaker levels are set to identical values as used for the model results in Figure 4.

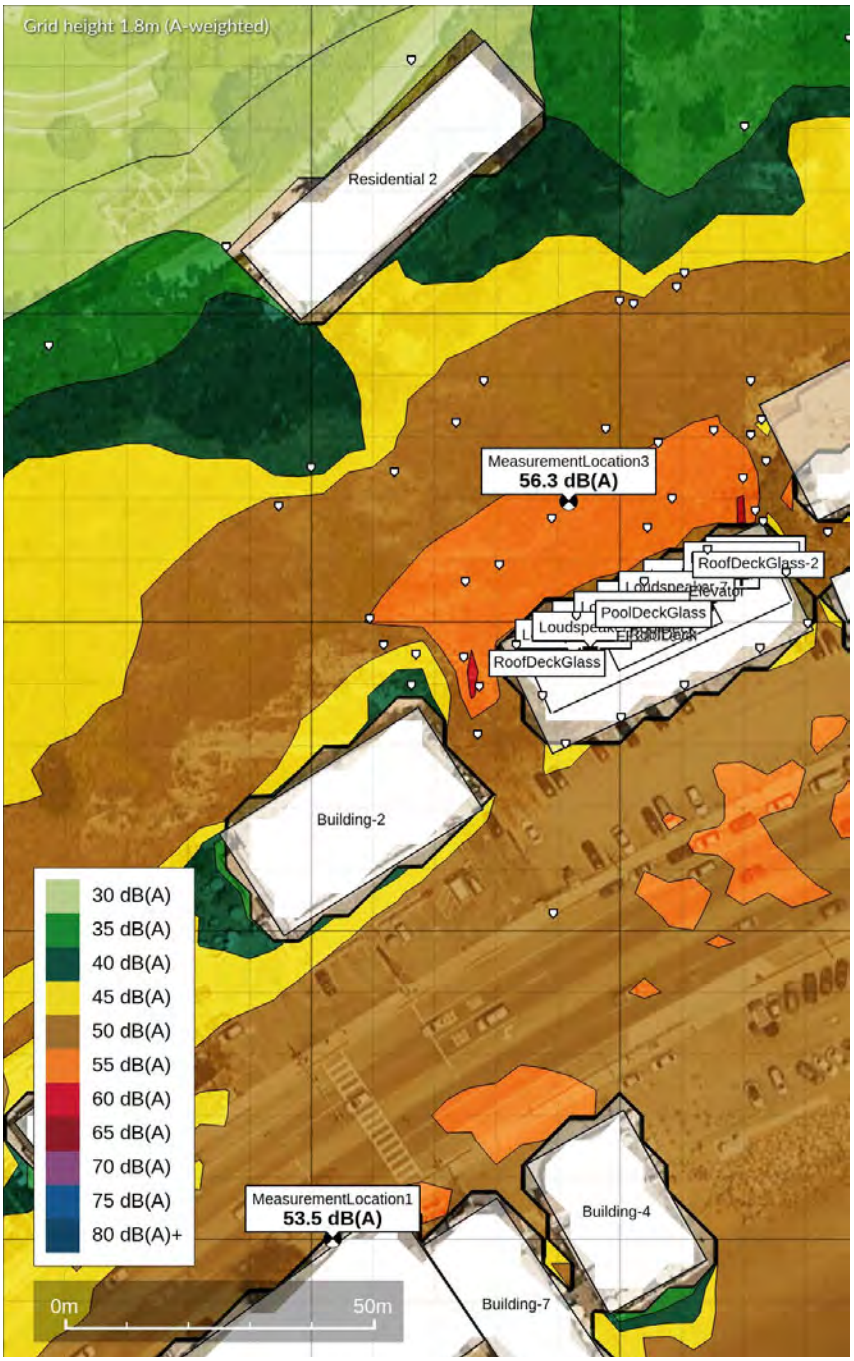


Figure 4: Birds eye view of the Maximum Allowable Rooftop Sound Pressure Levels at 1.8 meters from ground level until 22:00. This ground level incorporates an approximation of the local topology according to CLIENT drawing T-1.2. Rooftop levels increased until minimum ambient levels matched (56.3 dBA at Measurement Location 2). The ground level modeled receivers Measurement Location 1, and 2 are shown 1.8 meters above ground level and represent the same locations measured and reported in Section C.

2. Maximum Allowable Rooftop Sound Pressure Levels Between 22:00 - 02:00

Assuming the noise mitigation recommendations provided in Section E are followed, OMNY has recalculated the Maximum Allowable Rooftop Sound Pressure Levels using the ambient noise levels measured at 02:00. The results are shown in Figures 5 and 7. Note the Maximum Allowable Rooftop Sound Pressure Levels at this time decrease from 75-85 dBA to 65-70 dBA.

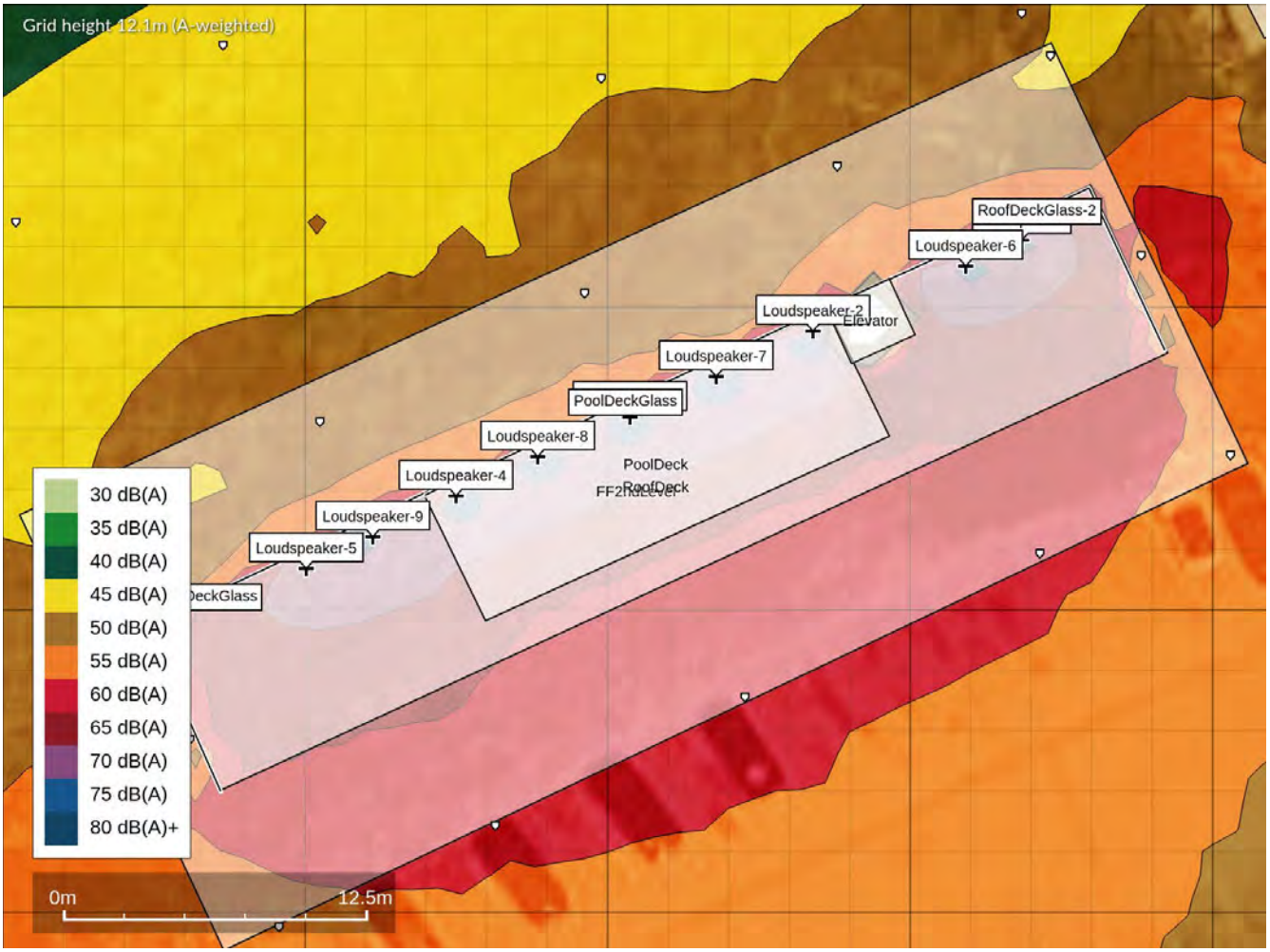


Figure 5: Birds eye view of the Maximum Allowable Rooftop Sound Pressure Levels at the rooftop level (approximately 12.1 meters above ground level) at 02:00. Loudspeaker levels are set to identical values as used for the model results in Figure 6.

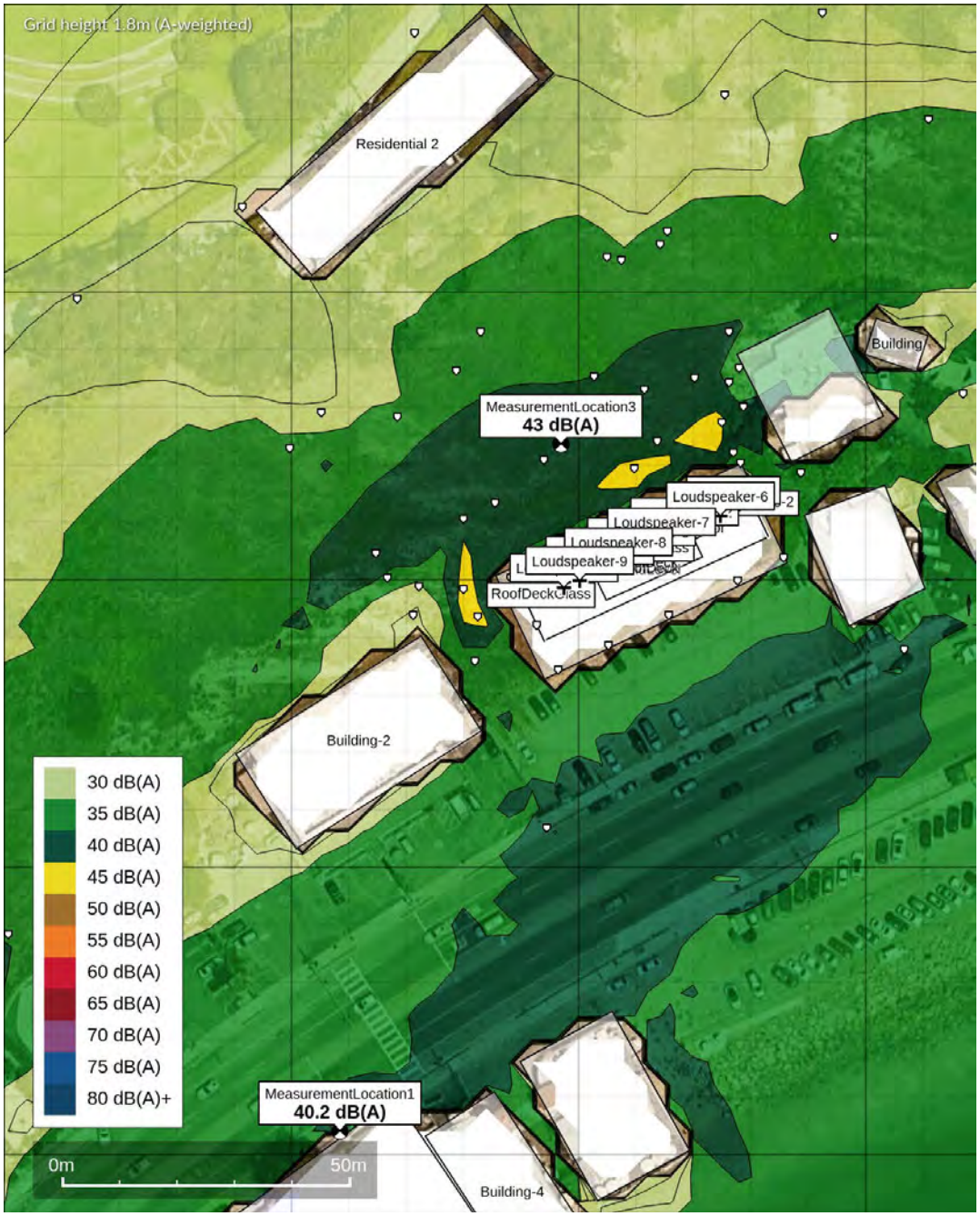


Figure 6: Birds eye view of the Maximum Allowable Rooftop Sound Pressure Levels at 1.8 meters from ground level from 22:00 to 02:00. This ground level incorporates an approximation of the local topology according to CLIENT drawing T-1.2. Rooftop levels increased until minimum ambient levels matched (43 dBA at Measurement Location 2). The ground level modeled receivers Measurement Location 1, and 2 are shown 1.8 meters above ground level and represent the same locations measured and reported in Section C.

3. Maximum Desirable Rooftop Sound Pressure Levels

OMNY assumes that the rooftop music will make use of a fixed sound system, in which all loudspeakers will be facing southward away from the closest residential area located to the northeast. The CLIENT has expressed the desire to keep music levels from exceeding levels that would inhibit customers from being able to converse.

According to an Environmental Protection Agency study[1], average human voices do not exceed 85 dBA even when shouting. The same study analyzed and classified average sound pressure levels for “shout”, “loud”, “raised””, “normal”, and “casual” vocal efforts. As necessitating shouting between customers is not assumed to classify as a desirable experience, OMNY assumes a maximum vocal effort of “loud”, in which levels would be limited to 73 dBA, to be the maximum levels while maintaining a comfortable experience.

In general, speech intelligibility decreases as the background noise levels increase. As such, rooftop music levels should not be expected to be above 73 dBA without greatly reducing the ability to converse. Therefore OMNY will define the **Maximum Desirable Rooftop Sound Pressure Levels** not to exceed 73 dBA.

1 U.S. Environmental Protection Agency, “Speech Levels in Various Noise Environments”, EPA 600/1-77-025, Environmental Health Effects Research Series, May 1977

E. Recommended Noise Mitigation Measures

Note this is purely for illustrative purposes at this point. Actual drawings should be provided to OMNY for review prior to A/V installation to ensure the configuration meets the assumptions made in this study. The main requirements for the loudspeakers configuration are as follows:

1. The glass guardrail along the northwest, southwest, and northeast perimeter of the rooftop should be a minimum height of 42'' above its respective rooftop level (roof deck or pool deck). This is the current height as stated in Section drawing A-3.1 dated 2/25/20 by Burge and Associates Architects.
2. This glass guardrail must be continuous along the northwest, southwest, and northeast perimeter of the rooftop as shown in Section drawing A-3.1. No gaps or perforations are allowed within the glass guardrail.
3. Loudspeakers must be placed directly on the roof deck and/or pool deck, with the center of the loudspeaker no higher than 4'' off the roof or pool deck respectively. No elevated loudspeakers are allowed. The CLIENT expressed one viable option such that the loudspeakers may be located in planters along the roof deck. The approximate locations assumed by OMNY are shown in Figure 7 below along with the location of the glass guardrails used as a sound barrier.
4. An electronic sound limiter must be installed on the fixed sound system to limit levels within the rooftop terrace to below the Maximum Allowable Rooftop Sound Pressure Levels provided in Table 1 (85 dBA until 22:00, and 70 dBA thereafter). 75 dBA SPL. This should be calibrated with the help of OMNY or another qualified acoustical engineer. After calibration this limiter should not be adjusted without the assistance of OMNY or another qualified acoustical engineer.

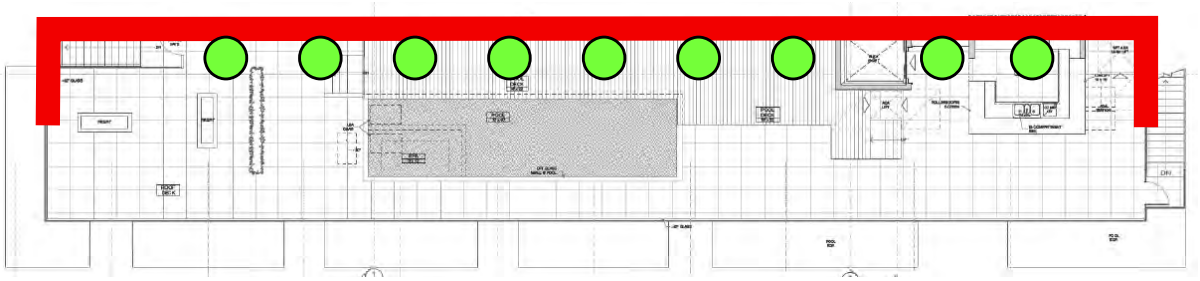
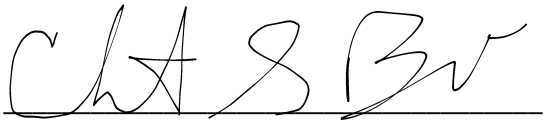


Figure 7: Birds eye view of proposed rooftop loudspeakers (green) and the glass guard rail (red).

This concludes the noise impact report. Should there be any questions or concerns regarding the content within, please fee free to contact us.



September 3, 2021
Christopher S. Buckley
Acoustical Consultant at Omny Acoustics, LLC
[redacted]

The information contained in this document is intended only for the person(s) or entity(ies) to which it is addressed and may contain confidential and/or privileged material. Any review, re-transmission, dissemination, modification, copy or other use of, or the taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. This document is 17 pages long and should not be distributed in any lesser or modified form.

Received
9/7/21
Planning Dept.

Aaron Gribben

Subject: FW: Sept 8 Hearing Items 4C and 4D. (Malibu Inn Parking/Motel Project) correction

From: [redacted]
Sent: Tuesday, September 7, 2021 5:36 PM
To: Patricia Salazar <psalazar@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>
Cc: Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; drsconst@aol.com; David Weil <davidweil@gmx.com>; John Mazza <Res02igz@gte.net>
Subject: Re: Sept 8 Hearing Items 4C and 4D. (Malibu Inn Parking/Motel Project) correction

Dear Patricia,

Thank you - I just noticed i made an error in that the sentence regarding resolution 10-59 should say Thurs -Sat from 7 am to 2 am... not 1 am

My apologies.

Regards,
Stella

Date Received 9/7/21 Time 5:36pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 9

On Tuesday, September 7, 2021, 05:02:41 PM PDT, Patricia Salazar <psalazar@malibucity.org> wrote:

Received.

Thank you.

Patricia Salazar | Senior Administrative Analyst | Planning Department

23825 Stuart Ranch Road, Malibu CA, 90265
(310) 456-2489 extension 245

Connect with the City of Malibu!

From: [redacted]
Sent: Tuesday, September 7, 2021 4:51 PM
To: Adrian Fernandez <afernandez@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Cc: Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; drsconst@aol.com; David Weil <davidweil@gmx.com>; John Mazza <Res02igz@gte.net>
Subject: Sept 8 Hearing Items 4C and 4D. (Malibu Inn Parking/Motel Project)

CC: Planning Commission, PD,

Recording Secretary, File

Dear Planning Commissioners,

Thank you for your time and effort on this matter and all the other matters that come before you.

I write this in hope of bringing your attention to some of my concerns regarding the Malibu Inn changes and the Motel project.

In my review of the latest documents contained in the agenda items link I was surprised to see the Hakim's request for revisions to the conditions of approval. I do not believe it was fair or reasonable for the applicant to request changes the morning of a hearing (before it was known to have been adjourned). Fortunately we were allowed some time to review and respond.

First I would like to point out that the noise study the applicant submitted in support of live entertainment and amplified sound for their motel project was prepared for a CUP hearing to add outdoor music and amplified sound at the the Malibu Inn/Casa Escobar in 2019, which the applicants withdrew in 2019.

Another neighbor and myself had the noise study reviewed by 2 different noise/sound consultants at that time.

Please find attached our noise study review by Steve Rogers Acoustics, who opines that many of the assumptions used by their consultants do not support their study's results. This report and video clips of CUP violations were previously provided to the City for the 2019 hearing.

More importantly I believe it is unreasonable to use the Noise Study for the Malibu Inn for the motel project next door, will be much larger and higher in scale, with an outdoor top deck, and as such a proper noise study cannot be evaluated until after it is built. In any event the attached study does point out that noise, amplified music, live bands etc from across the street will greatly affect the residents in the immediate area.

In particular, the CUP for the Malibu Inn/Casa Escobar now Aviator Nation was debated at length when the CUP was originally issued, and those restrictions were provided in response to years of excessive noise and other problems with prior owners of the Malibu Inn.

In addition, the Hakims and their subsequent tenant Casa Escobar both often violated the CUP conditions regarding hours, noise, live entertainment and amplified music since that establishment opened for business. There was and is no justification to expand their CUP or approve live entertainment and amplified music for a motel while it is in its planning stages. As history has shown, the owners and operators of the Malibu Inn have continuously violated the conditions of their CUP and have acted as "bad neighbours" to the residential property owners in the immediate vicinity for years and unfortunately we believe will do so again.

Also, resolution 21-64 misstates the approved operating hours for the Malibu Inn now Aviator Nation. Section 4 A and C states that the existing restaurant will continue to operate from 7 am to 2 am daily. Pursuant to Resolution 10-59 section 16, the approved hours of operation. are 7 am to 12 am Sundays, Mondays, Tuesdays, Wednesdays and Thurs-Sat from 7 am to 1 am, except Sundays when the following Monday is a holiday.

I request that the Staff correct paragraphs 4 A and C of the resolution in advance of the hearing to reflect the approved restaurant hours in the actual CUP.

Also the current hearing to amend CUP 09-009 is only to reduce the number of parking spaces and decrease the restaurant size. I would think that any other requests to change any of the conditions in the CUP should be formally done as required by the City.

Applicants state that since the restaurant space will be decreased they will need less parking for patrons, but Aviator Nation wants to host large events, concerts etc - where will all their employees and guests park? I think Aviator Nation will require more parking for all their guests, not less.

In addition I would like some clarity on what will happen if both Aviator Nation and the motel want to have large events on the same day or night.

I understand that applicants want to make use of their property but I am not convinced they are going about it in a way that is practical, reasonable or safe for the residents, community and visitors driving on PCH which is already extremely congested on the weekends and virtually every day in the summer months.

I ask the Commission to please take a little more time to evaluate the pros and cons of this project, to make sure the parking changes are realistic and to condition the development permit and CUP for the motel project to make sure it meets the needs of the entire Malibu community and the visitors to Malibu.

Thank you,

Stella Yap

Resident

Steve Rogers Acoustics

Casa Escobar Malibu, 22969 Pacific Coast Highway
Proposed Live Music on the Outdoor Patio

Review of Omny Acoustics Noise Impact Study

October 21, 2018

Prepared for:

Stella Yap & Robert Allan
[redacted] Pacific Coast Highway
Malibu, CA 90265

By:

Steve Rogers Acoustics, LLC

Steve Rogers
Principal

2355 Westwood Boulevard, Suite 411 Los Angeles, CA 90064 Tel: 310.234.0939 rogersacoustics.com

1. Executive Summary

On behalf of their client - SKA Group, LLC - Omny Acoustics has prepared a Noise Impact Report (dated April 2, 2019) to address proposed live music performances on the outdoor patio at Casa Escobar Malibu (22969 Pacific Coast Highway). The Omny report intends to confirm that live music on the patio would not be plainly audible within five feet of the nearby homes and that this proposed use would therefore comply with restrictions imposed by City of Malibu Planning staff.

Steve Rogers Acoustics, LLC (SRA) has been retained to review Omny's report. We conclude that the Omny study does not prove that live music performances on the outdoor patio at Casa Escobar will be inaudible at the closest residential uses.

In fact, we believe that Omny's findings only serve to underscore just how clearly audible these outdoor performances would be at the neighboring homes. Specifically, we find that:

- The acoustical metric Omny has selected as the basis for their study is too simplistic and lacks the detail necessary to demonstrate inaudibility.
- Omny's assumption that "average" traffic noise level at the neighboring homes would be sufficient to effectively mask music sounds from the patio is faulty because it does not reflect the very intermittent flow of traffic on this section of PCH.
- The Omny methodology overlooks important contrasts between the character of amplified music and that of traffic noise, which would promote audibility of music sound emissions from the patio, even at times when the dBA level of traffic noise exceeds that of the music.
- Omny's analysis relies on the assumption that music levels on the patio would be limited to a suitably low level, but provides no details on how this limit would be enforced in practice.
- The Omny report includes seemingly unrealistic assumptions about the directivity and orientation of the various music sound sources and unexplained inconsistency between the "maximum allowable" and "normally expected" music level scenarios.

2. Equivalent Sound Level - Inappropriate Metric to Evaluate Music Audibility

Omny's report correctly states that "audibility is dependent on a multitude of factors" [(1)]. However, in evaluating the audibility of music on the patio, Omny has based its entire analysis on a single acoustical metric called "Equivalent Sound Level", or Leq, which is a way of averaging noise levels over a period of time [(2)].

To establish environmental context, Omny measured ambient noise levels adjacent at a distance of 5-feet from the home at 23006 Pacific Coast Highway, and report a noise level of 71 dBA (Leq, 1-hour) for the period 9PM to 10PM on a typical weekday. While SRA has not

1 - Omny Noise Impact Study, April 2, 2019, Page 2

2 - Leq is an energy-average of noise levels over a stated period of time and is used in environmental noise studies as a convenient way to quantify time-varying noise.

made ambient noise levels in this exact location, we note that the 71 dBA, (Leq, 1-hour) noise level Omny reports is consistent with our experience of this section of PCH.

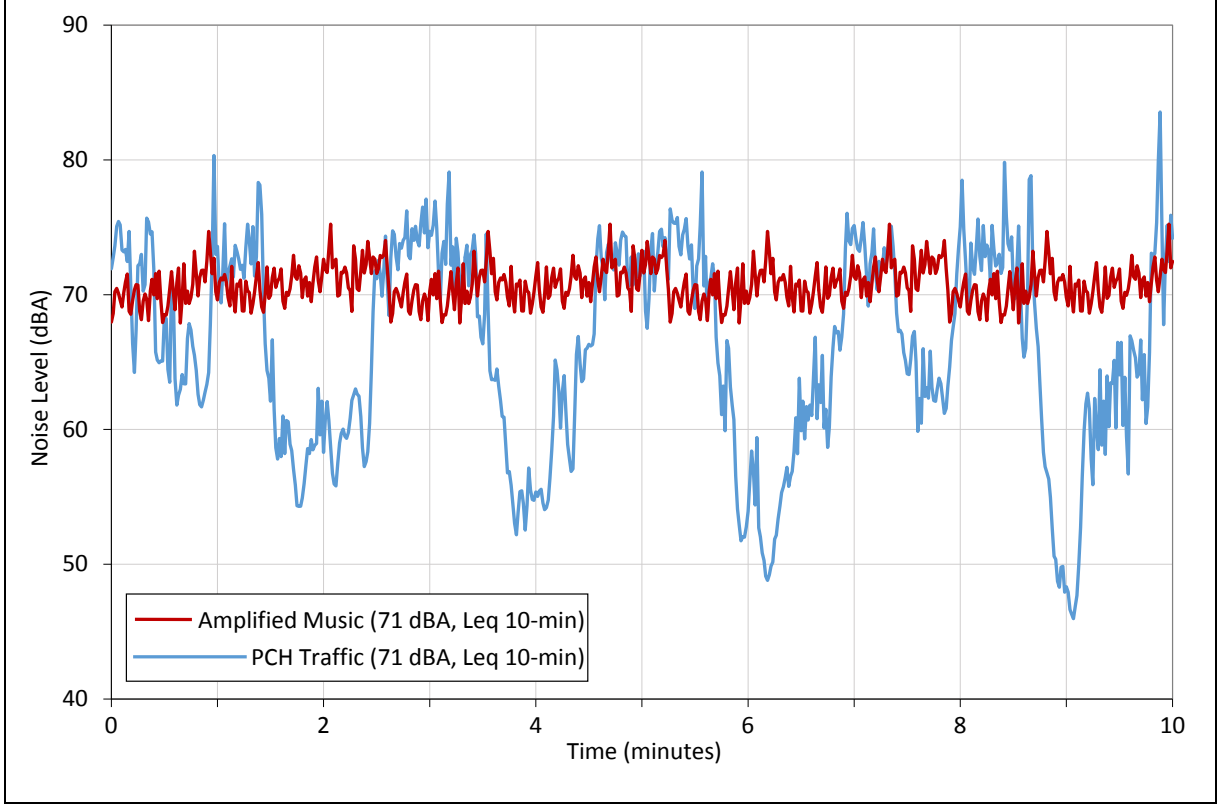
The Omny study argues that if the Leq of music performances on the Casa Escobar patio is "at or below" the of the ambient noise Leq of 71 dBA [3] at the neighboring homes then the music performances on the patio will be inaudible at the neighboring properties.

This assertion is not true because, while Leq is a useful metric for many environmental noise impact studies, it is too simplistic a tool to properly evaluate audibility, especially in a situation where the ambient noise level varies significantly with time - which is certainly the case with traffic on this portion of PCH.

So, when Omny's model predicts a worst-case music level of 71 dBA, Leq received at the closest residence, this in no way confirms that the music will be inaudible at that location.

Figure 1 illustrates this point by showing how sound levels produced by a typical live music performance compare to the ebb and flow PCH traffic noise [4] over a period of ten minutes.

Figure 1: How Live Music and Traffic Noise Levels Vary with Time



The overall Leqs of the music (red line) and the PCH traffic noise (blue line) in Figure 1 are the same - 71 dBA, per the "maximum allowable" music level predictions and ambient noise levels in the Omny report - but the relationship between the two lines varies enormously from one minute to the next.

3 - Omny Noise Impact Study, April 2, 2019, Page 2
4 - from previous measurements made by SRA on this section of PCH

The peaks in the blue line represent those periods (generally around 1-minute duration) when traffic on PCH is flowing freely. At these times, the overall dBA noise level produced by the traffic is generally the same, or higher, than the music level so that traffic noise would help mask the music from the patio, perhaps even "drown it out" completely during particularly noise vehicle passbys.

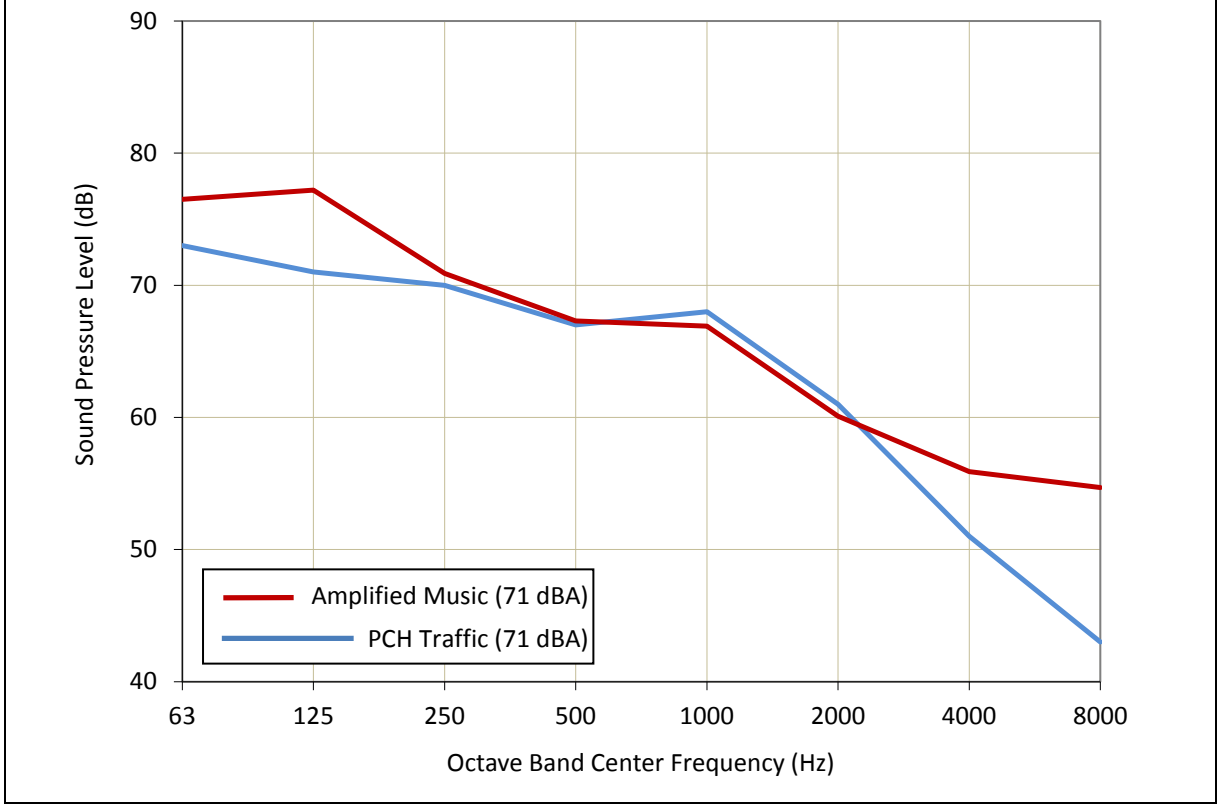
However, between the peaks there are lulls in the traffic noise - for example due to activation of the pedestrian crossing at Malibu Pier, or other traffic signals elsewhere on PCH. During these periods (again, approximately 1-minute each), traffic noise levels are much lower (45 - 55 dBA) and would provide no masking of the music from the patio.

3. Character of Music is Distinct from Traffic Noise

The character of amplified music is very different than that of traffic noise. The contrasts between the two types of sound combine to greatly increase the audibility of music, even at times when the dBA level of traffic noise exceeds that of the music. And yet none of these important audibility factors is addressed in Omny's report.

One basic contrast is that amplified music contains a different mix of frequencies than traffic noise. There is a strong low-frequency (bass) component in live music that is not present in the noise produced by traffic flows on this section of PCH. Live music also often has high-frequency content (produced by keyboards, cymbals, hi-hat, percussion, etc.) that is not present in traffic noise. Figure 2 illustrates this:

Figure 2: Live Music versus Traffic Noise Frequency Spectra



The dBA levels of the live music [5] and traffic noise [6] shown in Figure 2 are the same, but the frequency content is quite clearly different. This contrast allows the listener to more easily distinguish between the two types of sound, thereby making the music more audible.

Frequency content is not the only way that the unique character of music enhances audibility. The following features also help music catch the listener's attention, making musical sounds still more distinct from ambient noise - and therefore more audible:

NOTES	Musical notes - often categorized as "Pure Tones" - are perceived as being louder than broadband noise of the same dB level. This is why so many local noise ordinances place more stringent limits on noise containing pure tones.
RHYTHMN / BEAT	Impulsive sounds - such as drum hits, percussive bass notes - at regular intervals help music stand out from the ambient noise, making it more audible.
LYRICS	Listeners' ears are drawn to the "information" contained in song lyrics, thereby increasing the audibility and intelligibility of the music.

4. Other Anomalies in the Omny Report

a) <u>No Guarantee that Music Sound Levels on the Patio will be Limited</u>

Omny's analysis is based on the assumption that their client will control the operations in such a way as to maintain: *"…music levels at or below 89 dBA in the patio area…"* [7]

This assumption is very problematic because it is common for live music venues to operate their sound systems at levels significantly higher than 89 dBA. In addition, the Omny report offers no plan for how the music levels would be limited. In reality, the sound level on the patio will be determined by the performers and/or the sound engineer operating the mixing desk on a particular night. This protocol offers absolutely no assurance that music levels on the patio will not exceed 89 dBA.

b) <u>Loudspeaker Orientation/Directivity</u>

The Omny study has modeled live music performance on the patio of Casa Escobar as a simple point-source located at the center of the patio. The report implies that this approach is conservative, because it does not take loudspeaker orientation/directivity into account. The report states:

"… the patio will make use of a fixed sound system, in which all loudspeakers will be facing northward away from the residential area next to the pier. The CLIENT has also informed OMNY that all performers are to use the patio's fixed sound system to reduce any variability with regards to noise levels at the residential area near the pier." [8]

5 - from previous measurements made by SRA during live music performances
6 - from the table on page 6 of the Omny Noise Impact Study, April 2, 2019
7 - Omny Noise Impact Study, April 2, 2019, Page 9
8 - Omny Noise Impact Study, April 2, 2019, Page 2

This statement appears to be at odds with the layout of the Casa Escobar property, in which the stage is located at the north end of the patio, facing south - towards the homes adjacent to the pier. It also does not address the customary stage set-up at small venues, which will usually include an acoustic drum kit as well as "backline" amplifiers for the guitar and bass (usually furnished by the performers themselves), facing towards the audience - i.e. facing south in this case, towards the homes adjacent to the pier.

The applicant's proposals for the configuration of the patio sound system, and control of noise emissions from drums and backline amplifiers, require much more detailed and thorough explanation. In particular, it would be helpful to know if the Applicant is aware of any existing outdoor music venue where a "reverse-orientation" sound system of the type mentioned in the Omny report is already in use.

c) <u>"Maximum Allowable" versus "Normally Expected" Music Levels</u>

The Omny report presents two scenarios for live music on the patio.

In the first scenario, music levels on the patio would be 89 dBA, resulting in a level of music at the nearest residential use of 71 dBA. Omny refers to a music level of 89 dBA as the "maximum allowable" [9] music level on the patio - a characterization that we strongly disagree with for all of the reasons detailed in the preceding paragraphs of this report.

In the second scenario, Omny states that music levels "would not normally exceed 85 dBA within the patio area" [10]. In other words, Omny expects music levels would normally be 4 dBA lower than the "maximum allowable" level of 89 dBA. However, according to the output of the Omny model, "normal" music levels received at the nearest residential use would be almost 10 dBA lower than those under "maximum allowable" conditions (61.1 dBA versus 71 dBA) [11].

The Omny report does not explain how a 4 dBA reduction in patio music levels would result in an almost 10 dBA reduction in music levels received at the nearest home.

9 - Omny Noise Impact Study, April 2, 2019, Page 7
10 - Omny Noise Impact Study, April 2, 2019, Page 2
11 - Omny Noise Impact Study, April 2, 2019, Page 11

Aaron Gribben

Received
9/6/21
Planning Dept.

Subject: Item 4D hotel and parking lot

From: Mark Wallace [redacted]
Sent: Monday, September 6, 2021 2:14 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Item 4D hotel and parking lot

I am disgusted that this project is being considered after the developers ignored the prerequisite of representative story poles to allow residents and interested parties to observe the impact of this proposed development. For the planning commission to allow this project to be considered without effective public observation is unconscionable and absolutely unacceptable. It's also unfair to residential builders and rebuilders that are required to place truly representative story poles and public notices…. Especially in such a critical location!!! The planning commission should be ashamed to allow this project to proceed after this suspicious and dubious beginning. It smacks of corruption and conspiracy. Please delay this projects progress until such time as the developers show proper respect and good faith to our community as is required by normal families that seek permits. To do otherwise is proof that the planning commission is merely a corrupt tool of wealthy commercial developers. Mark Wallace and family.

Realtor, Developer,
LA City Fire Captain
And Lifelong Malibu Resident

Date Received 9/6/21 Time 2:14pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: Item 4D "motel" and 4C change in Malibu Inn Parking

Received
9/7/21
Planning Dept.

From: Ali Mills [redacted]
Sent: Monday, September 6, 2021 10:26 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Item 4D "motel" and 4C change in Malibu Inn Parking

This message is in response to the proposed hotel on PCH and the changes it will inflict on an already overcrowded, hazardous stretch of Malibu. I am opposed to this project and all related projects involving the construction of a motel on PCH.

The story poles that have gone up don't even represent a 1/4 of the developers own rendering of the property. Stop allowing developers to lie and cheat their way into extorting big money from our city.

Malibu's infrastructure cannot handle another influx of tourists in what is an already crammed, central Malibu bottleneck. The vehicle traffic and pedestrian traffic alone makes one wonder how much longer this city will even last in its current shape.

We have so many other problems on our plate as a city, please redirect resources that focus on our own citizens first, before worrying about where to house vacationers!

Sincerely,
Allison Mills

Date Received 9/7/21 Time 10:26 pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
9/7/21
Planning Dept.

Aaron Gribben

Subject: 22959 PCH / Malibu Inn Motel

From: Emma Crowther [redacted]
Sent: Tuesday, September 7, 2021 4:26 PM
To: Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>
Subject: 22959 PCH / Malibu Inn Motel

Hi Adrian and Richard,

Hope you are well and had a lovely Summer.

Please excuse my ignorance in maybe not emailing the correct people for this. If you could redirect me if so, that would be great.

I am writing, regarding 22959 PCH proposed development (Malibu Inn Motel), as I was told this morning that strings which show the proposed structure were only put up on the site on Saturday, 4 days ahead of the subject Planning meeting and after it was originally scheduled for. Given most Malibu residents either travel on Labor Day Weekend or stay inside to avoid holiday traffic, this leaves one day for the public to digest and make comments *IF* they *happen* to drive that way today. It is my very very limited understanding that these are meant to be up for the duration of the planning application process.

That said, it would be great if people were given more time now that they *are* up, to be able to have an opportunity to look into and weigh in on such, and understand the scale / impact etc. I would also assume this will help to avoid lawsuits after the fact too, if the correct process and procedures to allow public to weigh in are / were not followed?

I also wanted to check in regarding a recent Malibu Times article that implies this project has no changes or variances and in doing so, along with the story poles missing above, says it's basically already been approved / no big deal / don't bother looking into this. I'm not a planner or anything along the lines but to me it seems like there are in actuality many significant variances (cutting into a mountain side? huge retaining walls? Underground parking? Etc) in the proposed.

"Since no major zoning changes or variances are being requested, any yes vote by the Planning Commission's cannot be appealed to the city council. A no vote, however, can be appealed by the applicants."

These two things combined are incredibly misleading and, to be honest, starting to feel like something a little shady is going on...

I am sure I speak for many residents, who, because of the above, have no idea what's going on here and would very much like the opportunity and time to at least look into such for themselves.

If not possible to allow more time, can you please put this on record (that the correct process was not followed) for when issues come up down the track (or advise me how to?)

Thank you very much,

Emma Crowther

Date Received 9/7/21 Time 4:26pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
9/7/21
Planning Dept.

Aaron Gribben

Subject: Sept 8 Hearing Items 4C and 4D. (Malibu Inn Parking/Motel Project)
Attachments: SRA Report (22969 PCH) 10-21-19 FINAL.pdf

From: Mark Dempster [redacted]
Sent: Tuesday, September 7, 2021 7:13 PM
To: Adrian Fernandez <afernandez@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Cc: Kim Dempster ICE <kim@dempsterclan.com>; David Weil <davidweil@gmx.com>; drsconst@aol.com; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; John Mazza <Res02igz@gte.net>
Subject: Fwd: Fw: Sept 8 Hearing Items 4C and 4D. (Malibu Inn Parking/Motel Project)

Dear Planning Commission,

We are the residential owners at [redacted] located across the street from Aviator Nation and next to the Malibu Pier.

We support 1) a hotel project, but 2) one which follows a thorough and proper process to address the noise, crowd and traffic ordinance issues as outlined by Stella Yap.

Please also note that the story polls first appeared just prior to this Labor Day weekend.

Thank you for your time and efforts on this matter.

Date Received 9/7/21 Time 7:13pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 2

Mark+Kim.

----- Forwarded Message -----
From: [redacted]
To: Adrian Fernandez <afernandez@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Cc: Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; drsconst@aol.com <drsconst@aol.com>; David Weil <davidweil@gmx.com>; John Mazza <res02igz@gte.net>
Sent: Tuesday, September 7, 2021, 04:51:03 PM PDT
Subject: Sept 8 Hearing Items 4C and 4D. (Malibu Inn Parking/Motel Project)

Dear Planning Commissioners,

Thank you for your time and effort on this matter and all the other matters that come before you.

I write this in hope of bringing your attention to some of my concerns regarding the Malibu Inn changes and the Motel project.

In my review of the latest documents contained in the agenda items link I was surprised to see the Hakim's request for revisions to the conditions of approval. I do not believe it was fair or reasonable for the applicant to request changes the morning of a hearing (before it was known to have been adjourned). Fortunately we were allowed some time to review and respond.

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Another neighbor and myself had the noise study reviewed by 2 different noise/sound consultants at that time.

CC: Planning Commission, PD,

Recording Secretary, File

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More importantly I believe it is unreasonable to use the Noise Study for the Malibu Inn for the motel project next door, will be much larger and higher in scale, with an outdoor top deck, and as such a proper noise study cannot be evaluated until after it is built. In any event the attached study does point out that noise, amplified music, live bands etc from across the street will greatly affect the residents in the immediate area.

In particular, the CUP for the Malibu Inn/Casa Escobar now Aviator Nation was debated at length when the CUP was originally issued, and those restrictions were provided in response to years of excessive noise and other problems with prior owners of the Malibu Inn.

In addition, the Hakims and their subsequent tenant Casa Escobar both often violated the CUP conditions regarding hours, noise, live entertainment and amplified music since that establishment opened for business. There was and is no justification to expand their CUP or approve live entertainment and amplified music for a motel while it is in its planning stages. As history has shown, the owners and operators of the Malibu Inn have continuously violated the conditions of their CUP and have acted as "bad neighbours" to the residential property owners in the immediate vicinity for years and unfortunately we believe will do so again.

Also, resolution 21-64 misstates the approved operating hours for the Malibu Inn now Aviator Nation. Section 4 A and C states that the existing restaurant will continue to operate from 7 am to 2 am daily. Pursuant to Resolution 10-59 section 16, the approved hours of operation. are 7 am to 12 am Sundays, Mondays, Tuesdays, Wednesdays and Thurs-Sat from 7 am to 1 am, except Sundays when the following Monday is a holiday.

I request that the Staff correct paragraphs 4 A and C of the resolution in advance of the hearing to reflect the approved restaurant hours in the actual CUP.

Also the current hearing to amend CUP 09-009 is only to reduce the number of parking spaces and decrease the restaurant size. I would think that any other requests to change any of the conditions in the CUP should be formally done as required by the City.

Applicants state that since the restaurant space will be decreased they will need less parking for patrons, but Aviator Nation wants to host large events, concerts etc - where will all their employees and guests park? I think Aviator Nation will require more parking for all their guests, not less.

In addition I would like some clarity on what will happen if both Aviator Nation and the motel want to have large events on the same day or night.

I understand that applicants want to make use of their property but I am not convinced they are going about it in a way that is practical, reasonable or safe for the residents, community and visitors driving on PCH which is already extremely congested on the weekends and virtually every day in the summer months.

I ask the Commission to please take a little more time to evaluate the pros and cons of this project, to make sure the parking changes are realistic and to condition the development permit and CUP for the motel project to make sure it meets the needs of the entire Malibu community and the visitors to Malibu.

Thank you,

Stella Yap
Resident

--

Mark Dempster
[redacted]

Aaron Gribben

Received
9/8/21
Planning Dept.

Subject: FW: Item 4D "Motel"

From: Christin Ayotte [redacted]
Sent: Wednesday, September 8, 2021 12:45 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Item 4D "Motel"

Hello,

I am a 30 year resident and home owner in Malibu. It has come to my attention there are possible plans to approve yet another motel in Malibu. This time across from the Malibu pier. I am shocked and against the build of this motel. Firstly, the plans are to build it on a slope side that has historically been unstable, particularly during and after rains. It also will be contributing negatively to the environment as well as increasing already crowded traffic conditions and safety. issues.
I am vehemently against the building of this project and do not believe the story poles that only recently been put up several days ago, accurately reflect the size and scope of this build.

Thank you,
Christin Ayotte - Ogle

Sent from my iPhone

Date Received 9/8/21 Time 12:45pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
9/8/21
Planning Dept.

Aaron Gribben

Subject: FW: Item 4 D Malibu Inn Motel

From: Georgia Goldfarb, MD [redacted]
Sent: Wednesday, September 8, 2021 5:42 PM
To: Planning Commission <planningcommission@malibucity.org>
Cc: Steve McClary <SMcClary@malibucity.org>
Subject: Item 4 D Malibu Inn Motel

Dear Commissioners,
I urge you to require that the story poles be placed in an accurate representation of the heights and boundaries for the course of the review including a MINIMUM of two to three weeks before this project comes before the planning commission.

It is unreasonable to think that placing the poles essentially on a holiday weekend followed by a Jewish holiday, the public will have an opportunity to visit the site and assess the project.

I am not clear what the rationale was for the circuitous logic allowing this project to skirt the requirements, but it is precisely that type of action that causes people to lose faith in/disbelieve government. Staff should not be making this kind of decision. It makes one wonder for whom the staff is working.

Please postpone hearing this project until the poles have been up for at least two to three weeks to allow adequate assessment of this project.

Thank you,

Georgia Goldfarb

Date Received 9/8/21 Time 5:42pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
9/8/21
Planning Dept.

Aaron Gribben

Subject: Item 4D - Malibú Inn Motel

From: Jo Drummond [redacted]
Sent: Wednesday, September 8, 2021 5:08 PM
To: Planning Commission <planningcommission@malibucity.org>
Cc: Colin Drummond [redacted]; Patricia Salazar <psalazar@malibucity.org>
Subject: Item 4D - Malibú Inn Motel

Honorable Planning Commission,

We requested that this item be continued until proper time for story poles to be placed. I traveled to the chili cookoff for locals night on Friday and still did not see them before heading off this week for a Labor Day holiday. Apparently the story poles were put up finally the last two days but I have yet to see them being away and it should be at least 10 days before a hearing that the poles should be up. As I understand it they are also not at the correct heights. It is a visually impactful area of Malibú and story poles are indeed necessary.

The project should not be allowed as OWTS are banned in the area and the former project (applied for one day before the ban!) was for commercial retail space not a motel that requires much more water usage and the application changed almost 9 years after the ban was put in place. The slope would be impacted negatively by this excess water usage and the variance should not be approved. The parking needs in the busiest area of Malibú far outweigh the risks of such a project. The staff report states that a variance shall not be granted that would allow reduction or elimination of public parking for access to the beach, public trails or parklands. It IS currently used for beach and pier parking in the most highly needed part of Malibú with the highest traffic. The non-exempt grading and massive subterranean grading would also be structurally a big risk with the wastewater ban. Worse case the project should be continued until 2028 if and when it can connect to a sewer system.

The structure also is WAY too tall. The elevator shaft alone from just the first floor perimeter wall is over 30ft high and from the ground floor elevation is over 44ft high. We have noticed the planning dept has tried to misnomer perimeter walls when height should be taken from the lowest height of the lowest perimeter wall that daylights. The retaining wall over 46ft high must be trying to compensate for all of these violations but cannot be it's own violation through building and altering the hillside massively and put the entire project at risk. The stacked parking is also not viable during evacuation procedures.

Given the impact of the potential huge amount of wastewater (that is currently banned) an Environmental review for the significant impacts to the geology with the landform alteration of the site and surrounding property should be addressed. Just because almost 12000 cu ft of grading into the toe of the slope is exempt does not mean it is not altering the slope and landscape which it drastically is. The Project as it is currently has NOT been evaluated for impacts on environmental factors pursuant to CEQA which the staff report falsely states it has been and therefore can result in significant adverse impacts, will be detrimental to the public interest, health, safety, convenience or welfare. This project also needs an EIR to study noise, traffic, and the impact of a combination of two venues next to each other. A nightclub next to a potential new hotel.

The approximate water usage of 4056 gpd for 229 fixture units is grossly under represented. One home across the street from our house in big rock that is attempting to increase fixtures from 34 to 55 units currently uses an average of almost half of this at 1800 gpd so this figure would likely be at least 9-10 times that number given the number of guests & staff using the facilities. Even if uses at minimum a 1/3 of that usage it would still be over 10000 gpd but a motel would use much more water than the average of 8-10+ households. This WOULD result in a seepage of groundwater pollutants into the ocean. Laundry should be done offsite for certain.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 9/8/21 Time 5:08pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 2

The granting of the variance WILL constitute a special privilege to the applicant or the property owner as no other project nearby has dug into the slope as this one proposes with its 229 fixture units on top of this. The slope stability & seismic stability report results should be given in the staff report addressing the geology concerns with this added water to the adjacent slope.

The slope analysis also seems to be incorrect as a majority of the slope is likely 1:1 and should be recalculated or reevaluated. The company that completed the analysis is under investigation with the Board of Geotechnical Engineers for another slope stability analysis for a bluff top construction in big rock that found enough evidence to require an investigation into the analysis that is alleged to be incorrect for similar reasons.

It is not clear how this project benefits the residents of Malibu. Nor how it is designed to be consistent with the rural character and natural environment. A project that requires this number of variances is not one that is respectful of Malibu's residents, its rural character and natural environmental setting and its Malibu Building Codes.
Malibu has building codes and guidelines for the purpose of steering the development within the City. The City Planning Department should be working to benefit Malibu residents and insist that developers design to meet these codes.

Malibu's Mission and Vision Statements have been ignored by the Planning Department in their review of this project. This project is far from residential in scale. It accelerates urbanization in the center of Malibu.

Based on all of these LCP code violations the project should not go forward.

Thank you for your serious consideration of this matter for the sake of all of the Malibú residents in your hands.

Jo & Colin Drummond

SUBMITTED BY JOSEPH LEZAMA

Received
9/8/21
Planning Dept.

MOTEL - A facility offering transient lodging accommodations to the public in a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, does not provide accessory uses such as restaurants or meeting rooms, and not otherwise open to the public. (City of Malibu LCP Local Implementation Plan)

Date Received 9/8/21 Time 6:30pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 4

EXHIBIT #1

BURDGE ARCHITECTS

MALIBU INN MOTEL
22959 PACIFIC COAST HWY.
MALIBU, CALIFORNIA 90265

• EXISTING PARKING FOR 22969 PCH MALIBU INN RESTAURANT

EXISTING RESTAURANT 1.935 SQ FT SERVICE AREA , 1 SPACE PER 50 SQ FT SERVICE AREA, PARKING REQUIREMENTS = 39 SPACES.
EXISTING RETAIL 1,636 SQ. FT. GROSS FLOOR AREA, 1 SPACE FOR 225 SQ FT GFA, PARKING REQUIREMENTS = 8 SPACES.
TOTAL REQUIREMENTS PARKING SPACES FOR 22969 PCH = (39 + 8 SPACES) = 47 SPACES.

EXISTING NON CONFORMING PARKING SPACES PROVIDED AT 22969 PCH = 23 SPACES

TOTAL PARKING SPACE REQUIRED ON ADJACENT PROPERTY = (47 - 24) = 24 SPACES

PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : 23 SPACES
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = 24 SPACES
TOTAL REQUIRED -> 47 SPACES

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

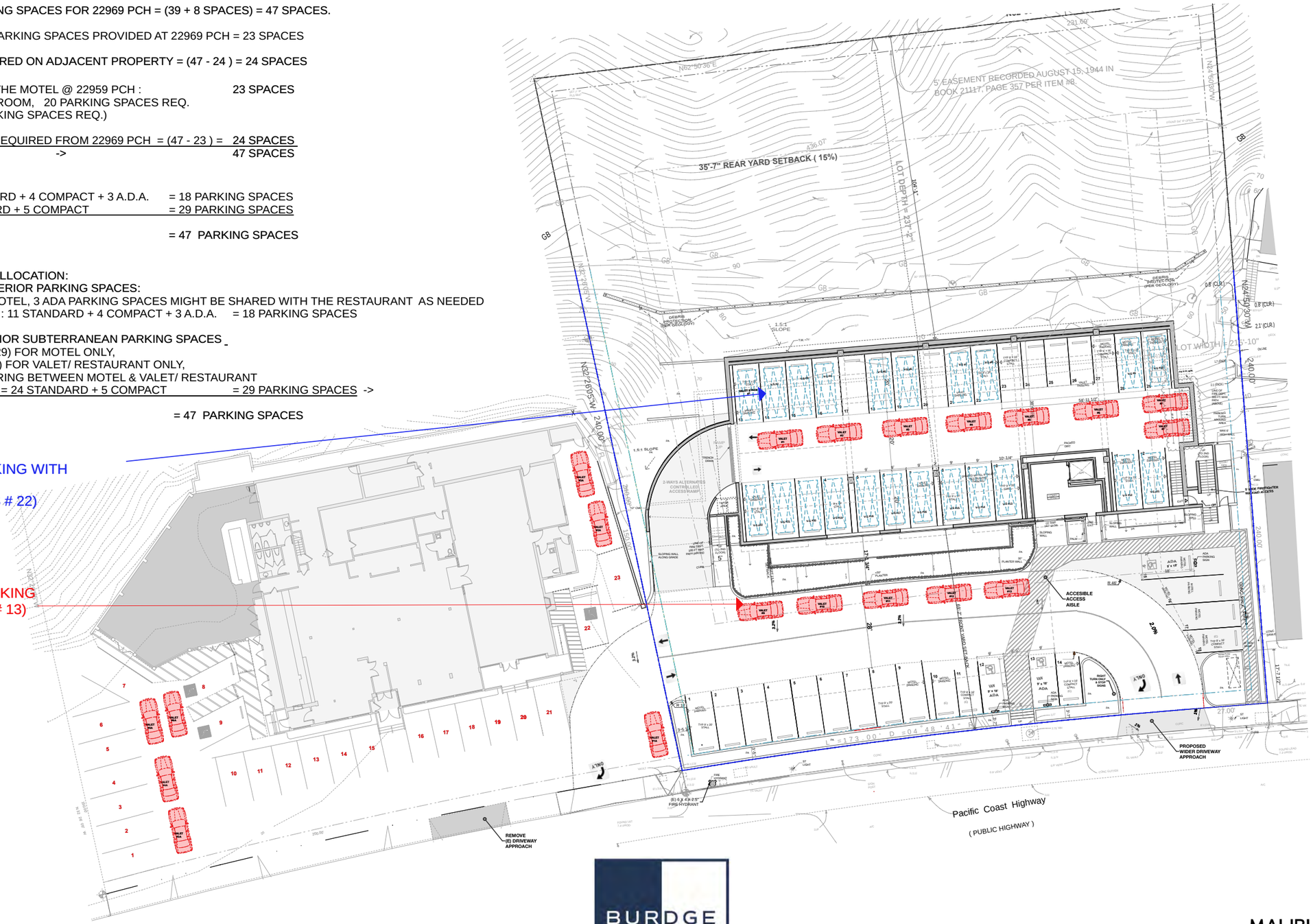
PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY,
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY,
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES

ADDITIONAL VALET PARKING WITH STACK SYSTEM
22 SPACES (VS #1 TO VS # 22)

ADDITIONAL VALET PARKING
20 SPACES (V #1 TO V # 13)
AND (V#1A TO V# 7A)



BURDGE ARCHITECTS

524

EXHIBIT #2
PROPOSED PARKING W/ VALET & STACK SYSTEM

MALIBU INN MOTEL

22959 PACIFIC COAST HWY.
MALIBU, CALIFORNIA 90265



EXHIBIT #3
STORY POLES

BURDGE
ARCHITECTS

MALIBU INN MOTEL

22959 PACIFIC COAST HWY.
MALIBU, CALIFORNIA 90265



EXHIBIT #4
RENDERING

BURDGE
ARCHITECTS

MALIBU INN MOTEL

22959 PACIFIC COAST HWY.
MALIBU, CALIFORNIA 90265

Aaron Gribben

Received
9/8/21
Planning Dept.

Subject: SUPPORT of Malibu Inn Motel

From: Judy Ettinger [redacted]
Sent: Wednesday, September 8, 2021 6:04 PM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Re: SUPPORT of Malibu Inn Motel

For tonight's meeting.

> On Aug 24, 2021, at 12:41 PM, Judy Ettinger <executivenotary2016@yahoo.com> wrote:
>
> Attn: Planning Commission
>
> After reading about the new proposed hotel for Malibu, called The Malibu Inn Motel, I would like to bring up the point that a 20 room motel would be a great fit for Malibu, since it would be considered more of a boutique hotel. I really liked the design, with the use of the exterior wood, it looks like it would blend nicely into the current landscaping.
>
> I do agree that we need a new hotel and new growth in Malibu, it has been long over due. I have a lot of relatives that come from out of town that would really enjoy a pool with a restaurant, especially in that location with the view of Malibu and the Ocean. I look forward to having a new hotel for my friends and family to come visit Southern California.

Date Received 9/8/21 Time 6:04pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,
Recording Secretary, File

Received
9/8/21
Planning Dept.

Aaron Gribben

Subject: Item 4D - "motel"

From: Linda [redacted]
Sent: Wednesday, September 8, 2021 12:18 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: Item 4D - "motel"

To our planning commission,

I seriously don't understand how this project would be considered for approval.
We already have 3 hotel/motels right in that vicinity.
The gridlock the construction will cause is outrageous to even contemplate.
As it is we don't drive on PCH on the weekends, now the weekdays will be just as hellish.

Please use your common sense and reject this project.

Thank you,

Linda Rivera

Date Received 9/8/21 Time 12:18pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Date: September 8, 2021

Re: Malibu Inn Motel Proposal Concerns From Local Neighbors
22959 Pacific Coast Highway
Malibu, CA 90265

To: City of Malibu Planning Commission

From: Local Residents and Business Owners

Dear City of Malibu,

On behalf of local residents and business owners who are within the immediate vicinity of 22959 PCH, we are submitting this letter expressing our concern over the proposed development known as the Malibu Inn Motel, located at 22959 Pacific Coast Highway, Malibu, CA. Below is a summary of our concerns we feel need to be immediately addressed as part of the Planning Application. It is our understanding that this project requires significant variances to the Malibu Municipal Planning Code of which everyone else is held to, which will have many roll on effects and direct impacts for both immediate neighbors and, long term, the Malibu wide community for future development precedent, as well as the environment and natural Malibu landscape.

Variance Requests

There are a number of variance requests which pose major environmental impacts and we are concerned what these impacts will to do our properties during construction and beyond, as well as for the future visual impacts of existing natural environment upon completion.

1. Non-Exempt grading in excess of 1,000 cubic yards per acre of commercial development, asking to export 12,255 cubic yards as reference. The impact to the existing hillside will pose major noise issues during construction and more importantly, potential local ground instability that may result in earth movement and vibrations to our own properties in the immediate area.
2. Construction on slopes steeper than 2.5 to 1.
3. Retaining walls in excess of six feet in height (asking for a 52.5ft all wall above the subterranean parking garage as reference)

Issues

- EIR - The City has indicated in this Staff Report and Proposed Adoption that the project satisfies a Negative Mitigated Declaration ("NMD") as opposed to requiring a full Environmental Investigation Report ("EIR"). Based on the scale of this project, request for numerous variances and obvious disruption to the natural environment, the risks and construction hurdles, this should obviously require an EIR. We firmly believe and request that this be carried out.
- EIR Risks Not Listed - On page 20 they only list "Noise" and "Geology/Soils" as Items of Risk. However, we believe, they should also be checking Aesthetics due to the natural hillside landscape, Air Quality through Construction with that much earth movement and dust, Biological, Land/Use Planning, Hydrology/Water Quality due to Subterranean Parking. We request these items be assessed and reported on.
- Construction & Subterranean Parking - The creation of subterranean parking and a 52.5ft tall retaining wall will create a significant amount of heavy duty construction through the use of foundation piles that will create major earth vibration and sound during the course of construction, as well as other negative impacts such as large scale construction equipment (not otherwise required if building on flat land) required for such variance, blockages to traffic flow, noise, debris, dust etc. Approving a variance for an

enormously large wall and subterranean parking would create a significant impact to the existing landscape and residential wellbeing, along with creating a new precedent for Malibu.

To note: The Retaining Wall, Construction on Steep Slope, Non-Exempt Grading Variances - If you refer to the graphic illustration of the site section diagram, you will see how much land is being proposed to be removed from the mountain which is significant and will trigger environmental and stability issues. This project is requesting major variances and should be considered within the more suitable flat land, versus carving into the mountainside.

- Height of Elevator Bulkhead - In Malibu, a maximum building height can be 24' or 28' with a pitched roof. As you can see in this plan the height to the roof bulkhead of the elevator is 44'-1" which is significantly taller than the allotted requirement. We ask that this be changed to be per code.

- The plan indicates the subterranean garage is at grade with two-stories above effectively making this a three-story building, against Malibu requirement of two-story buildings. So, in addition to significantly cutting into the mountain side with a large retaining wall variance, they are also effectively requesting a three-story building.

We request that an EIR be formerly carried out, alongside the other Items of Risk mentioned, as well as re-proposing a structure that is per code and does not cut into the mountainside. We feel that the project, as proposed, will impose significant impacts to neighbors, the environment and the larger Malibu community, as well as future development precedent.

Thank you for your consideration.

Sincerely,

Local Residents and Business Owners:

Matthew Goodwin

Mark and Kim Dempster

Roni Serrato

Bob Allen and Stella Yap

Aaron Gribben

Received
9/8/21
Planning Dept.

Subject: Malibu Inn Motel Proposal Comments - Local Residents & Neighbors

From: Mark Dempster [redacted]
Sent: Wednesday, September 8, 2021 2:29 PM
To: Adrian Fernandez <afernandez@malibucity.org>
Cc: Kim Dempster [redacted] Matthew Goodwin [redacted]
Subject: Re: Malibu Inn Motel Proposal Comments - Local Residents & Neighbors

CC: Planning Commission, PD,

Recording Secretary, File

Hello Adrian,

We are the residential owners at [redacted], located across the street from Aviator Nation and next to the Malibu Pier.

We support 1) a hotel project, but 2) one which follows a thorough and proper process to address the building code issues as outlined by Matt Goodwin.

Thank you for your time and efforts on this matter.

Date Received 9/8/21 Time 2:29pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

Mark+Kim.

On Wed, Sep 8, 2021 at 3:54 PM Matthew Goodwin <matt@thesurfridermalibu.com> wrote:

> Hi Adrian,
>
> Please find attached a letter from local residents and business owners expressing our concerns over the proposed Malibu Inn Motel project as it relates to the significant variance requests and ultimate constructability of the project.
>
> I wanted to personally add that we have also noted that the required story poles were only installed over the weekend, despite the request as noted in the Malibu Times article from the Director (and override to not have them) from weeks ago. Given it's Labor Day Week and so close to the hearing, this is an issue.
>
> Regards,
> Matthew Goodwin
> [redacted]

--
Mark Dempster
[redacted]

Aaron Gribben

Received
9/8/21
Planning Dept.

Subject: FW: item 4 D Motel

From: [redacted]
Sent: Wednesday, September 8, 2021 1:58 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: item 4 D Motel

I want to inform the Planning Commission that I am strongly against the "Motel" that will be placed in this lot. As a 45 year Malibu resident this will cause even more gridlock and accidents on the PCH and this will significantly ruin the town of Malibu. I urge you to vote against it.
Thank you,

Marni Kamins

Date Received 9/8/21 Time 1:58pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Marni Kamins, LMFT
Psychotherapy

Office locations in West LA & Malibu
[redacted]

Business Hours: Mon-Thurs 9a - 6p, all calls received after business hours will be returned the following business day.

NOTICE OF CONFIDENTIALITY: This email and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to which they are addressed. If you are not the intended recipient or the person responsible for delivering this email to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you have received this email in error, please notify the sender by replying to this email and then delete the email and attachments from your computer. Thank you.

Received
9/8/21
Planning Dept.

Aaron Gribben

Subject: Malibu Inn Motel Proposal Comments - Local Residents & Neighbors
Attachments: Malibu Inn Motel Proposal Comments.pdf

From: Matthew Goodwin [redacted]
Sent: Wednesday, September 8, 2021 1:54 PM
To: Adrian Fernandez <afernandez@malibucity.org>
Cc: Mark Dempster [redacted]; Kim Dempster <[redacted] Roni Serrato [redacted]
Subject: Malibu Inn Motel Proposal Comments - Local Residents & Neighbors

Hi Adrian,

Please find attached a letter from local residents and business owners expressing our concerns over the proposed Malibu Inn Motel project as it relates to the significant variance requests and ultimate constructability of the project.

I wanted to personally add that we have also noted that the required story poles were only installed over the weekend, despite the request as noted in the Malibu Times article from the Director (and override to not have them) from weeks ago. Given it's Labor Day Week and so close to the hearing, this is an issue.

Regards,
Matthew Goodwin
[redacted]

Date Received 9/8/21 Time 1:54pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 3

CC: Planning Commission, PD,

Recording Secretary, File

Received
9/8/21
Planning Dept.

Aaron Gribben

Subject: Planning Commission agenda item 4D 9/8/21

From: Richard Lawrence [redacted]
To: res02igz@gte.net <res02igz@gte.net>; jdjenningslaw@gmai.coml <jdjenningslaw@gmai.coml>; kraig.malibu@gmail.com <kraig.malibu@gmail.com>; drsconst@aol.com <drsconst@aol.com>; davidweil@gmx.com <davidweil@gmx.com>
Sent: Wed, Sep 8, 2021 10:05 am
Subject: Planning Commission agenda item 4D 9/8/21

Honorable Planning Commissioners,
The Malibu Township Council opposes this project for many reasons.
Story poles are supposed to be up for the duration of the project. We just learned the story poles went up over the Labor Day weekend when it was impossible, due to traffic gridlock, for residents to look at them. Residents have not had a fair opportunity to view the poles visual impact. As a result, we request that this item be postponed for at least a month.
This project doesn't meet the definition of a motel. But it meets the definition of a hotel. Hotels require 2 parking spaces per guest room awhile motels require only one space per room. This project is under parked and is located in an area where street parking is not available. As with the Malibu Country Inn the number of employees is obviously understated and there will not be enough parking spaces to accommodate them.
The project 's height is far in excess of the allowable 24 ft. reported in the staff report. The maximum allowable height for a building with a flat roof is 24 feet measured from natural or finished grade whichever is lower. This project is nearly double the allowable height.
The subterranean parking isn't subterrain. It is mostly located at grade level. The above ground portion of the parking lot must be included when measuring the height as does the elevator shaft on the roof deck.
The traffic situation at this location is gridlocked most of the time and certainly during rush hour and summer weekends. A hotel at this location will only make the traffic situation worse. A hotel doesn't belong at this location.
We request the Commission deny this project.
Sincerely,

Richard Lawrence, President
Malibu Township Council
[redacted]

Date Received 9/8/21 Time 10:05am
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD, Recording Secretary, File

Aaron Gribben

Subject: NO on proposed Hotel

Received
9/8/21
Planning Dept.

From: Robert/Lonnie Janis/Gordon [redacted]
Sent: Wednesday, September 8, 2021 4:13 PM
To: Patricia Salazar <psalazar@malibucity.org>
Subject: NO on proposed Hotel

Sent from my iPhone

Date Received 9/8/21 Time 4:13pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Received
9/8/21
Planning Dept.

Subject: Malibu Inn motel

From: Scott Dittrich [redacted]
Sent: Wednesday, September 8, 2021 8:27 AM
To: Kraig Hill <kraig.malibu@gmail.com>; Adrian Fernandez <afernandez@malibucity.org>; Planning Commission <planningcommission@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Cc: Richard Mollica <rmollica@malibucity.org>; Steve McClary <SMcClary@malibucity.org>
Subject: Re: Malibu Inn motel

Dear Planning Commission Members:

I believe there are significant issues with moving this project forward.

1. Inadequate public notice. I still have not seen story poles. Even if they were there having them up on a Labor Day weekend does not provide enough time for Citizens of Malibu to take notice and to offer input.
2. A net loss of 7 parking spots. Unacceptable. Ut really this is more like double that since beach parking is seldom used all day, but turns over every few hours.
3. Fire: Staff report relies on "mutual aid," yet Chief Osby said in the January 2019 meeting at City Hall where he explained LACoFD's "success" in fighting Woosley, that when he called for mutual aid, many or most localities refused.
4. Traffic. This project will only add to one of the most impacted areas along PCH. Where are the mitigation plans?
5. There are way too many variances provided by staff with comments that they won't have an impact. Anything outside the LCP by definition has an impact. We should either get rid of any restrictions or heed the requirements.
6. Where is any benefit to the citizens of Malibu?
7. Equal treatment: If the Seaview Hotel must provide $400,000 or $800,000 to the City for a project that lessens the overall impact on the City, the Malibu Inn motel should, at half the size, provide half of this amount. Additionally, they should share the cost of the pumps at Topanga in case of a major fire.

Thanks

scott

Date Received 9/8/21 Time 8:27am
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: FW: Please approve Malibu Inn Motel... #Coastal Development Permit No. 09-067, Conditional Use Permit No. 18-002,

Received
9/8/21
Planning Dept.

From: Yvonne DeLaRosa [redacted]
Sent: Wednesday, September 8, 2021 5:35 PM
To: Planning Commission <planningcommission@malibucity.org>
Cc: Yvonne DeLaRosa [redacted]
Subject: Please approve Malibu Inn Motel... #Coastal Development Permit No. 09-067, Conditional Use Permit No. 18-002,

Dear Planning Commissioners,

I hope this letter finds you all well. I am a local Malibu resident for over 25 years as well as a business owner in Malibu for over 7 years. I am in full support of this project. It is very obvious that Malibu needs more hotel rooms and the project is in a perfect commercial zone for this use. It is already surrounded by other hotels and the Malibu Pier, which makes it a great fit. Last but not least, it looks absolutely beautiful, and light years above the current unkempt parking lot. My whole life that parking lot has just been an eye sore and the thought of this area being respectfully developed can only help our community. The sufficient parking is a bonus as well as the proposed points of ingress and egress to help traffic flow on PCH. The tax revenue will be a much needed boon to our city and the rooms will also help with the airbnb situation in Malibu. Its just a great project overall and something we actually need in Malibu. I do hope this project can move forward. It is such a beautiful plan.

Much love and blessings to you all.

If you have any questions please do not hesitate to contact me.

Yvonne DeLaRosa Green
[redacted]

Date Received 9/8/21 Time 5:35pm
Planning Commission meeting of 9/8/21
Agenda Item No. 4D
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
12/3/21
Planning Dept.

Planning Commission

From: Brittani A. Jackson [redacted]
Sent: Friday, December 3, 2021 2:56 PM
To: Planning Commission; Patricia Salazar; John Cotti; Trevor Rusin; kstecko@malibucity.org; Kelsey Pettijohn; cityclerk
Cc: Marshall A. Camp
Subject: Letter re 12/6 Malibu Planning Commission Meeting - Agenda Item 4.E. (Malibu Motel)
Attachments: 2021-12-03 Marshall Camp letter to City of Malibu re Malibu Motel.pdf

Chair Hill and City staff,

Please find attached a letter submitted in connection with the December 6, 2021 meeting of the Malibu Planning Commission, **Agenda Item 4.E. (Malibu Motel).** We respectfully request that this letter be distributed to the Members of the Commission and be made part of the record for the December 6, 2021 meeting.

Thank you,
Brittani Jackson

Brittani A. Jackson

HUESTON HENNIGAN LLP

D: [redacted]
T: [redacted]
Biography

[redacted]
Los Angeles CA 90014

PLEASE NOTE: This message, including any attachments, may include privileged, confidential and/or inside information. Any distribution or use of this communication by anyone other than the intended recipient(s) is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system. Thank you.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/3/21 Time 2:56 PM
Planning Commission meeting of 12/6/21
Agenda Item No. 4E
Total No. of Pages 13

MARSHALL A. CAMP
Partner
[redacted]
[redacted]
Suite 400
Los Angeles, CA 90014

HUESTON HENNIGAN LLP

December 3, 2021

Kraig Hill, Chair
Members of the Planning Commission
City of Malibu
23825 Stuart Ranch Road
Malibu, California 90265-4861
planningcommision@malibucity.org

Re: December 6, 2021 Planning Commission Meeting - Agenda Item 4.E - Malibu Motel

Dear Chair Hill and Members of the Planning Commission:

This firm represents Mani Brothers Real Estate and affiliated companies that own properties near the proposed Malibu Motel, including the Malibu Beach Inn, located at 22878 PCH; the former Hertz lot at 22853 PCH; and the multifamily properties at 22640 and 22648 PCH (collectively, the "Mani Brothers").

The Mani Brothers **oppose** the Malibu Motel, including the entitlements and approvals sought in connection with Agenda Item 4.E at the December 6, 2021 Planning Commission meeting. Grounds for the opposition were extensively detailed in my letter of August 26, 2021, attached as **Exhibit A**. In brief, they include the following without limitation:

1. The Proposed Use is a Hotel Prohibited in the CV-1 Zone. The proposed use is not a "motel" or "bed and breakfast inn" and is properly classified as a "hotel" under the Malibu Local Coastal Program (LCP) and Zoning Code. Hotels are prohibited under the site's current CV-1 zoning.

2. Loss of Beach Parking. The site currently provides 16 spaces for beach parking. The proposed motel will provide zero. This loss of beach parking violates important policies of the Coastal Act and the Malibu LCP and creates a significant impact that must be analyzed in an environmental impact report (EIR). *See* LIP 1.2(C), (H).

3. Insufficient Parking. The project provides just 23 parking spaces for the proposed motel. Under either the parking standards for a "hotel" or a "motel," 23 spaces is insufficient for this 20-room property with bar and dining services that hosts public events including weddings. *See* LIP 3.14.3; MMC 17.48.030. Further, the project plans do not conform to the stall sizes or turnarounds required by code. *See* LIP 1.2(C), (H) & 3.14.5(D); Zoning Code § 17.48.050(D).

4. Project Exceeds the Maximum Allowable Height and Stories. The maximum height allowed for a new commercial building is 24 feet (or 28 feet for a pitched roof) and two stories. *See* LIP 3.8(A)(1)(b). The proposed motel is slated to be four stories and over 40 feet tall.

5. General Plan Inconsistencies. The project violates several General Plan policies enacted to preserve the character of Malibu. Approving the tallest hotel to date in Malibu in the vicinity of the congested

Malibu pier neither respects the "rural character and natural environmental setting" nor conforms to the requirement that commercial areas be limited to "small neighborhoods ... interspersed throughout the City." *See* LU Element §§ 1.1, 1.5.4. The applicant also has not complied with the requirement to secure a planned development permit. *See* LU Implementation Measure 67.

6. LCP and Zoning Code Inconsistencies. The project violates so many provisions of the LCP and Zoning Code that it requires multiple variances and discretionary approvals. The required variances are not supported by the required findings.

7. CEQA Defects. The City has improperly used a mitigated negative declaration (MND) for this project. An EIR should have been prepared given the project's stark inconsistencies with the General Plan, LCP and Zoning Code, and the additional traffic impacts and safety risks associated with this highly congested section of the PCH.

None of these concerns have been addressed, as the staff report submitted before the December 6, 2021 Planning Commission meeting reveals.

The Mani Brothers also **oppose** the entitlements and approvals sought in connection with companion Agenda Item 4.D, which proposes reducing the restaurant serving area of the adjacent property to free up parking spaces for the proposed motel. This proposal was not accounted for in the City's MND for the proposed motel, and the "requirements of CEQA cannot be avoided by chopping up proposed projects into bite-size pieces which, when taken individually, may have no significant adverse effect on the environment." *Tuolumne Cty. Citizens for Responsible Growth, Inc. v. City of Sonora*, 155 Cal. App. 4th 1214, 1223 (2007).

The Planning Commission is thus respectfully urged to deny the proposed approvals for the reasons set forth above, as well as the many other grounds for denial raised by the public in opposition to this project. If the project is to be brought forward again for further consideration, it should first be revised for consistency with existing City plans and policies and then evaluated in an EIR.

Sincerely,

Marshall A. Camp

cc: John Cotti, City Attorney (via e-mail)
Trevor Rusin, Assistant City Attorney (via e-mail)

Exhibit A

Received
8/26/21
Planning Dept.

From: Jason Ernst
To: Jason Ernst
Subject: FW: Letter re 8/26 Malibu Planning Commission Meeting - Agenda Item 1.C. (Malibu Motel)
Date: Thursday, August 26, 2021 2:07:54 PM
Attachments: 8-26-21 Letter to Planning Commission re Agenda Item 1.C..pdf
Importance: High

From: Marshall A. Camp [redacted]
Sent: Thursday, August 26, 2021 1:10 PM
To: Planning Commission <planningcommission@malibucity.org>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kathleen Stecko <kstecko@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>; John Cotti <john.cotti@bbklaw.com>; cityclerk <cityclerk@malibucity.org>
Subject: Letter re 8/26 Malibu Planning Commission Meeting - Agenda Item 1.C. (Malibu Motel)
Importance: High

Chair Jennings and City staff,

Please find attached a letter submitted in connection with tonight's meeting of the Malibu Planning Commission, **Agenda Item 1.C. (Malibu Motel)**. We respectfully request that this letter be distributed to the Members of the Commission and be made part of the record for tonight's meeting.

Thank you,

Marshall Camp

Marshall A. Camp

HUESTON HENNIGAN LLP

D: [redacted]
T: [redacted]
[redacted]
Biography

[redacted]
Los Angeles CA 90014

Date Received 8/26/21 Time 1:10pm
Planning Commission meeting of 8/26/21
Agenda Item No. 1C
Total No. of Pages 9

MARSHALL A. CAMP
Partner

mcamp@hueston.com
D: 213 788 4541
T: 213 788 4340
F: 888 775 0898

523 West 6th Street
Suite 400
Los Angeles, CA 90014

HUESTON HENNIGAN LLP

August 26, 2021

VIA E-MAIL

Jeffrey Jennings, Chair
Members of the Planning Commission
City of Malibu
23825 Stuart Ranch Road
Malibu, California 90265-4861
planningcommission@malibucity.org

Re: August 26, 2021 Planning Commission Meeting - Agenda Item 1.C. – Malibu Motel

Dear Chair Jennings and Members of the Planning Commission:

This firm represents Mani Brothers Real Estate and affiliated companies that own properties in the vicinity of the proposed Malibu Motel, including the Malibu Beach Inn, located at 22878 PCH; the former Hertz lot at 22853 PCH; and the multifamily properties at 22640 and 22648 PCH (collectively, the "Mani Brothers").

The Mani Brothers oppose the Malibu Motel, including the entitlements and approvals sought in connection with Agenda Item 1.C. at tonight's Planning Commission meeting. Grounds for the opposition include, without limitation, the following:

1. The Proposed Use is a Hotel Prohibited in the CV-1 Zone. The proposed use is not a "motel" or "bed and breakfast inn" and is properly classified as a "hotel" under the Malibu Local Coastal Program (LCP) and Zoning Code. Hotels are prohibited under the site's current CV-1 zoning.

   As defined in the LCP Local Implementation Plan (LIP) and Zoning Code, a "motel" is "*a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, [and] does not provide accessory uses such as restaurants or meeting rooms".* (LIP 2.1; *see also* MMC 12.02.060.) The proposed project fails to meet this definition in two significant respects.

   First, there is no direct access from the guest rooms to the parking. None of the guest rooms are on the same level as the parking. To get from their rooms to the parking garage below, guests will need to travel through common walkways and corridors and use the common elevator or common stairs.

   Second, the project includes a dedicated bar serving the large rooftop deck area, as well as a full commercial kitchen for food service. The rooftop deck and amenities would be used by motel guests on a daily basis, but events that would bring in visitors can be held onsite in the motel subject to City approval of a Temporary Use Permit (TUP), including "weddings, B'nai Mitzvahs, parties, corporate events, and other festivities." (Agenda Report, p. 13.) These amenities, such as the rooftop bar and

lounge, commercial kitchen and special event space, clearly distinguish this project from a "motel" and bring it within the definition of "hotel," i.e., "*a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants and meeting rooms.*" (LIP 2.1; *see also* MMC 12.02.060.)[1] Accordingly, this project cannot be approved without a zone change and LCP amendment to redesignate the site from CV-1 to CV-2 to allow a hotel.

2. Loss of Beach Parking. As stated in the Commission's agenda report, the site is currently improved with a parking lot containing 40 spaces, of which at least 24 are required for the adjacent Aviator Nation restaurant/retail property. The remainder of the parking spaces have been used as beach parking (*see* February 2021 photo attached hereto as Exhibit A showing parking attendant shack and banner advertising "Beach Parking").

   The proposed motel includes 47 parking spaces, of which 24 will continue to be used for the adjacent Aviator Nation property. This leaves only 23 spaces for the Malibu Motel (far short of what code requires, as discussed below) and leaves zero spaces for beach parking. This represents an unmitigated loss of at least 16 spaces (from 40 to 24) currently available for beach parking. This loss of beach parking violates important policies of the Coastal Act and Malibu Local Coastal Program (LCP)[2] and creates a significant impact that must be analyzed in an EIR.

3. Insufficient Parking for the Motel. As explained above, the project should be classified as a "hotel" and not as a "motel." Under the LIP and Zoning Code, a hotel requires two parking spaces per room, plus additional spaces for food and beverage serving area and employees. (LIP 3.14.3; MMC 17.48.030.) This would result in a parking requirement more than twice the 23 spaces provided for the Malibu Motel (47 total onsite, less 24 dedicated for the use of Aviator Nation).

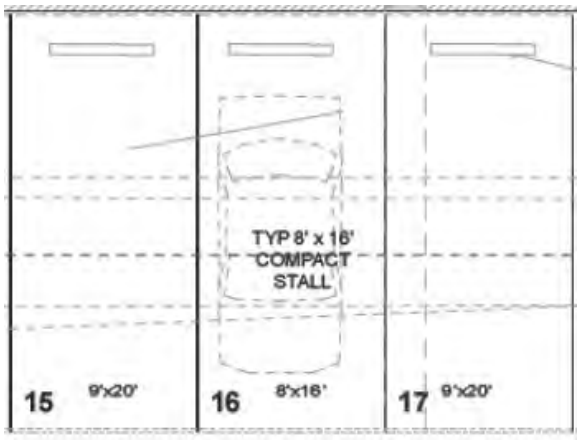
   Even if the property were required to provide only the number of spaces required for a "motel," there would still be more than 23 spaces required. Staff calculated that 23 spaces were required based on the "motel" standard of one space per room, plus one space for each employee assuming three employees per shift. (LIP 3.14.3.) But the assumption of only three employees per shift is clearly too low. For example, at 5:00 pm on a typical day, the property would require *at minimum* seven (7) employees: a parking valet, a front desk clerk, a manager, a food prep chef, a dishwasher/bar back, a bartender, and a pool attendant/server. If any housekeeping personnel were still on site, the number would be even higher.

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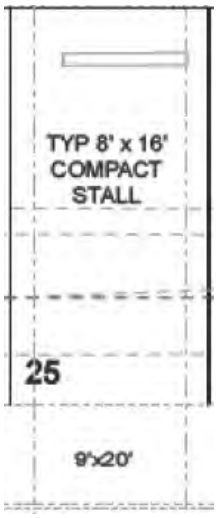
[1] The proposed use also does not constitute a "bed and breakfast inn," which is defined as "*a facility offering transient lodging accommodations to the public and providing kitchen facilities adequate to provide meals to the guests of the facility only and not otherwise open to the public*." (LIP 2.1; *see also* MMC 12.02.060.) While the project contemplates transient lodging and a commercial kitchen, so does any hotel. Read in context with the definitions of motel and hotel, the term "bed and breakfast inn" was intended to reflect the traditional notion of a quaint, rural lodging house that offers breakfast to a handful of guests. A bustling, 20-room property at the pier with rooftop bar and dining service late into the night for its 30-40 guests along with public weddings and events is a hotel, not a B&B. Notably, the agenda report and proposed resolution uniformly refer to the project as a "motel" and never as a "bed & breakfast inn."

[2] Policies of the Malibu LCP include coastal access and the provision of adequate off-street parking. (*See, e.g.*, LIP 1.2, paragraphs C and H.)

The project plans also reveal that the parking spaces provided do not conform to the stall sizes required by code. Except for the 20% allowed to be compact spaces, all standard stalls must be at least 9' by 20'. The dimensions called out on the applicant's Proposed Subterranean Garage Plan appear inaccurate, inconsistent and potentially misleading. (*See* Agenda Report at p. 87.) Simply by way of example, the plan appears to depict dimensions for spot #16, which is labeled as an "8' x 16' Compact Stall," that are roughly identical to adjacent stalls labeled "9'x20'":

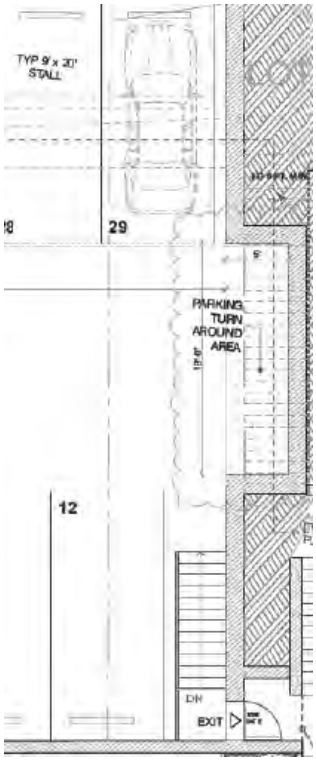


(Agenda Report at p. 87.) And bizarrely, spot #25 appears to be labeled both "9'x20'" *and* "8'x16'":



(*Id*.)

The same plan also shows a dead-end parking aisle with no adequate turnaround as prohibited by Zoning Code § 17.48.050(D) & LIP 3.14.5(D):



(*Id*.)

4. Project Exceeds the Maximum Allowable Height and Stories. The maximum height allowed for a new commercial building under the LCP is 24 feet (or 28 feet for a pitched roof) and two stories. (LIP 3.8(A)(1)(b).) As shown by the project's south elevation (*see* Exhibit "B" to this letter), however, the project is actually four stories and over 40 feet tall. At the base is the entry lobby and reception area, together with an enclosed parking garage. The second and third levels contain the guest rooms and commercial kitchen. The top floor contains the pool deck, elevator box, and a roofed bar area.

   Each of these four levels is a "story" under the LCP, which defines a "story" as: "*that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above*." (LIP 2.1; *see also* MMC 12.02.060.) Contrary to the Agenda Report's erroneous references to the project as a "two-story motel" (*see e.g.*, p.11, referring only to the second and third levels which contain guest rooms) the first floor lobby/parking levels and the top floor pool and bar are also stories.

   Indeed, the top floor is not only used as habitable floor area, but portions are roofed (to wit, the elevator box and bar), and these roofed portions squarely meet all aspects of the code definition for a fourth "story." (*See* Ex. B.) Similarly, although the code states that a "basement" is not a story, the lobby/parking level does not meet the definition of a "basement," i.e. "*that portion of a building or an area*

enclosed by walls located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is no more than 3 vertical feet ***at all points around the perimeter of all exterior walls***." (Emphasis added.) Although the proposed motel will be built into the hillside and the lower level is partially below ground, the front (southerly) edge of the ground floor will be fully exposed and "daylighted" to at least a 10 foot height, as shown on Ex. B to this letter, and on pages 92 and 135 of the agenda report. The architect's failed attempt to simulate a basement condition by flanking the exposed lobby frontage with dirt planters does not change the fact that the lower level includes at least a 10 foot height of exposed frontage and cannot be considered a "basement" as defined by code.

5. General Plan Inconsistencies. The proposed project clearly violates the following policies of the City of Malibu General Plan Land Use Element:

   a. Section 1.1 in the Introduction to the Land Use Element states: "Commercial areas are limited to small neighborhood serving and visitor serving uses interspersed throughout the City …." By contrast, the proposed project at four stories would be the tallest hotel approved to date in Malibu, and it would create the third hotel/motel in this immediate area (within approximately 500 feet of the Malibu Pier), which is already congested with restaurants and tourist facilities.

   b. LU Implementation Measure 67 requires a commercial planned development permit for any commercial development or change of use of existing development to assure compliance with current codes. The applicant here has not sought a planned development permit and the project does not comply with current codes (stories, setbacks, parking, grading, etc.) as documented in this letter.

   c. Section 1.5.4 of the Land Use Element states that the CV designation for this site provides for uses that serve visitors and residents, such as hotels and restaurants "which respect the rural character and natural environmental setting." The imposing, four-story structure proposed here to be cut into the hillside would be entirely urban in character and—literally and figuratively—undercut the natural setting and terrain.

6. Inconsistencies with the LCP and Zoning Code. As noted above, the project violates so many provisions of the LCP and Zoning Code (excessive grading, height, setbacks, open space, landscaping, parking standards, retaining wall height, etc.) that it requires multiple variances and discretionary approvals to be approved. Many of these inconsistencies are openly identified and admitted by planning staff in the 47-page staff memorandum included in the agenda report. Others are identified above in this letter. The required variances are not supported by the required findings.

   For example, the agenda report claims that the hillside must be carved out because of "special circumstances," citing the steep slopes at the rear of the lot. (Agenda Report at 23.) Those steep slopes, however, are far from unique in Malibu—to the contrary, they are the typical condition for most of the inland lots along PCH. Another variance allows for a 46-foot high retaining wall—more than *three times* the 12 foot maximum. This wall again is needed not for any unique condition of the property, but only because of the applicant's desire to build into the hillside for the purpose of claiming that this four-story structure only has a height of 24 feet by the trick of terracing back the building against the hillside and measuring vertically parallel to the slope. A third variance is required for parking in the front yard setback, which still does not provide sufficient parking for both the use and the 24 spaces already dedicated to the Aviator Nation property next door. The self-imposed voluntary arrangement made by

the property owner to sell perpetual parking rights to a neighbor should not be later used as a hardship justification for a variance to allow extra parking spaces located in the front yard setback.

7. CEQA Defects. The City has improperly used a mitigated negative declaration for this project, when an EIR should have been prepared in light of the project's stark inconsistencies with the General Plan, LCP and Zoning Code as noted above. The MND failed to address additional traffic impacts and safety risks associated with this highly congested section of PCH. These include increased nighttime trips, increased nighttime pedestrian crossings of PCH by hotel guests, and increased nighttime left turns into and out of the unsignalized/uncontrolled driveways. Although my clients deal with these issues at the Malibu Beach Inn and believe they can be adequately mitigated, the City disagreed and cited these kinds of alleged PCH safety concerns in denying the Malibu Beach Inn's pool and offsite parking application. The proposed Malibu Motel project should be held to the same standard, particularly because of the congestion and greater PCH crossings at this location directly across from the beach, and the shops and restaurants at the Malibu Pier.

The Planning Commission is respectfully urged to deny the proposed approvals for the reasons set forth above, as well as the many other grounds for denial raised in the voluminous public correspondence submitted in opposition to this project. If the project is to be brought forward again for further consideration, it should first be revised to be consistent with existing City plans and policies, and then evaluated in an EIR before returning to the Planning Commission for additional hearings.

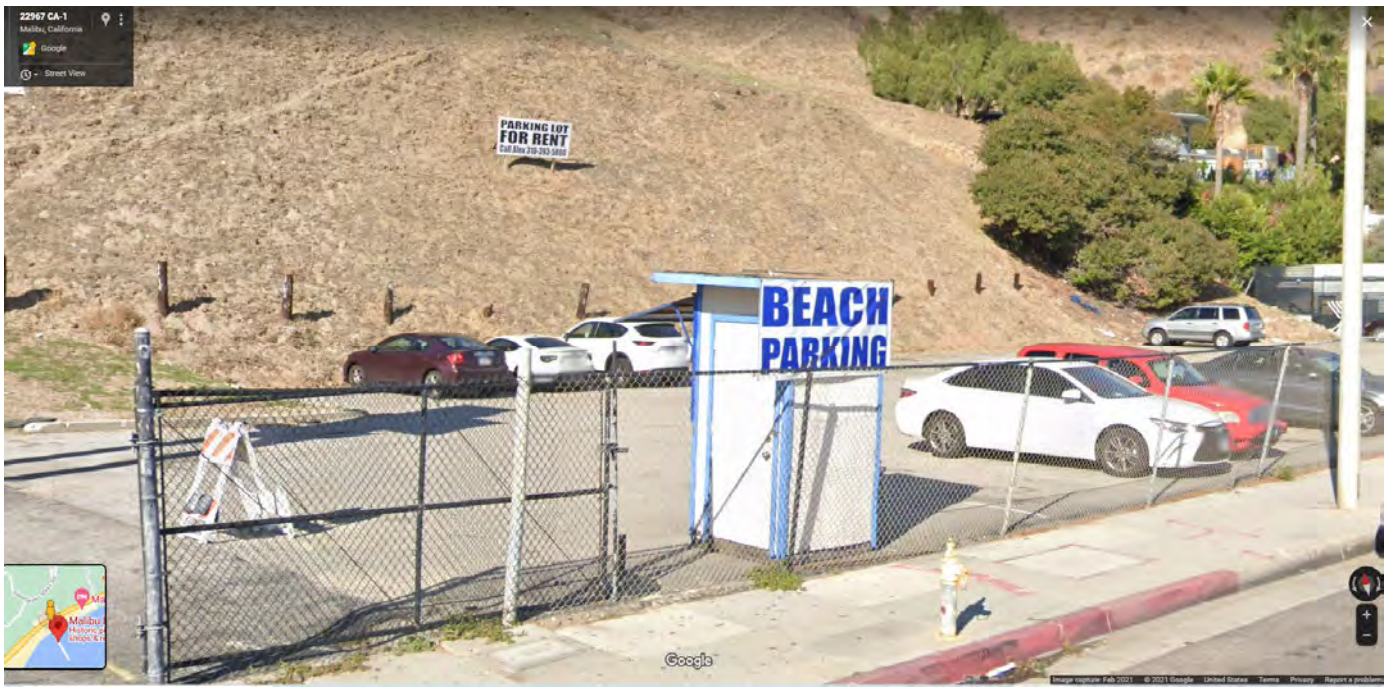
Sincerely,

Marshall A. Camp

cc: John Cotti, City Attorney (via e-mail)
Kathleen Stecko (via e-mail)

HUESTON HENNIGAN LLP

Exhibit “A”
Existing Beach Parking at the Site



HUESTON HENNIGAN LLP

Exhibit “B”
Proposed South Elevation



Received
12/6/21
Planning Dept.

Planning Commission

From: Jo Drummond [redacted]
Sent: Sunday, December 5, 2021 5:27 PM
To: Planning Commission
Cc: Patricia Salazar; Colin Drummond
Subject: Malibu Inn Motel

Honorable Planning Commission,

We are opposing this project for the following multiple reasons:

1. Everyone always says we don't have enough hotels yet Pacific Palisades has NO hotels or motels, we don't need any more hotels in Malibu.
2. The traffic implications at the already most busiest intersection of Malibu is dangerous - this alone should stop the project. There is also no safe way to exit left out of the motel/hotel.
3. No extensions on the original project were ever filed to justify the new application - the water ban made only one day after the initial commercial retail project would not allow any new project - the planning dept should have closed this project due to inactivity for almost 10 years but for some reason did not. CDP's expire after two years. So CDP 09-67 should be long expired. In the geoconcepts report dated June 20, 2018 it states that "the proposed commercial development project was approved from a geotechnical perspective in the CDP review stage on may 31, 2016. The revised plans for the motel project were submitted over two years later on June 11, 2018. The fixture count also going to 4 times the amount from 56 units to 229 units shows two extremely different projects and a new application should have been filed. Especially given the water issues at the site.
4. This is essentially a hotel not a motel as it has room service and an underground garage, etc so cannot be approved due to its zoning.
5. This area needs more parking not less - this will remove a huge chunk of public parking and pch will be marred by more tourists looking for parking by the pier slowing down traffic.
6. It does not meet the parking requirements even with the shared use of aviator nation.
7. The granting of the variances for the project does constitute a special privilege as no properties in the immediate vicinity are built into the slope with a giant retaining wall with inadequate parking.
8. The environmental impacts of this project are huge, the extremely large amount of non exempt grading (almost 370000 pounds extra non exempt grading) - from the lip 5.9 "commercial development shall be designed to avoid intrusive traffic circulation and light and glare." (At minimum 68 additional average daily trips) and the ERB CITED "potential traffic impact…is a concern", a 46 ft tall retaining wall with excavation of 58 ft, the estimated wastewater discharge rate is grossly underestimated at 4056 gallons per day - this is less than 5 times the average home in Big Rock's water usage (20 persons) and with a likelihood of the amount of 12-15 homes in big rock it should be at least doubled. For 65 people per day using the facilities at the motel it would be at minimum 12000 gpd used.
9. Due to the high water usage of this project it would have greater impacts than the former project at over 4 times the amount of fixtures and even more usage from motel guests rather than customers 10. The homes directly above the slope of this property 190 ft up will be disturbed by noise but also has geology testing been done showing it's safe to build on that slope? Groundwater was encountered during geotechnical exploration - what is the effect of all the septic water usage on this groundwater? Was that ever considered given the need for a water ban in the area? This was not studied in the private sewage report in 2012 or subsequent septic reports. The proposed piles will encounter water it states in the June 20, 2018 geotechnical report for the project. The last percolation test completed for the property was April 17, 2003. Water level has greatly risen since that study was completed and new tests should be completed. Groundwater levels data and beach deposits data in the latest geotechnical reports date back to 6/28/87, 4/25/03 & 8/27/07. This was all completed before the water ban. More updated measurements are needed and required to see if the septic system will fail or not and if the slope is stable. The studies were also based on 56 units as compared to the new 229 units. The peak flow in the 2014 ensitu report was almost 2000 gpd for 56 units so multiplied by over 4 times

CC: Planning Commission, PD,
Recording Secretary, File

Date Received 12/6/21 Time 7:30 AM
Planning Commission meeting of 12/6/21
Agenda Item No. 4E
Total No. of Pages 2

the fixtures would be a minimum of 8000 gpd in their conservative estimates so should not only be 4056 gpd as in the 2018 ensitu report.

Thanks very much for your consideration in sending this back to planning for further study or outright denial due to the existing water ban.

Jo & Colin Drummond

Received
12/6/21
Planning Dept.

From: Lester Tobias [redacted]
Sent: Sunday, December 5, 2021 10:40 PM
To: Kraig Hill <kraig.malibu@gmail.com>; John Mazza <Res02igz@gte.net>; Dennis Smith <drsconst@aol.com>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Patricia Salazar <psalazar@malibucity.org>

Subject: Malibu Surfside Motel: a letter from me....

Hi All,

Again, sorry for the late response but the staff report came out pretty late, I'm pretty busy, it takes time to review this stuff and think about it and put a cogent argument together. And like I say in the letter, I was really on the fence about speaking out (again) on this subject.

I doubt I'll be on the zoom tomorrow night, so y'all have a good time with this project. Please consider my remarks.

Thank you.

LT

--
Lester Tobias, Principal
Tobias Architecture, Incorporated
[redacted]
Malibu, California 90265
[redacted]
NCARB #101162
California Architect's License C22552
Montana Architect's License ARC-20223

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/6/21 Time 7:30 AM
Planning Commission meeting of 12/6/21
Agenda Item No. 4E
Total No. of Pages 6

TOBIAS
ARCHITECTURE

Planning Commission

Item 4E

December 8th, 2021

You know, I almost walked away from this project.

I don't want to beat up on my friend Doug Burdge. Doug and I have worked together on several valiant, if failed attempts to improve the LIP. We teamed up and worked side by side immediately after the Woolsey Fire to successfully lobby the planning director for a quick and equitable planning verification process. And I was Doug's most valuable ally in the fight to stave off an ill conceived downsizing of TDSF brought on by several of his "clean sheets" maximum TDSF projects.

I also don't have any objections to a 20 room motel. I have advocated for the creation of a "hospitality zone" overlay in the area of the motel, and came out early, strongly, and often in support of Norm's hotel.

I have worked for the Hakim family in the past, including the vacant lot in question. I have no personal axe to grind with Mr. Hakim or his sons.

The staff report is what keeps me from walking away. It is a full frontal assault on the LIP, and, while I have come to expect this kind of approach from several architects and expediters on individual projects, I have always been able to lay my head on my pillow at night knowing that the LIP, planning staff, and planning commission will keep the most ridiculous requests from seeing the light of day. It is what allows me to sleep soundly.

However, this particular staff report keeps me up at night. It does so because it is so bogus that, if approved, it will be hard for me NOT to think that the deck was stacked, the fix was in, and the process was rigged from the start.

As explanation, allow me to walk through just a few brief elements contained in the staff report, and bring to your attention the most obvious troublesome areas.

On page 11, the first sign of trouble appears. In a subheading under Height, the report uses a phrase that I have never before read in a staff report. "full site development would be enabled by construction of a retaining wall at the north side…". This is a subtle tee-up for the false findings that staff uses later in the report to recommend granting a 50 foot retaining wall. I have never seen the concept of "full site development" as a justification for a project element that exceeds allowable limits by four hundred percent. This retaining wall will surface later in this letter, so pay attention.

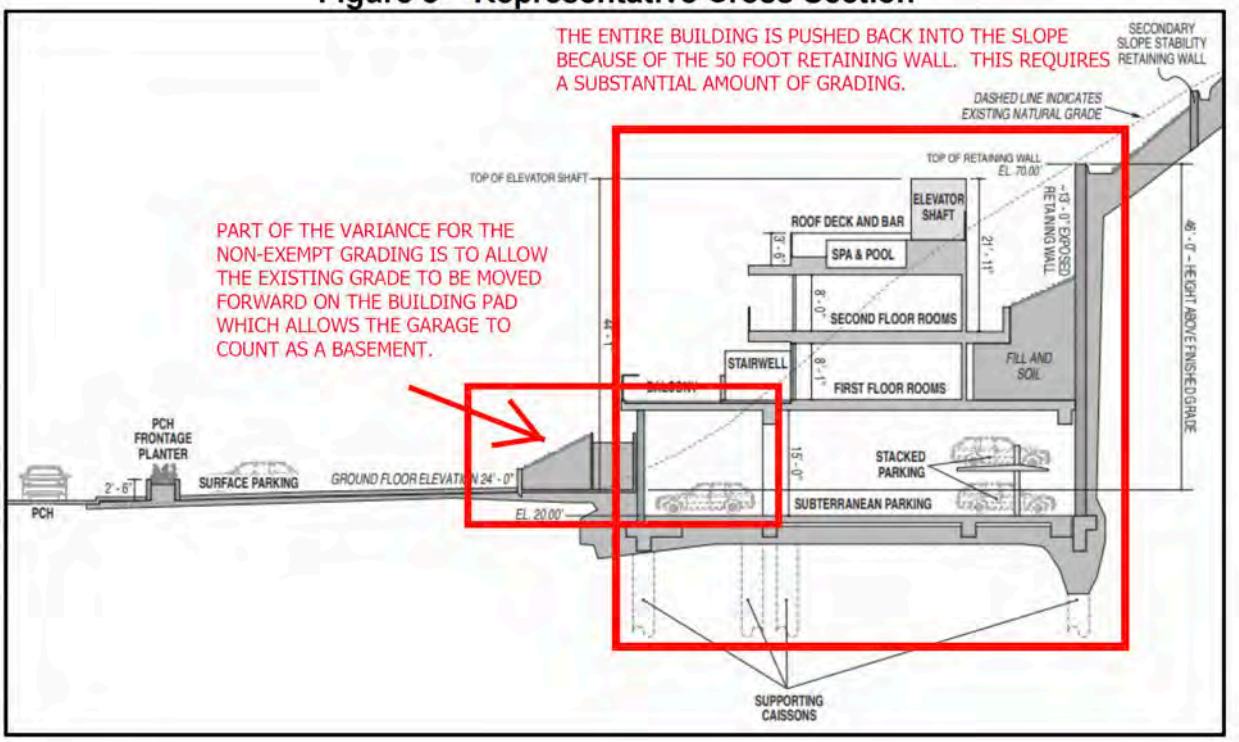
On Page 12, under Grading, the staff report states that a total amount of 13,043 cubic yards of grading is proposed, yet exempts 11,693 cubic yards of this grading as exempt due to its being classified as "under structure" grading. This section of the report suggests that the project is barely over the allowable amount of excavation, by a paltry 170 cubic yards.

What the staff report fails to mention is that almost the entire amount of this exempt, "under-structure" grading is due to the fifty foot retaining wall, requested later in the report. A more

[redacted] **Malibu California 90265**

honest staff report would have required the applicant to analyze the grading differential between a design that did not require the fifty foot retaining wall, and the yardage presented. (see image below).

Figure 3 – Representative Cross Section



Another part of the lack of an honest staff report with respect to the grading is that they do not explain the manipulation of the existing grade to create a basement condition which could not be achieved without essentially moving the toe of the slope forty feet toward the street in order to cover the face of the building that is actually sitting at grade. Now I think that this maneuver is legit if it falls under the 1,180 cubic yards of exempt grading, but shouldn't be a reason for a grading variance. The staff should have been able to discern this, as well. I am also curious as to whether the chunk of dirt, labeled "fill and soil" above the stacked parking was counted as non-exempt grading, or as "under-structure" (but now I am splitting hairs, so.)…

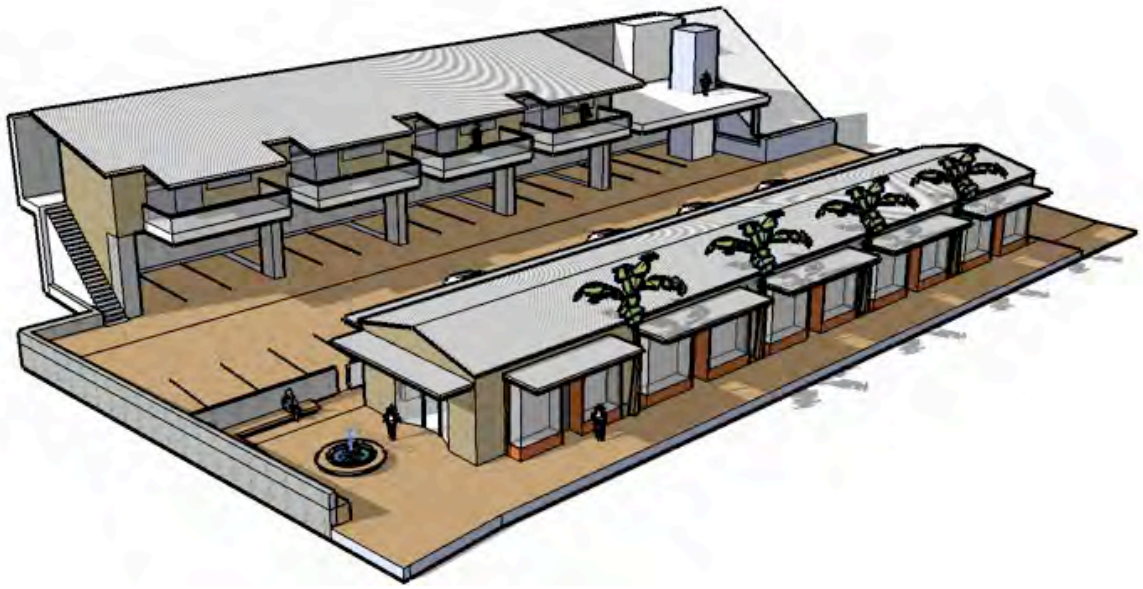
On page 14, under OWTS, the staff has ignored the commission's request, made at the September 8th hearing, to verify that the current project enjoys the previous project exemption from the wastewater moratorium. This was an important issue, as the previous exemption was based on the project being a mixed use office/retail building, not a hotel with bar and restaurant that is also requesting non-guest uses such a weddings, bar-mitzvahs, and the like.

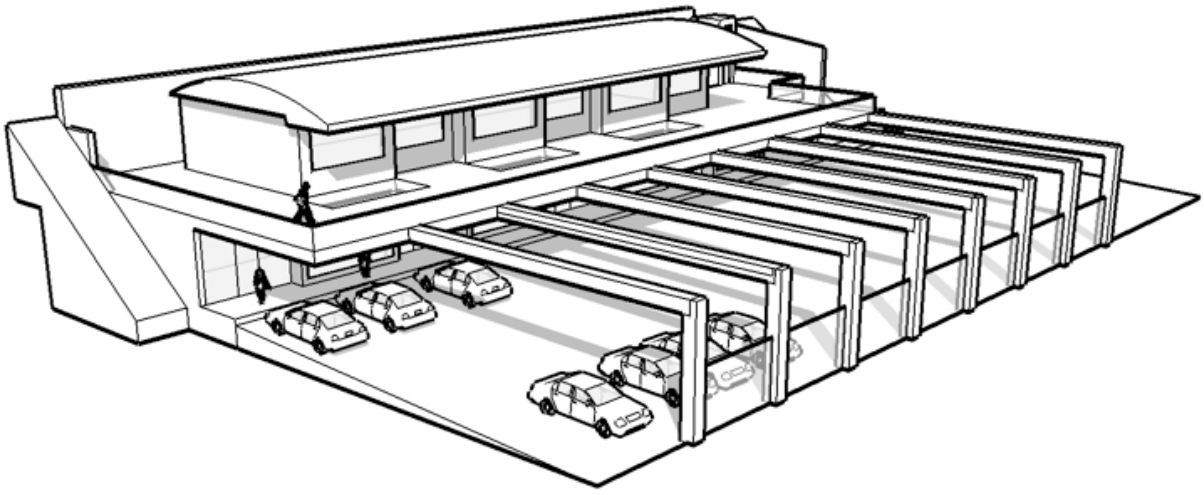
This is one of the more troubling aspects in the staff report, as it can be construed as complete insubordination against the planning commission. This was a valid question, an easy question on which to obtain an answer, and now the question needs to be "why wasn't it asked?"

On page 24 in the discussion of the grading variance, the staff report states, "Therefor, ***commercial development on the subject property would not be feasible*** without granting a variance for non-exempt grading in excess of 1,000 cubic yards per acre."

This is a totally false statement. How do I know this? I know this because I have personally designed four distinct commercial buildings for this site. Two for the previous owner, Mitchel Stewart and two for the Hakim family. I have included a few conceptual model images below.







[redacted] **Malibu California 90265**

Two of these projects did not require retaining walls that would have needed a variance. The other two required 24 foot tall retaining walls.

My professional experience with the site compels me to call bullshit on whoever said that you need a 50 foot retaining wall to build a commercial project here.

Page 27 starts the same argument of the "unbuildable site" as it pertains to the 50 foot retaining wall. There is a tortured paragraph in the justification section of the variance request. It reads thusly:

"The retaining wall is integral to the Project: it is integrated as part of the building to create the subterranean parking; it is required to create a level building area for the motel building, subterranean parking level, and the at-grade surface parking lot adjacent PCH; and it is essential for securing excavation of the steep slope to accommodate the structure. Therefor, a commercial development on the Project Site would not be feasible without granting a variance for retaining wall height in excess of 12 feet."

"Integral". "Integrated". "Required". "Essential". Those words are NOT coming from the applicant. ***They are coming from the planner. And they are lies.***

Now, I think the most interesting tact the planning commission could take at the hearing would be to flush out the person who wrote this paragraph. Find out what compelled them to make such a strong case for an applicant. It is not only a lie. It is worded to manipulate the commissioners' perception of the development potential of the site.

If I were on the commission I'd be pissed.

Speaking of being pissed, I just want to briefly touch on the staff responses to the many, many public comment letters received as part of the Negative Declaration study that were attachments in the original staff report.

Now a naive individual would think that his or her comment or complaint about a part of the project would be taken seriously by both the applicant and the planner. What I find interesting is that the staff responses to literally each and every letter could be summed up in a two word comment. "Yeah…no." The arrogance of the responses is breathtaking, but not surprising. And the lack of self reflection is astonishing. According to this planner, the staff has never made a mistake, or never gotten anything wrong.

I encourage you to very briefly review those letters. They are numerous and in one of those sort of magical crowd source moments, THEY GOT EVERYTHING RIGHT ABOUT EVERYTHING WRONG ABOUT THE PROJECT.

Yay Residents Go!

Yours Truly,

Lester Tobias

[redacted] **Malibu California 90265**

Received
12/6/21
Planning Dept.

Planning Commission

From: Mari Stanley [redacted]
Sent: Monday, December 6, 2021 3:23 PM
To: Planning Commission
Subject: Plng Comm mtg 12/6/21 - Item 4D & 4E RECUSAL OF JENNINGS FROM VOTING ON MATTERS

Hello,
I request that Chair Jennings make a disclosure this evening as to the firm he has hired to rebuild his Woolsey impacted home to ascertain if there could be a relationship issue that can be seen as improper or beholding to this project in the expected vote.

Burdge and Associates is a large firm that is handling many of the Woolsey fire rebuilds, I do believe this disclosure is necessary on all development proposals that come before the Planning Commission but in this case I flat out demand a transparent disclosure to insure that the community is assured of full transparency and adherence to the laws. We've already suffered the piss poor - sorry but that is exactly what went down and the applicant deserves no mincing about the disrespect shown by their lack of actions to present a true representation of the project - behavior of the applicant in past meetings and it has not been pretty nor has it advanced the reputation of the applicant's intentions for the community. I am leery and know that many others are as well.

Please exercise the utmost transparency in this project on all matters going forward, not simply this evening. Should never, ever have taken so much to get the story poles in compliance and for that alone I remain distrustful of both staff and applicant for so many other areas of concern - not the least being the separation of the excavations of the retaining wall and the underground area of the motel itself - combine those two to present the true excavation of the site that is involved in both agenda items this evening.

Thank you,
Mari Stanley
Zumirez Dr., Malibu, CA

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/6/21 Time 3:23 PM
Planning Commission meeting of 12/6/21
Agenda Item No. 4D/4E
Total No. of Pages 1

Received
12/6/21
Planning Dept.

Planning Commission

From: Mari Stanley [redacted]
Sent: Monday, December 6, 2021 4:23 PM
To: Planning Commission
Cc: John Cotti; john mazza; Kraig Hill
Subject: Item 4E is not signed, not APPROVED for Agenda by city dept head and not acknowledged for entry into agenda

Where is the standard, normal signatures/initials that are signs to me that the item has been reviewed, accepted and is approved by the dept head and the other normal signatures/initials from city staff?

Every other item and specifically with regards to plans and development proposals carries forward signatures and acknowledgements of review and approvals - save for this one.

In that aspect, the item lacks the transparency required to have full trust in the final product as it sits on tonight's agenda. The item must be pulled and forwarded to a future meeting once all the appropriate approval avenues are achieved.

This is looking very unprofessional and that's not an easy thing to lob at the City but it's right there, plain as day. Snuck this one in? That is how residents will view it both this evening and for historical purposes.

Thank you,
Mari Stanley
Zumirez Dr

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/6/21 Time 4:52 PM
Planning Commission meeting of 12/6/21
Agenda Item No. 4E
Total No. of Pages 1

Received
12/6/21
Planning Dept.

Rebecca Evans

From: Patricia Salazar
Sent: Monday, December 6, 2021 10:23 AM
To: Rebecca Evans
Subject: FW: item 4E Malibu Inn Motel 12-6-21
Attachments: pc Malibu Inn Motel 12-6-21.docx

From: healypatt@[redacted]
Sent: Sunday, December 5, 2021 11:02 AM
To: Kraig Hill <kraig.malibu@gmail.com>; John Mazza <Res02igz@gte.net>; drsconst@aol.com; Mark Wetton <mwmalibupc@gmail.com>; Jeffrey D Jennings <jdjenningslaw@gmail.com>
Cc: Patricia Salazar <psalazar@malibucity.org>
Subject: item 4E Malibu Inn Motel 12-6-21

Attached are MCSG's comments on the Malibu Inn Motel. Please let me know if you have questions. thanks, Patt

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/6/21 Time 10:23 AM
Planning Commission meeting of 12/6/21
Agenda Item No. 4E
Total No. of Pages 5

To: Members of the Planning Commission
From: Patt Healy for Malibu Coalition for Slow Growth
Re: Item 4 E Malibu Inn Motel
Date: December 6 2021

Honorable members of the Planning Commission,

This project should be denied for the following reasons.

Violates Development Standards

This overly ambitious project doesn't meet city 's development criteria and needs an excessive number of variances to build. If the city is willing to grant so many variances it is making a mockery of our development criteria. Why have development standards if they are not being followed allowing a developer the right to build any project it desires? Variances are not supposed to be granted as a way to circumvent development rules This project is just the type of large structures that Malibu wanted to avoid when it became a city.

Requires a 50+ foot high retaining wall, when 6 foot is allowed.

Project is being build on and into slopes greater than 3 ½ to 1.

An enormous amount of grading ,13,043 cu.yds.is what is required when 1000 cu yds is allowed. They developer is excavating into a bluff face and exporting 12,646 cu yds of dirt off site. Haul trucks carry 10 cu yds of grading so the amount of trips is closer to 1260 trips onto the most congested part of PCH in Malibu causing more traffic delays.

A 48 ft high structure when 28 ft is the maximum allowed. The height is not measured from grade and includes an above grade parking lot. In addition, the roof top deck should be counted as at least a half a story . Two stories is the standard and this project is 3 ½ stories.

The so called subterrain parking lot is not subterrain. Only about 3 ft are below ground. The remainder is above grade Putting a berm around the above grade parking garage doesn't make it subterrain.

To measure grade from several feet up the slope instead of from ground level is a misinterpretation of the code and then to call the obviously above ground

parking structure subterrain is creating a fiction which was never the intention of the code.

On page 8 /48 of the Staff report it states there are 18 at grade parking spaces. Then it states there are 29 subterrain spaces. Looking at an illustration of the project one will note that the so called subterrain parking spaces are clearly mostly entirely above grade of the 18 at grade spaces. Placing a berm around an above grade structure , like this project does doesn't make it subterrain.

If you grant these variances, it will set a dangerous precedent for the reconstruction of older buildings along the east end of PCH. It will also create a dangerous precedent for hillside residential development who following this interpretation of the code will allow 3 story high structures throughout Malibu with the above grade garage being called subterrain.

Furthermore , the project is located in the *CV-1 district is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting.* This project is not consistent with the rural character and natural environmental setting. It is urban /suburban in nature.

RWQCB

Doubtful RWQCB would allow this project since it is in an area where new projects are banned until Phase 3 when projects in this area are hooked up to the civic center wastewater treatment plant.

Staff say it is a revised project but clearly this is not accurate. It is a new project . The former project was for a small shopping plaza and this project is for a 20 room motel with a rooftop pool and a bar. The wastewater generated by this motel will be much greater than the wastewater of a tiny shopping plaza.

In addition, we are in perhaps a permanent drought situation and we are all being asked to conserve water. This motel will have high water usage as well as generating high amount of wastewater.

The city should check with RWQCB to determine whether a 20 room motel is allowed to be constructed prior to the areas hookup to phase 3.

CEQA

The Mitigated Negative Declaration was done years ago for a different project which would have much less of an impact than the current project. The CEQA study needs to be updated.

If the Planning Commission is considering allowing this project, the developer has to update it CEQA studies before it can be approved

This proposed project is located in the most congested and overdeveloped area of Malibu and the project needs a Traffic , Circulation and Parking Study. Also the cumulative impact Study of the surrounding projects ,including the new traffic light in front o the Malibu Beach Inn . Also, a noise study needs to be done. To determine the impact on surrounding neighbors. Not only up slope but next door and those living across PCH

Not a Motel

It doesn't meet the LIP definition of a motel. Besides motels don't have bars with alcohol beverage service. We do not recommend that the motel be authorized to serve alcohol.

Serving alcohol on a roof deck with a pool could/would create even a greater nuisance to the surrounding neighbors, including the synagogue and school next door.

Parking

Employees have to park on site. Staff states there will only be 3 employees on site at one time but this defies reality. Slow Growth estimates 8-12 during the daytime shift will be needed. Where will the unaccounted-for employee's park.

The project is severely under parked especially since the Malibu Inn is allotted 24 spaces on the project site which can only be done with stacked parking which requires a full time operator and will cause evacuation chaos in an emergency.

The motel can be used for 6 events , such as weddings ,a year. Where will the guest and caterers park during these events? Motels do not allow these special events.

ERB

This is a different project than what went before the ERB earlier and the impacts are far greater than small shopping plaza .Thus ERB review should be required.

Existing Parking Lot

Today, this site provides much needed parking for visitors to the Malibu Pier, Adamson House and Surfrider beach. This amenity will be lost and not replaced if this project is allowed to go forward.

Variances

In good faith the necessary findings can't be made to justify this project. If the findings are made it will open the door for other projects of this nature further eroding the rural nature of Malibu.

Please deny this project. Thank you for considering these comments.

Received
12/6/21
Planning Dept.

Planning Commission

From: Rosemarie Ihde [redacted] >
Sent: Monday, December 6, 2021 2:22 PM
To: Planning Commission
Subject: 22959 Pacific Coast Highway, Malibu

Dear Commissioners,
Before you vote yes on this project please think about:
Traffic on PCH, Highway is not designed nor equipped to handle more traffic. PCH is already over capacity.
Please remember carrying capacity when voting for such a big and questionable project.
Where will all the cars park?
It is easy to pass such a project if you live on the west side of Malibu, but how about living on the east side of Malibu?
Sincerely
Rosemarie Ihde
[redacted] Piedra Chica Road
Malibu

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/6/21 Time 2:22 PM
Planning Commission meeting of 12/6/21
Agenda Item No. 4E
Total No. of Pages 1

Received
12/7/21
Planning Dept.

From: Georgia Goldfarb [redacted]
Sent: Monday, December 6, 2021 6:09 PM
To: Kraig Hill <kraig.malibu@gmail.com>; John Mazza <Res02igz@gte.net>; drsconst@aol.com; Mark Wetton <mwmalibupc@gmail.com>; Jeffrey D Jennings <jdjenningslaw@gmail.com>
Cc: Patricia Salazar <psalazar@malibucity.org>
Subject: Malibu Inn Motel

Dear Planning Commissioners,

Please deny this project. It makes a mockery of having building codes. If you permit this, it would seem that anyone could build any project they wished. For example: it allows a 50 ft retaining wall – code is 6 ft.; it is built on a slope greater than 3:1; it permits more than 3000 cu yd greater than the code allows and the dirt removed will require more than 1200 trips to haul it away, which in turn will increase traffic congestion and air pollution adjacent to a school. I'm sure you are familiar with the negative effects of diesel fumes on anyone with lung disease, including kids with asthma. Further while the garage has a slightly sunken portion, it is not subterranean as the applicant states. Webster's: subterranean: "being, lying, or operating under the surface of the earth".

This will clearly exacerbate traffic congestion and reduce already limited parking for guests and visitors. In addition the estimated employees during the day would be three or four times that estimated by the applicant: 8 to 12 vs 3. Where will they park?

The project is a new project, not a revised project: 20 room motel/hotel with rooftop pool and bar is categorically not a tiny shopping center. Further, the water usage attributable to the two projects are not comparable.

This project does not comport with the rural nature of Malibu as defined in its mission statement. It is a suburban/urban motel/hotel.

Please deny this project.

Thank you,

Georgia Goldfarb

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/7/21 Time 7:30 AM
Planning Commission meeting of 1/11/22
Agenda Item No. 4E
Total No. of Pages 1

City Of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265
Phone (310) 456-2489
www.malibucity.org

PLANNING DEPARTMENT

Notice of Public Hearing

22969 PCH **22959 PCH**





Notice of Public Hearing

The Malibu Planning Commission will hold a public hearing on **THURSDAY, August 26, 2021, at 6:30 p.m**. on the project identified below via teleconference only in order to reduce the risk of spreading COVID-19, pursuant to the Governor's Executive Orders N-25-20 & N-29-20 & the County of Los Angeles Public Health Officer's Safer at Home Order.

CONDITIONAL USE PERMIT AMENDMENT NO. 13-006 AND JOINT USE PARKING AGREEMENT NO. 14-001 - An application to amend Conditional Use Permit No. 09-009 and Joint Use Parking Agreement (JUPA) No. 10-001 to allow the reduction of the restaurant service area in order to accommodate the creation of a new retail tenant space, and decrease the number of required off-site parking spaces in the JUPA to reflect the new number of required offsite parking spaces at an existing restaurant (Aviation Nation Dreamland)

LOCATION / APN / ZONING: **22969 Pacific Coast Highway** /4452-019-004/Commercial Visitor-Serving-One (CV-1)
APPLICANT / OWNER: Steven Hakim
APPEALABLE TO: City Council
ENVIRONMENTAL REVIEW: Categorical Exemption CEQA Guidelines Section 15301
APPLICATION FILED: December 11, 2013

For the project listed above with a categorical exemption for environmental review, pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Director has analyzed this proposed project and found that it 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. The Planning 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).

COASTAL DEVELOPMENT PERMIT NO. 09-067, CONDITIONAL USE PERMIT NO. 18-002, JOINT USE PARKING AGREEMENT NO. 18-001, INITIAL STUDY NO. 20-003, MITIGATED NEGATIVE DECLARATION NO. 20-003, VARIANCE NOS. 18-029, 18-030, 18-031 AND 20-035, AND SITE PLAN REVIEW NO. 18-025 - An application for the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop deck with swimming pool, spa and bar area, grading, retaining walls, landscaping, a new onsite wastewater treatment system and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; including a conditional use permit for a motel in the Commercial Visitor-Serving-One zoning district and sale of alcohol, a variance for non-exempt grading in excess of 1,000 cubic yards per acre of commercial development, a variance for construction on slopes steeper than 3 to 1, a variance for a retaining wall that is an integral part of the building in excess of 12 feet in height, a variance for surface parking within the required front yard setback, a site plan review for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof, and a joint use parking agreement to share the parking spaces with the adjacent lot to the east (22969 Pacific Coast Highway – Malibu Inn)

LOCATION / APN / ZONING: **22959 Pacific Coast Highway** / 4452-019-005 / Commercial Visitor-Serving-One (CV-1)
APPLICANT / OWNER: Burdge and Associates Architects, Inc. / Surfrider Plaza, LLC
APPEALABLE TO: City Council and California Coastal Commission
ENVIRONMENTAL REVIEW: Initial Study/Mitigated Negative Declaration (SCH No. 2021020396) CEQA Guidelines 15164
APPLICATION FILED: June 11, 2018

For the project listed above with an initial study for environmental review, pursuant to CEQA, the City adopted an initial study and mitigated negative declaration finding that the project would have no significant adverse effects on the environment (CEQA Guidelines Section 15070).

STAFF CONTACT CASE PLANNER: Adrian Fernandez, Assistant Planning Director, afernandez@malibucity.org (310) 456-2489, ext. 482

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 by contacting the Case Planner 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. If the City's action is challenged in court, testimony may be limited to issues raised before or at the public hearing. To view or sign up to speak during the meeting, visit www.malibucity.org/virtualmeeting.

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/planningforms, in person, or by calling (310) 456-2489, ext. 245.

COASTAL COMMISSION APPEAL - For the project appealable to the Coastal Commission, 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.

RICHARD MOLLICA, Planning Director Date: August 5, 2021

ATTACHMENT 8

Economic Impact Memo
Malibu Inn Motel
August 26, 2021

The project will generate the following types of economic benefits in the regional economy:
• Direct Benefits. Direct benefits relate to: a) the short-term business activity of general contractors involved in the project construction, and b) the ongoing business activity of retailers and other firms located within the developed project.
• Indirect Benefits. Indirect benefits will result when local firms directly impacted by the project in turn purchase materials, supplies or services from other firms. An example would include increased sales of building materials as a result of construction activity.
• Induced Benefits. Induced benefits relate to the consumption spending of employees of firms that are directly or indirectly affected by the project. These would include all of the goods and services normally associated with household consumption (e.g., housing, retail purchases, local services, etc.).

The analysis quantifies the above benefits in terms of the following measures:
• Total industry output – the increase in gross industry receipts, representing the total economic activity generated by the project;
• Total value added – The difference between an industry's total output and the cost of its intermediate inputs. It is the portion of total output that most accurately reflects local economic activity (i.e., local payrolls and profits, as distinct from gross output which may include the value of raw materials purchased outside the region);
• Employment – Expressed as new full-time equivalent (FTE) jobs ; and
• Labor Income – Payroll and benefits associated with the created jobs, along with additional proprietor income (payments received by self-employed individuals and unincorporated business owners).

Summary of One-Time Construction Impacts
The one-time economic benefits associated with the construction phase are summarized below and the construction impacts would include the following:
Direct Benefits: During its construction phase, the proposed project would directly generate approximately between $5-$10 million in total economic activity, result in close to $20 million value added, create approximately 88 full-time equivalent (FTE) jobs3, and generate more than $5 million in labor income.
Given that the project would be developed in the City of Malibu, all direct impacts would be in the City.
Indirect/Inducted Benefits: Along with its direct impacts to the City, the indirect/induced ("multiplier") impacts during project construction would include millions of dollars in total economic activity, including local value added, a multitude of jobs, and millions in labor income. Beyond the City's boundaries, the construction phase would also generate additional multiplier impacts in other parts of Los Angeles County.
Total Construction Phase Benefits: During its construction phase the project is projected to generate millions of dollars in total industry output, local value added, jobs, and in labor income through direct, indirect and induced economic activity.

ATTACHMENT 9

From a social and viability standpoint, this project is well suited for the area. It is located in the commercial visitor zone and through a market analysis, the amount of hotel rooms in the City of Malibu is approximately 109 rooms. Based on this, as well as the occupancy levels of surrounding hotels in the immediate area, such as the Surfrider Motel, and others, the viability of the project is more than compelling and there seems to be a high demand for such a project to meet the demands of visitors. It is also apparent through the Airbnb complications which have plagued the City of Malibu, this proposed project would help appease those issues significantly.

As far as the impacts on city services, the 20 room motel would bring a significant amount of TOT (Transient Occupancy Tax) revenue to the City of Malibu. This would help significantly with the annual budget of the City as the motel is expected to generate between $500,000 and $1 million dollars in TOT annually once fully operational. The motel would help fill a much needed void for visitor serving accommodations, and help in any event where homes are displaced locally, such as the Woolsey Fires.

DECEMBER 16TH, 2021

CC ATTACHMENTS
-SEA VIEW HOTEL RETAINING WALL

-VALET PARKING (42 ADDITIONAL SPACES)

-RWQCB PROVISIONS

MALIBU INN MOTEL COMMISSIONER INQUIRIES

Dear Commissioners,

We hope some of the below helps clarify any questions or concerns you may have with respect to our Motel Project. We thank you for your time and consideration.

1. U Turns – There was an inquiry as to whether or not the traffic study accounted for U Turns at Cross Creek Road. U Turns are not permitted at this signal, and our traffic study analyzed this accordingly. U Turns are permitted at the Malibu Pier, as well as Webb Way. Our traffic study was reviewed and approved by public works. This is also analyzed in our initial study.

2. Illegal Left Turns – There is no reason why this concern would be perpetuated by this project. Though this is a general issue to all properties on the hillside of PCH in Malibu and it is not site specific, we are only improving the matter. The project will install a Right Turn Only sign and Right Turn Arrow pavement markings to restrict left turns, which currently there are none. In addition, the project will also be adding another point of ingress and egress through the curb cut provided near the Chabad to help traffic flow. Fortunately, we also have our own traffic light at the Malibu Pier which is a big advantage. We are in a far better position to mitigate this concern than most other sites on our side of PCH. This is also analyzed in our initial study. Furthermore, valet may also be added to mitigate any traffic concerns. Currently there is no valet.

3. Retaining Wall – This site is one of the only undeveloped sites remaining on the hillside of PCH. Many other buildings have been constructed with very high retaining walls, and were necessary due to the site constraints and topographical landscape. Without these retaining walls, much of Malibu would not have been built. Fortunately, most of our retaining wall is part of our building and not visible from the street. Some examples of projects given this opportunity which have been approved with large retaining walls on the hillside of PCH are as follows: 22619 PCH (Enclave), 22601 PCH (Old PC Greens), 22761 PCH (Bryant Stibel), 22333 PCH (LeFrak Shopping Center), 22809 PCH (Regus), 22435 PCH (Single Family Home), and 22741 PCH (Sea View Hotel). We have also attached a diagram of the Sea View Hotel, which shows the section of the large retaining wall behind the building.

4. Billiard Room – We spoke with the tenant and she mentioned she has not spoken to or met with anyone from the City regarding this room. It is possible

ATTACHMENT 10

the person spoken with was a recent hire and was misguided. The tenant is aware that the billiard room has been accounted for as a Non Service Area for the restaurant from when the CUP was granted over 10 years ago. An employee lounge or billiard room is not service area and therefore the parking calculations are accurately reflected. The tenant has also added a sign which states "Not For Service" in this location.

5. Retail Space – The retail space is not permitted for service area and there are no tables for service at this location. We have spoken with the tenant and they are aware the space is strictly permitted for retail.

6. Pool – The pool is open to the public for a fee. The public can rent a motel room and use the pool. It would make absolutely no sense to have the pool open to anyone and everyone. This would mean any homeless, beach goer, or vagrant could use the motel pool. For example, there are provisions in the code which ask for properties to maintain beach parking, however there is of course no distinction that such parking is for free. Similarly, the pool at the motel would also be accessible to the public, but for a fee.

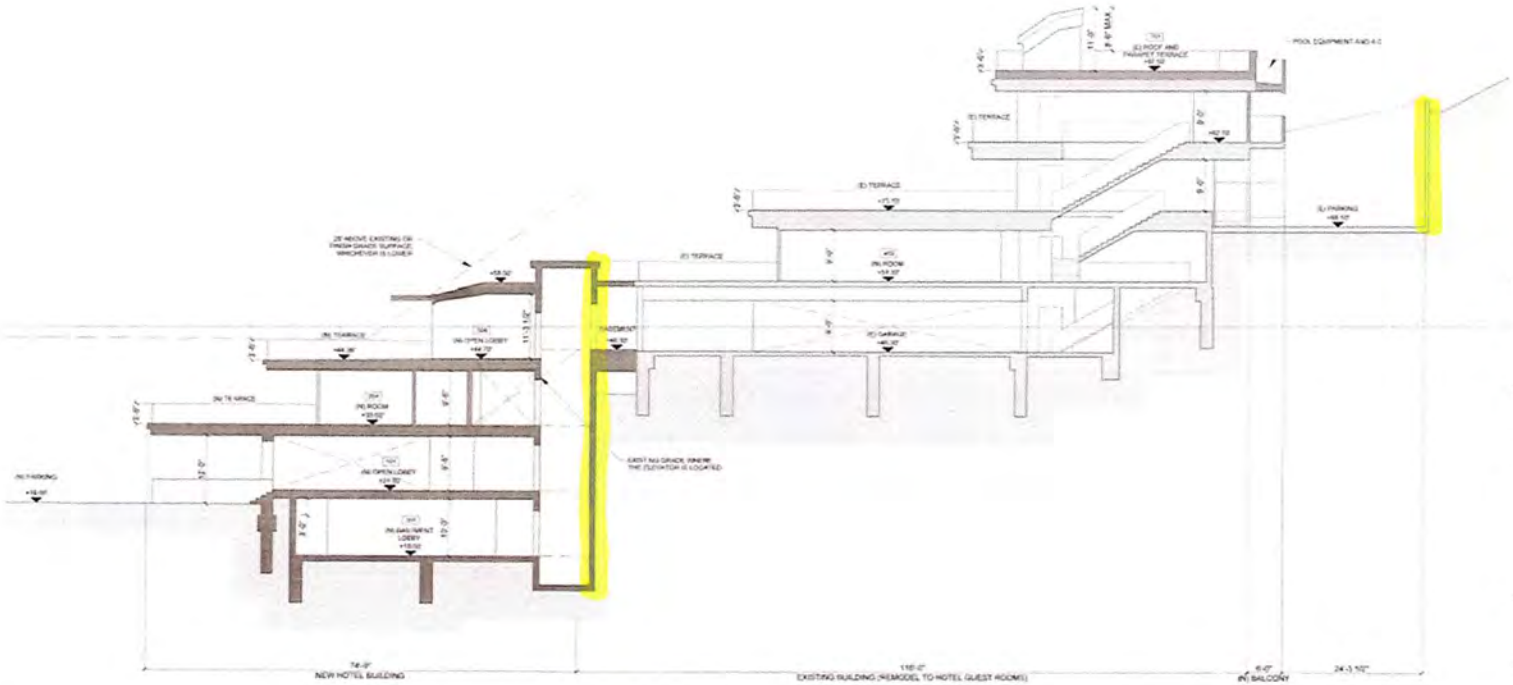
7. Surfrider Motel Parking – In an effort to be good neighbors our parking operator has provided an agreement that will allow the Surfrider Motel to park up to 5 cars if and only when it is available. This does not mean it is used every day and is likely only used seldomly. This agreement is terminable by either party providing a 15 day notice. It will not be in place for much longer and should not be counted towards any parking requirements. If the Planning Commission has an issue with parking needed for the Surfrider Motel, then they have the right to call for a review of their permit and operation through a formal hearing. We believe the statements made by the Surfrider Motel and Malibu Beach Inn about our future operation to be discredited as they have both opposed the project in an effort to maintain a monopoly on transient rooms in the City. We have accounted for one more parking space than the Surfrider Motel for the project and have the same exact room count. In addition, it is important to remember that the employee parking is based on the average number of employees, not the total number in a day. Furthermore, and most importantly, we have attached a conservative valet plan, which allows for an additional 42 parking spaces above and beyond what is required without asking for any parking variances. Surfrider does not have the ability to have valet or stackers to help with their parking due to their constrained site.

8. 4zz List - We have confirmed with Ensitu Engineering, a consultant who is extremely knowledgeable about dealing with the RWQCB that the Water Board does not have the ability to review the project until after it has received City approval. The reason for this is because the RWQCB needs to know

precisely what the project is approved for first. As indicated in the attached documentation, this project address is on the exempt list, and therefore the project is deemed exempt by definition of the RWQCB ("These projects have been entitled for a new Onsite Wastewater Treatment System (OWTS) by the Regional Board)".

Thank you again for your consideration.

Surfrider Plaza, LLC



1 SECTION B-B'
1/8" = 1'-0"

HATCH LEGEND
- EXISTING WALLS
- NEW WALLS
- LANDSCAPE AREA

Blue Onyx Design & Engineering, Inc.
22741 Pacific Coast Highway, Suite 400, Malibu CA 90265
310.456.5515

MALIBU SEA VIEW HOTEL
22741 / 22729 PCH
MALIBU, CA 90265

ISSUANCE

DATE	DESCRIPTION	NO
[redacted]	SCHEMATIC DESIGN	
[redacted]	SCHEMATIC DESIGN	
[redacted]	SCHEMATIC DESIGN	
[redacted]	SCHEMATIC DESIGN	
[redacted]	PLANNING DEPT SUB	

PLANNING DEPT. SUBMISSION
NOT FOR CONSTRUCTION

SECTIONS

A3.11

4/26/2021 5:03 PM

• EXISTING PARKING FOR 22969 PCH MALIBU INN RESTAURANT

EXISTING RESTAURANT 1,935 SQ FT SERVICE AREA , 1 SPACE PER 50 SQ FT SERVICE AREA, PARKING REQUIREMENTS = 39 SPACES.
EXISTING RETAIL 1,636 SQ. FT. GROSS FLOOR AREA, 1 SPACE FOR 225 SQ FT GFA, PARKING REQUIREMENTS = 8 SPACES.
TOTAL REQUIREMENTS PARKING SPACES FOR 22969 PCH = (39 + 8 SPACES) = 47 SPACES.

EXISTING NON CONFORMING PARKING SPACES PROVIDED AT 22969 PCH = 23 SPACES

TOTAL PARKING SPACE REQUIRED ON ADJACENT PROPERTY = (47 - 24) = 24 SPACES

PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : 23 SPACES
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = 24 SPACES
TOTAL REQUIRED -> 47 SPACES

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

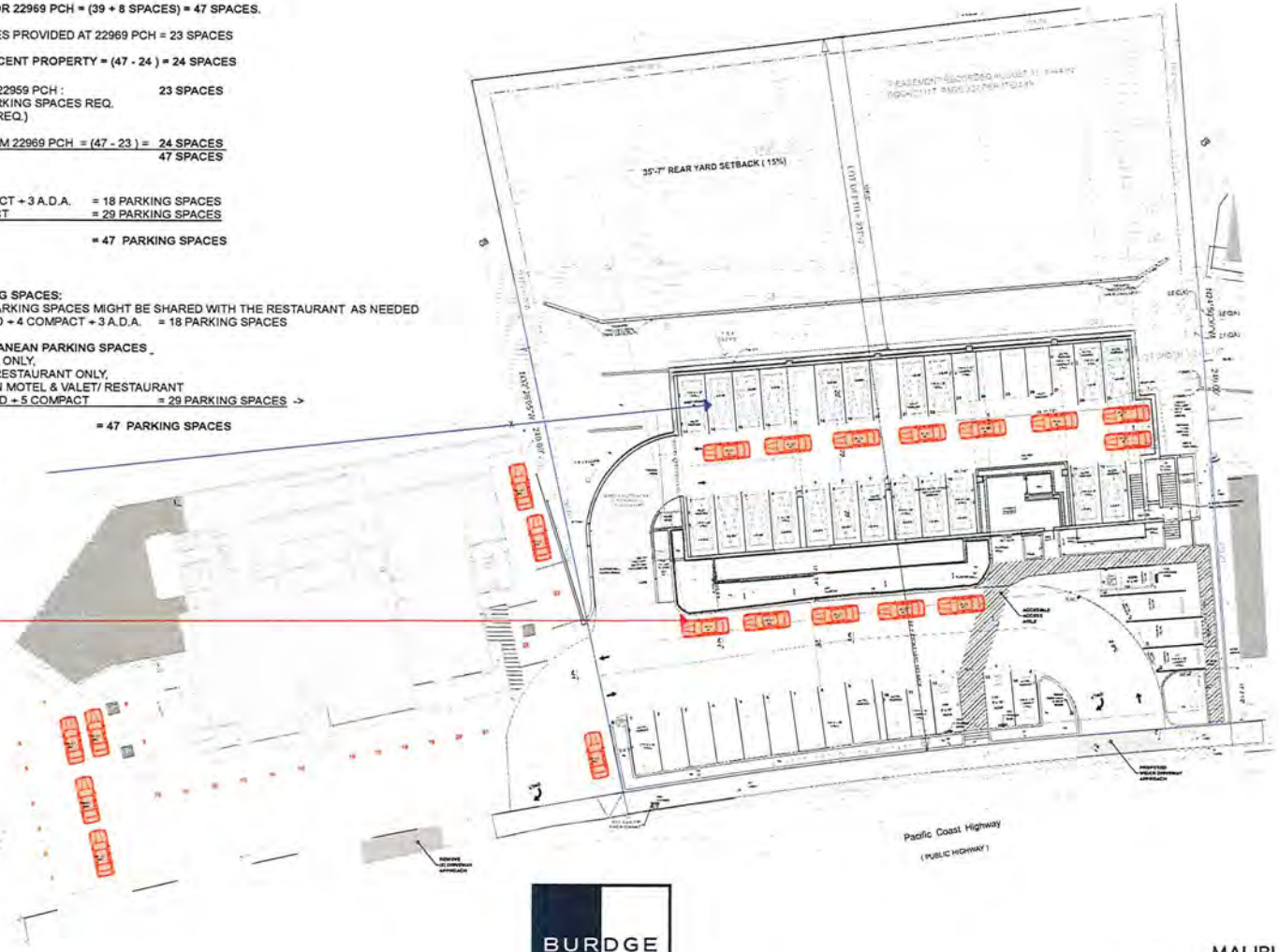
PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY,
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY,
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES

ADDITIONAL VALET PARKING WITH STACK SYSTEM
22 SPACES (VS #1 TO VS # 22)

ADDITIONAL VALET PARKING
20 SPACES (V #1 TO V # 13)
AND (V#1A TO V# 7A)



BURDGE ARCHITECTS

EXHIBIT #2
PROPOSED PARKING W/ VALET & STACK SYSTEM

MALIBU INN MOTEL
22959 PACIFIC COAST HWY.
MALIBU, CALIFORNIA 90265

City of Malibu

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

POLICY FOR ENVIRONMENTAL HEALTH REVIEW OF DEVELOPMENT PROJECTS WITHIN THE CIVIC CENTER PROHIBITION AREA

The California Regional Water Quality Control Board, Los Angeles Region (Regional Board) adopted Resolution No. R-4-2009-007, a Basin Plan Amendment to the State Water Code to "Prohibit On-Site Wastewater Disposal Systems in the Malibu Civic Center Area." The resolution became effective on December 23, 2010. On August 23, 2011 the State Board approved a Memorandum of Understanding (MOU) with the City. An amendment to the MOU was approved on February 2, 2017.[1] The MOU establishes time frames and milestones for the City to achieve compliance with the Prohibition. The boundaries of the Malibu Civic Center Onsite Wastewater Disposal Prohibition Area are shown on Exhibit A attached.

The City policy for Environmental Health review of development projects proposed for properties located within the prohibition area is as follows.

Phase I and Phase II

Vacant Lots

All new onsite wastewater disposal system discharges are prohibited by the Regional Board through the Basin Plan Amendment with the exception of those projects identified in Table 4-zz of the adopted resolution. These projects have been deemed entitled for a new Onsite Wastewater Treatment System (OWTS) by the Regional Board. All other new development projects that include a new sanitary waste discharge through a new OWTS will be referred to the Regional Board for concurrent approval with the development review by the City. Regional Board approval for a project's wastewater discharge must be obtained prior to any development approvals or permits.

Developed Properties

The resolution prohibits effluent discharge from existing OWTS after September 30, 2018, for commercial properties and November 5, 2024 for residential properties. Resolution No. R-4-2009-007 states "This prohibition is not intended to prevent repairs and maintenance to existing septic/disposal systems, provided that repairs and maintenance do not expand the capacity of the system and increase flows of wastewater." The prohibition does not allow for any new discharges, except as mentioned above those for projects identified on Table 4-zz. An expansion of existing development may be authorized provided the proposal does not include a new discharge of sanitary waste. For residential occupancies, any increase in the number of existing bedrooms or plumbing drainage fixture units is considered a new discharge of sanitary waste. For

[1] Https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/Malibu/2017/2017MalibuMOUandResolution.

nonresidential occupancies, any increase in the number of drainage fixture units, or intensity of use per the Malibu Plumbing Code, either voluntary or due to code compliance, is considered a new discharge of sanitary waste. The number of pre-existing bedrooms and/or drainage fixture units shall be demonstrated by the applicant using evidence of approved construction permits, or, in cases where the permit record is unclear, by record drawings certified (wet signed and stamped) by a licensed architect or civil engineer. As an alternative to bedroom and fixture unit analysis, an applicant may submit an engineering report to identify waste discharge quantities (flow and pollutant loading) for a specific proposed development project versus those existing prior to the Prohibition, to demonstrate that the project will produce no discharge of wastewater exceeding the quantity discharged from the OWTS existing prior to the Prohibition. Approval is subject to review and analysis by Staff. Existing wastewater flows shall not be increased or exceed the capacity of the existing OWTS. Projects that do not involve a new waste discharge will be reviewed utilizing the same criteria as applied to projects outside the prohibition area.

Phase III Areas

Vacant Land

Same policy as for Phase I & II vacant land.

Developed Properties

Compliance with the bulleted items below shall demonstrate consistency with the Basin Plan Amendment and the protection of Public Health per the MOU.

Residential

Modification to existing residential structures may be allowed. Increases in the number of bedrooms and plumbing fixture units may be considered provided the following criteria are strictly adhered to:

- The property owner shall sign an acknowledgement stating they have read and understand the provisions of the Basin Plan Amendment and the MOU.
- All increased wastewater flows shall be limited to a maximum of 420 gallons per day or less as an estimated average residential flow. Flows shall be calculated utilizing United States Environmental Protection Agency mean daily per capita indoor use of 70 gal/persons/day. For purposes of this calculation, the first bedroom shall have a two-person occupancy; each additional bedroom shall have single person occupancy. A room shall be considered a bedroom if it provides privacy and is in close proximity to a bathroom with a bathtub and/or shower fixtures.
- Existing OWTS with existing flows greater than 420 gallons per day may be considered provided the existing flow is not increased by the proposed modification.
- Any new fixtures shall be water efficient and meet current state low flow standards. Every effort to maximize water efficiency must be implemented.
- As an alternative to bedroom and fixture unit analysis, an applicant may submit an engineering report to identify waste discharge quantities (flow and pollutant loading) for a specific proposed development project versus those existing prior to the Prohibition, to

demonstrate that the project will produce no discharge of wastewater exceeding the quantity discharged from the OWTS existing prior to the Prohibition. Approval is subject to review and analysis by Staff.

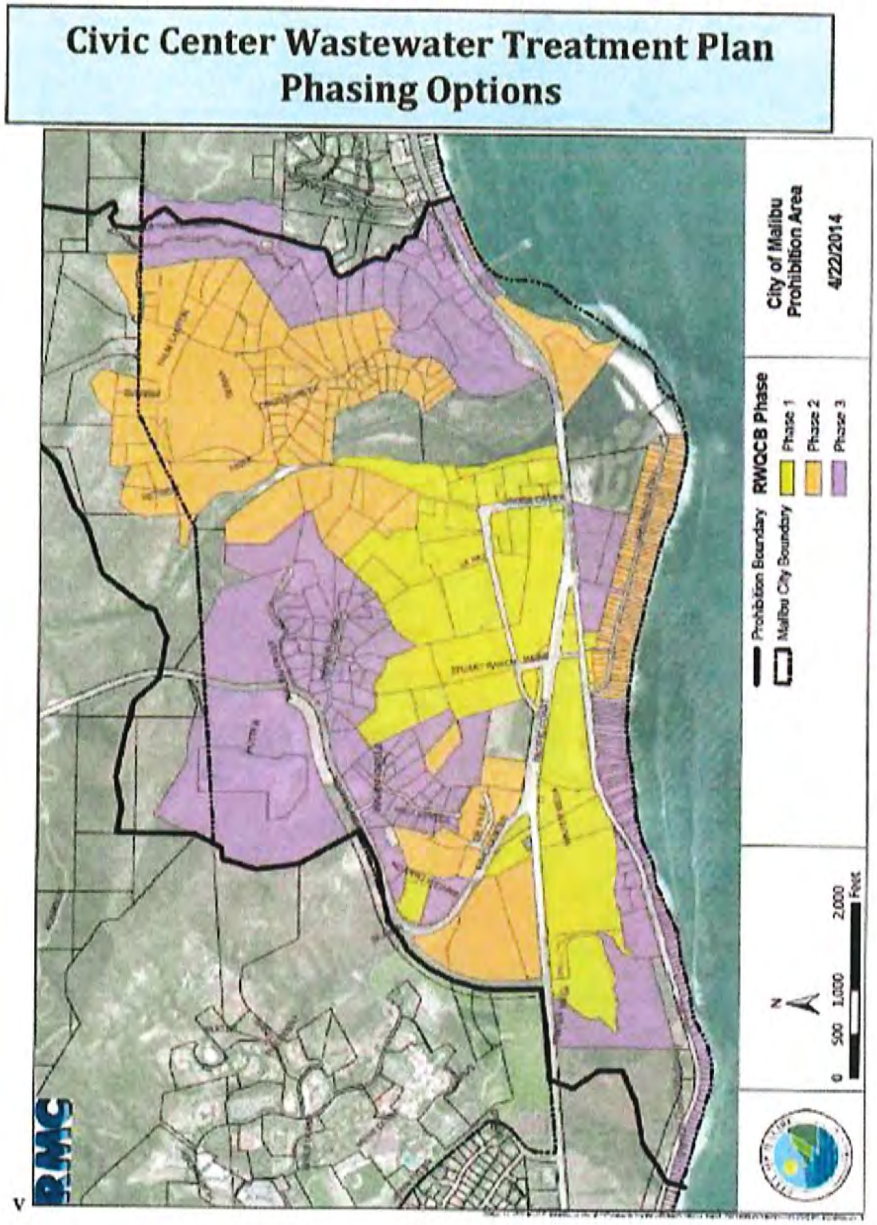
- All expanded or new OWTS shall be designed to include filtration and disinfection to their existing or new OWTS in accordance with City regulations.
- All applicable City reviews, approvals, and permits must be obtained for any required OWTS alteration, repair, or replacement.

The City will consider the construction of a new replacement residential structure on a property where an existing residential structure will be demolished as an "existing residential structure".

Nonresidential

- The property owner shall sign an acknowledgement stating they have read and understand the provisions of the Basin Plan Amendment and the MOU.
- Existing wastewater flows shall not be increased or exceed the capacity of the existing OWTS. Engineering analysis of wastewater flows pre and post modification must be provided.
- Any new fixtures must be water efficient and meet current state low flow standards. Every effort to maximize water efficiency must be implemented such as the replacement of existing fixtures with new water efficient fixtures.
- All expanded or new OWTS shall be designed to include filtration and disinfection to their existing or new OWTS in accordance with City regulations.
- All applicable City reviews, approvals, and permits must be obtained for any required OWTS alteration, repair, or replacement.

EXHIBIT A: Boundary Map



65273.00001\32964569.1

Malibu Civic Center Prohibition, Table 4-zz

Address	APN
24001 Malibu Road	4458018005
3469 Cross Creek Road	4458023003
3504 Coast View Drive	4458026014
23038 Pacific Coast Highway	4452005001
23060.5 Pacific Coast Highway	4452006902
3516 Sweetwater Mesa Road	4452017006
2930 Sweetwater Mesa Road	4452025021
2860 Sweetwater Mesa Road	4452025023
23460 Malibu Colony Drive	4458004031
23872 Malibu Road	4458007019
23812 Malibu Road	4458007028
24024 Malibu Road	4458009007
24380 Malibu Road	4458011021
22959 Pacific Coast Highway	4452019005
22941 Pacific Coast Highway	4452019009
24132 Malibu Road	4458010009
24266 Malibu Road	4458011010
23618 Malibu Colony Drive	4458005040
23401 Civic Center Way	4458022001
23800 Malibu Crest Drive	4458024038
3700 La Paz Lane	4458022025
23915 Malibu Road	4458018004
23410 Civic Center Way	4458020010
23816 Malibu Crest Drive	4458024023
3556 Sweetwater Mesa Road	4452017008
3314 Serra Road	4452026012
23917 Malibu Road	0000000067
23919 Malibu Road	0000000068
23921 Malibu Road	0000000069
23923 Malibu Road	0000000070
23652 Malibu Colony Drive	4458005030
23664 Malibu Road	4458001003
23720 Malibu Road	4458002900
3535 Coast View Drive	4458027030
23316 Malibu Colony Drive	4452008016
23684 Malibu Colony Drive	4458005022
23872 Malibu Road	4458007019
24052 Malibu Road	4458009002
23405 Malibu Colony Drive	4452010010
23681 Malibu Colony Drive	4458002008
23917 Malibu Road	4458018004
23919 Malibu Road	4458018004
23921 Malibu Road	4458018004
23923 Malibu Road	4458018004
(The Vesting Tract Map has not been recorded therefore APNs have not yet been assigned to the individual lots below.)	
24108 Pacific Coast Highway	4458018002
24120 Pacific Coast Highway	4458018018
24134 Pacific Coast Highway	4458018019
24150 Pacific Coast Highway	
24174 Pacific Coast Highway	
3215 Serra Road	4457003023
3217 Serra Road	4457003021, 4457003022
3219 Serra Road	4457003019
3221 Serra Road	4457003020
3240 Cross Creek Road	4457002038

February 11, 2022

Steven Hakim
9350 Wilshire Blvd. Ste 300
Beverly Hills, CA 90212
P 310-393-5800 C 310-908-7300
F 310-393-1292
E Steven@HakimHoldings.com

Project: 22959 Pacific Coast Highway
Malibu, California 90265

Kurt Fischer Structural Engineering Inc. KFSE Job No. 18061.00

Subject: Planning Commission Response

At your request, KFSE has created a structural response to the request from the planning commission request for clarification on min setback requirements for descending slopes. The proposed new structure will be subject to the requirements of the California building code. That current code is the 2019 California Building Code. Section 1808.7 Foundations on or adjacent to the slopes provides the requirements for hillside setbacks. All new structures are subject to this requirement unless alternate setback clearances are granted per section 1808.7.5. Figure 1808.7.1 of the California building code provides guidance on the setback requirements. In addition to the California building code figure. Los Angeles department of building and safety has provided a public bulletin P/BC 2020-001 which helps interpret the setbacks. Although the project is not within the jurisdiction of LADBS the document helps clarify section 1808.7 of the California Building Code. Many other adjacent jurisdictional authorities have created a similar information bulletin. We have included that P/BC 2020-001 as appendix A.

Sincerely,

Kurt Fischer Structural Engineering, Inc.

Kurt Fischer, Lic. # S5432

APPENDIX A – P/BC 2020-001

FOOTING/BUILDING SETBACKS FROM SLOPES

The placement of buildings and structures on or adjacent to slopes steeper than 3 horizontal to 1 vertical shall be in accordance with Section 1808.7 of the Building Code. When a geology and/or soils report is required by the Department, the setbacks prescribed by the code shall be considered sufficient only when the report has addressed the following:

1. The static, seismic (when required), and surficial stability of the slope. The factor of safety must meet a minimum of 1.5 for static and 1.0 for seismic.
2. The kinematic stability (when required) of rock slopes. The factor of safety must meet a minimum of 1.5 for potential planar, wedge, and/or topple failures where the kinematic analyses has demonstrated the geometric potential of such failure modes to occur.
3. The erosion potential of the soils. Appropriate mitigation measures must be provided as necessary.
4. The adequate performance of similar slopes in the general area.
5. Appropriate surface water drainage provisions.
6. Debris/mud flow potential.

Figures 1 through 8 show standard methods of providing the code required setback for buildings and footings for all structures except pools.

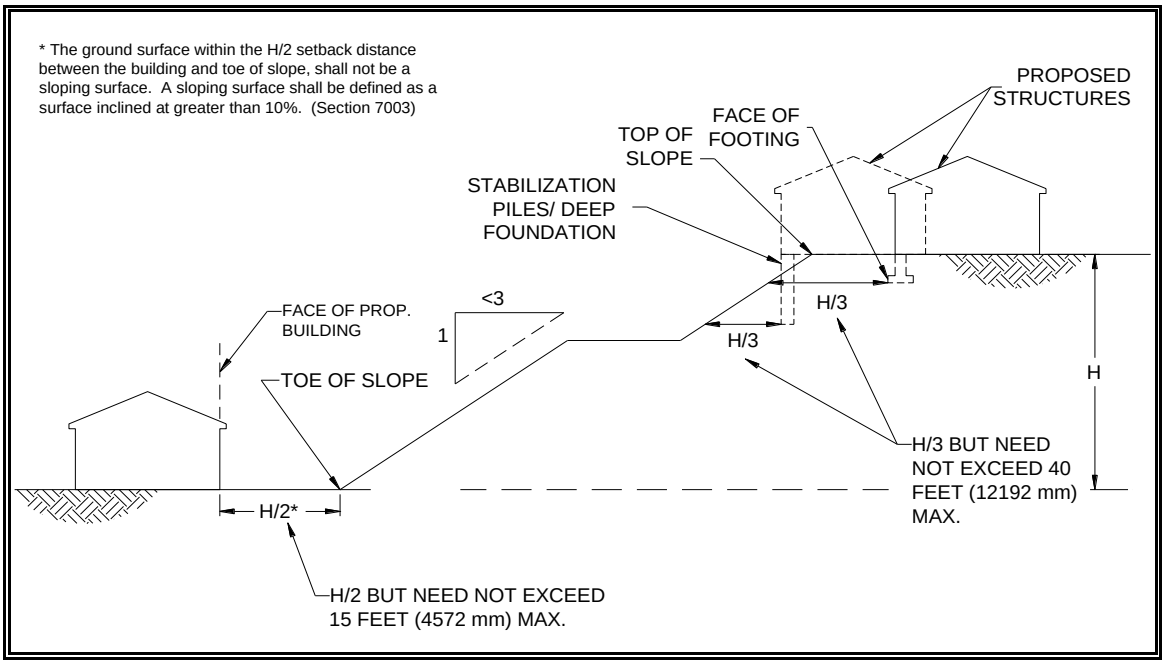


Figure 1 (Section 1808.7.1)

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

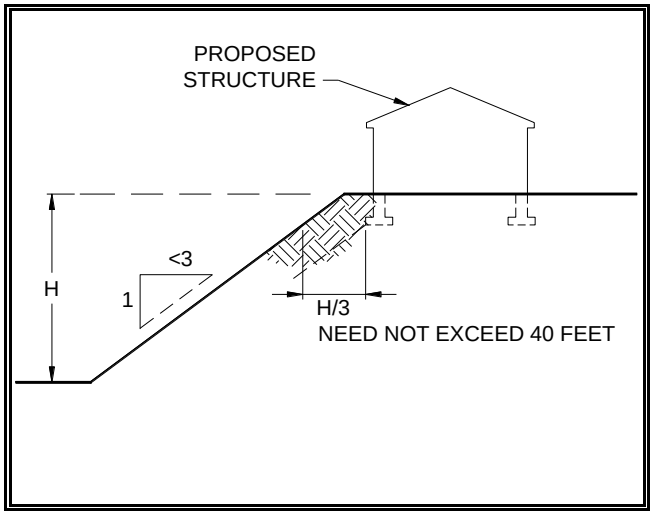


Figure 2 (Section 1808.7.2)

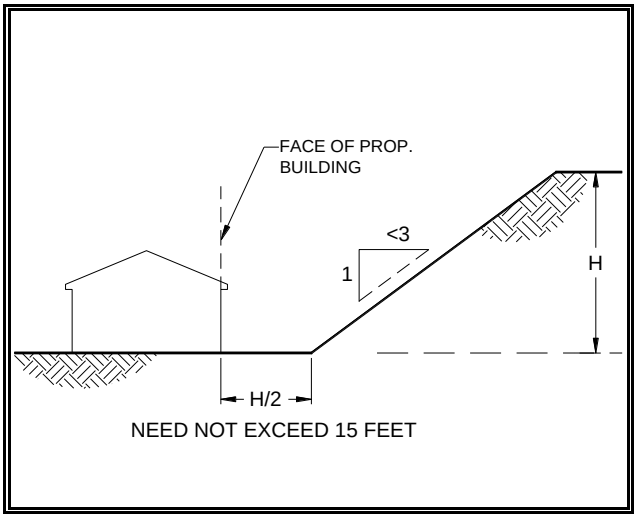


Figure 3 (Section 1808.7.1)

Where the slope is steeper than 1:1 (45 degrees), then the setback is measured from an imaginary line projected at an angle of 45 degrees and tangent to the slope (see Figures 4 & 5).

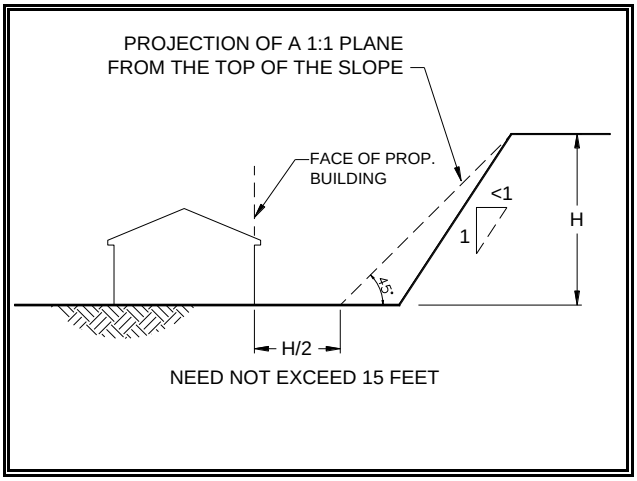


Figure 4 (Section 1808.7.1)

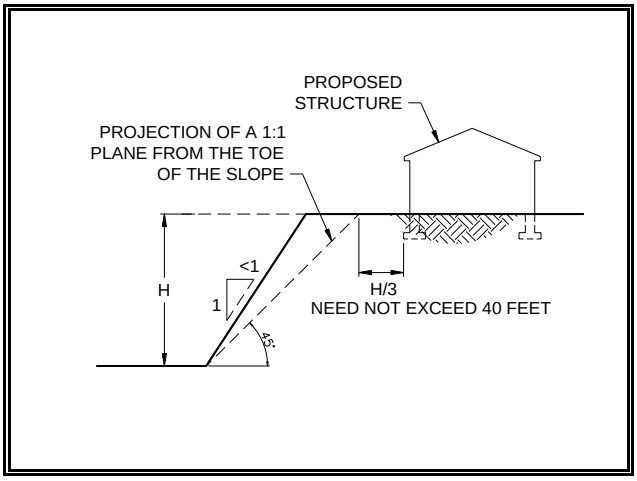


Figure 5 (Section 1808.7.2)

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

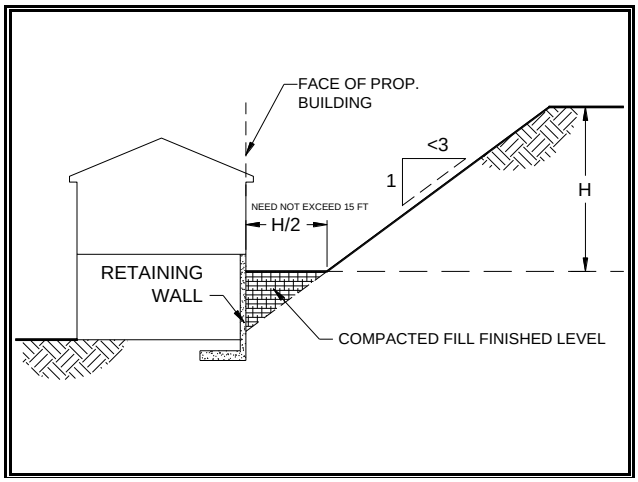


Figure 6 (Section 1808.7.1)

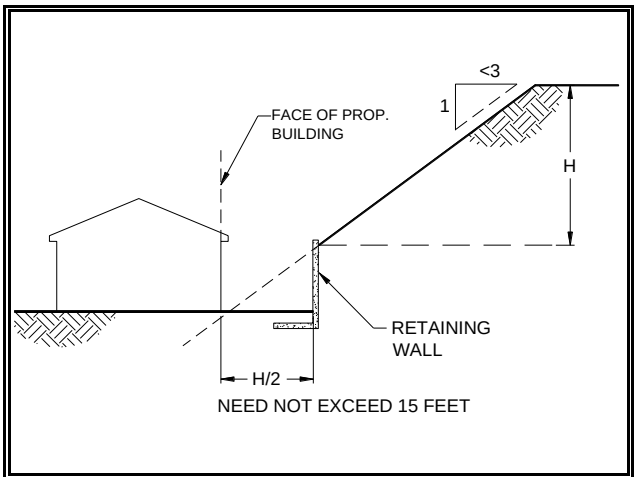


Figure 7 (Section 1808.7.1)

The H/2 level setback may be partitioned into a maximum of two adjoining levels by the use of retaining walls, such that when the two levels are added together they equal the distance H/2 (as shown in Figure 8). Where the H/2 distance is less than or equal to 5 feet, only one level is allowed.

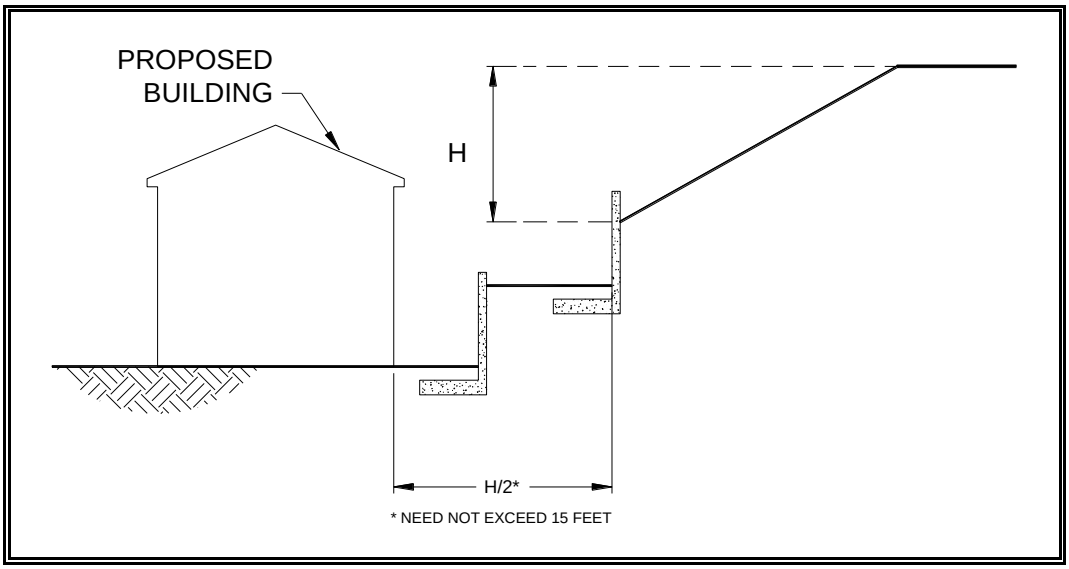


Figure 8 (Section 1808.7.1)

As shown in Figures 6, 7, and 8, the building shall be provided with a level setback area from the ascending slope. The toe of the slope shall not be located against the building wall.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Figures 9, 10, 11, and 12 show how the standard setback can be provided for pools adjacent to a slope steeper than 3 horizontal to 1 vertical but less than 1 horizontal to 1 vertical. Where the slope is steeper than 1:1, the setback shall be measured from an imaginary plane projected at an angle of 45 degrees and tangent to the slope. In addition to the footing setback, any portion of the pool wall within 7 feet of the top of the slope shall be designed for a freestanding condition, without soil support (see Figure 10).

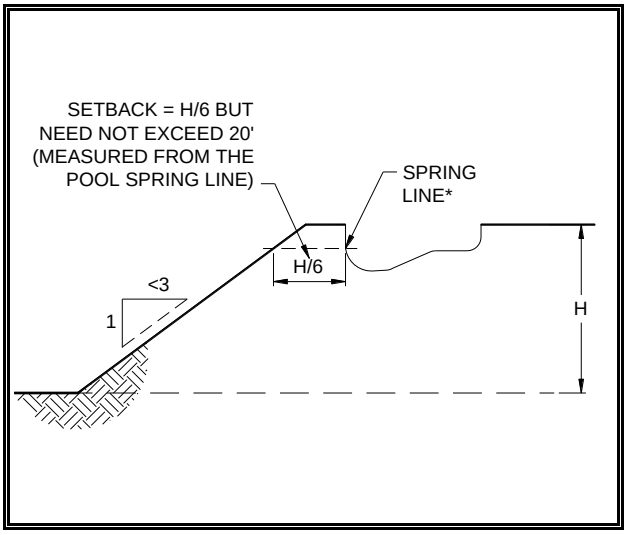


Figure 9 (Section 1808.7.3)

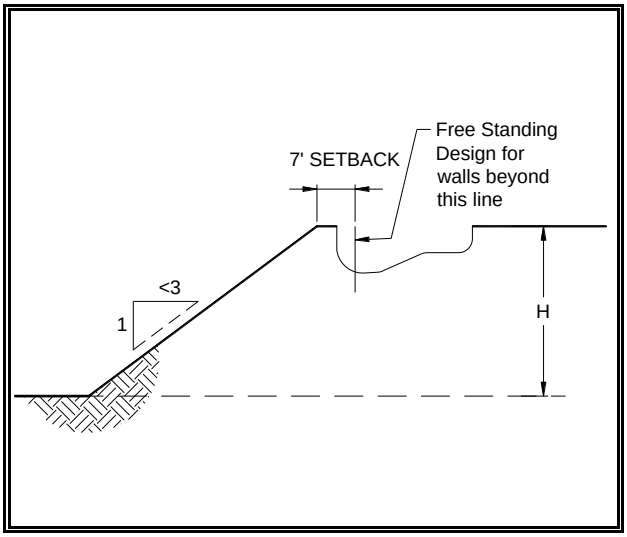


Figure 10 (Section 1808.7.3)

* The spring line is defined as the location on the pool shell where it changes curvature away from the adjacent slope. In addition, the pool clearance dimension is measured to the outside of the pool shell not the inside finished surface.

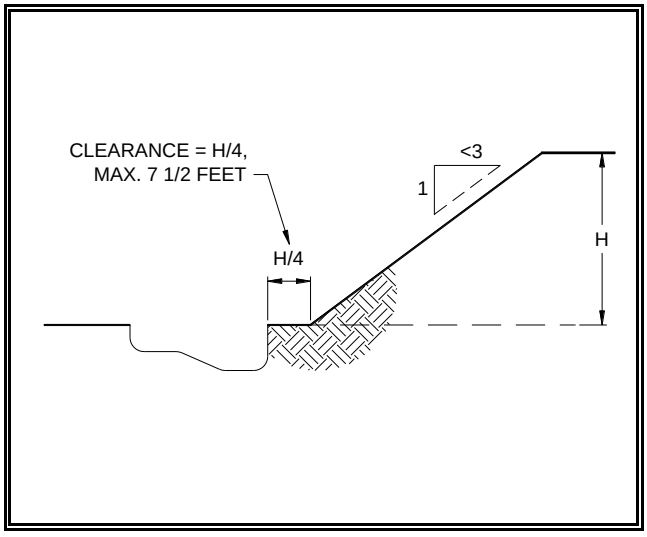


Figure 11 (Section 1808.7.3)

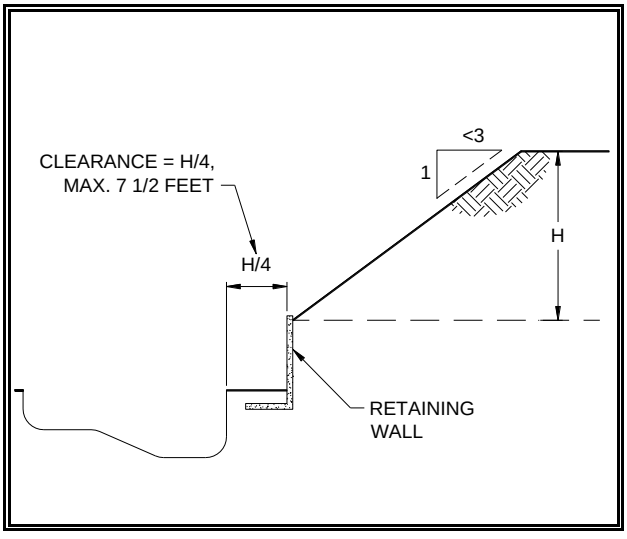


Figure 12 (Section 1808.7.3)

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

TALL RETAINING WALLS ALONG PCH

APPROVED 18 - 41 FT. RETAINING WALLS IN THE CITY OF MALIBU



PROPOSED
22959 PCH.



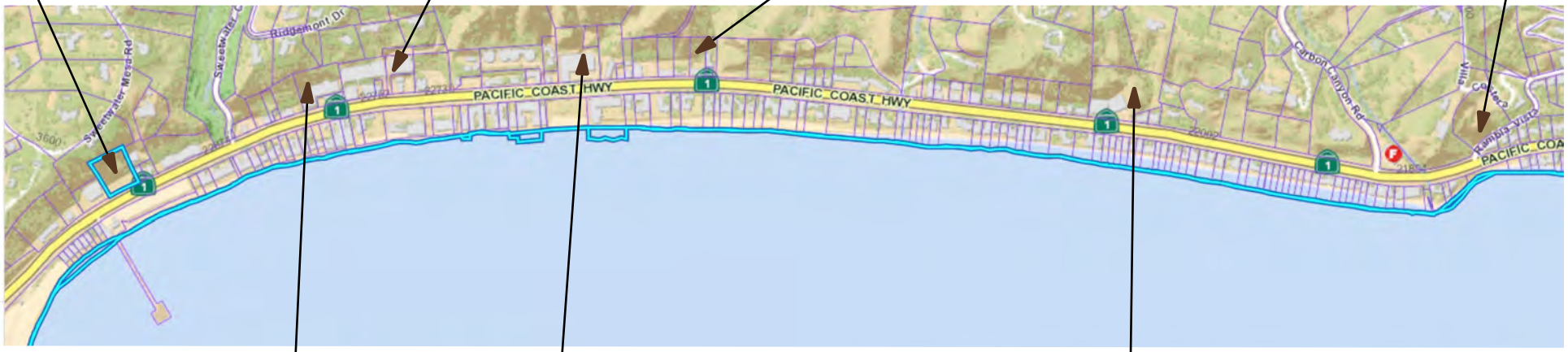
22741 PCH.



22435 PCH.



4451-011-905



22809 PCH.



22601 PCH.



22065 PCH.

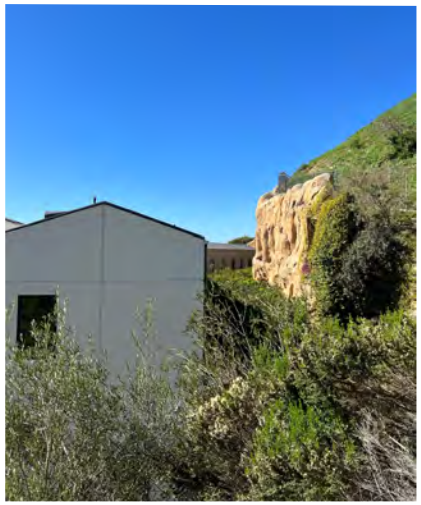


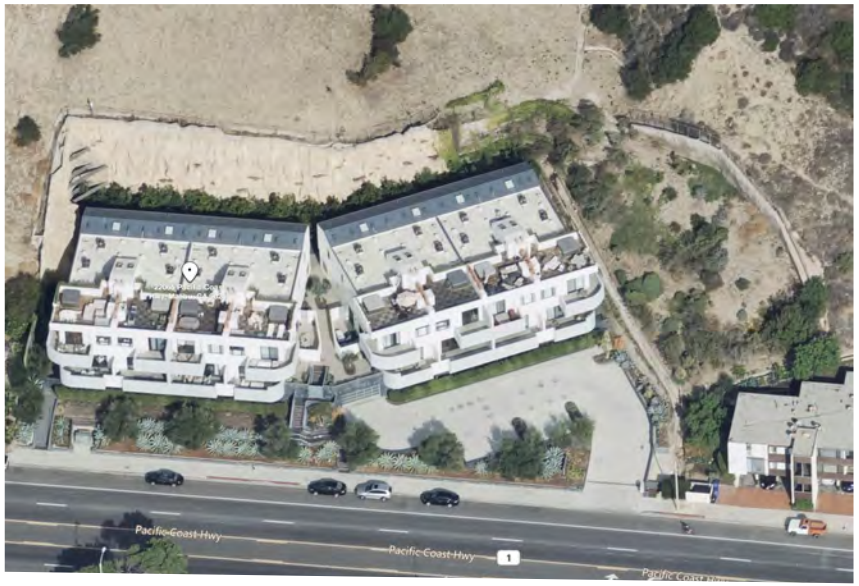
ATTACHMENT 12

22065 PCH











22065 PCH.

Built in 2006 (Coastal Commission Permit 5-90-265)

Approved by City Council in 2003, up to 41 ft. high retaining walls

13,000 cu. yds. grading (including 5,000 cu. yds. remedial grading for landslide).

22435 PCH.

CE 06-0

SCANNED NOV 06 2006

Notice of Exemption

City of Malibu
Planning Division

RECEIVED
JUN 13 2006
CITY CLERKS OFFICE
CITY OF MALIBU

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: City of Malibu
23815 Stuart Ranch Road
Malibu, CA 90265

☑ County Clerk
County of Los Angeles
P.O. Box 1024
Norwalk, CA 90651-1024

Project Title: Coastal Development Permit No. 05-075, Site Plan Review Nos. 06-006, 06-007, and 06-008, and Variance Nos. 03-013 and 03-014

Project Location – Specific: 22435 Pacific Coast Highway

Project Location – City: Malibu **Project Location** – County: Los Angeles

Description of Nature, Purpose, and Beneficiaries of Project: An application for the construction of a new, two-story, 7,330 square foot single-family residence with a 3,462 square foot basement, not to exceed 28-feet in height. Landscaping, hardscape (including a driveway and fire department turnaround), grading, fences, walls and an alternative onsite wastewater treatment system are also proposed. Site plan reviews are requested for height above 18-feet, construction on slopes greater than 2½ to 1, and remedial grading. Variances are requested for construction on slopes exceeding 2½ to 1 and for retaining wall height over six-feet.

Name of Public Agency Approving Project: City of Malibu

Name of Person or Agency Carrying Out Project: Norman Haynie on behalf of property owner Blue Onyx Design and Engineering, Inc.

Exempt Status: *(check one)*

☐ Ministerial (Sec. 21080(b)(1); 15268): _____
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)): _____
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c)): _____
☑ Categorical Exemption; Type and section number: 15303
☐ Statutory Exemptions; Code number: _____

Reasons why project is exempt: The project consists of a new single-family residence and associated development. As such, the project is consistent with the classes of projects described in CEQA Guidelines Section 15303 (a) and (e) that are considered exempt from further CEQA review. None of the exceptions described in Section 15300.2 apply. No potentially significant impacts will result from the project, either singularly or cumulatively.

Lead Agency Contact Person: Joshua Hart Telephone Number: (310) 456-2489 ext. 250

Signature: Joshua Hart Title: Senior Planner Date: March 21, 2006
Joshua Hart

☑ Signed by Lead Agency
☐ Signed by Applicant

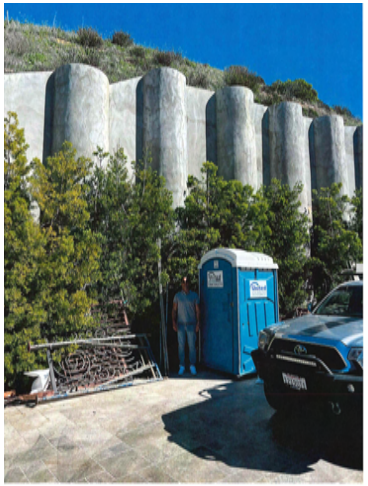
Date received for filing at OPR: _____

FILED
MAY 11 2006
CONNY B. McCORMACK, COUNTY CLERK
M. SMITH DEPUTY

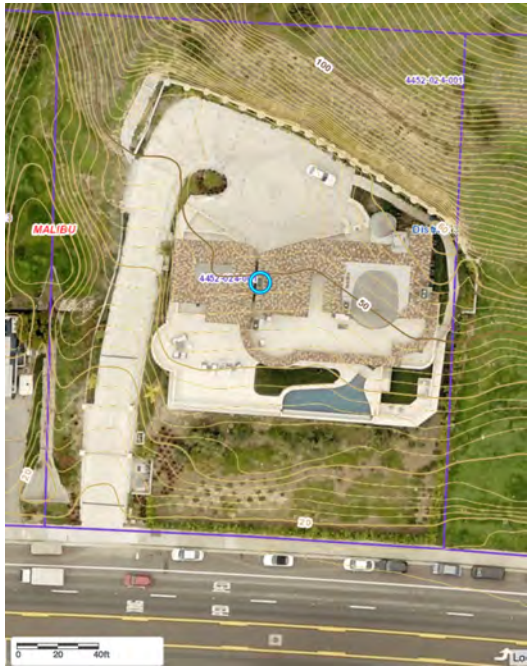
THIS NOTICE WAS POSTED
ON MAY 11 2006
UNTIL JUN 12 2006
REGISTRAR-RECORDER/COUNTY CLERK

06 0020293
C: PL









22435 PCH (CDP 05-075)

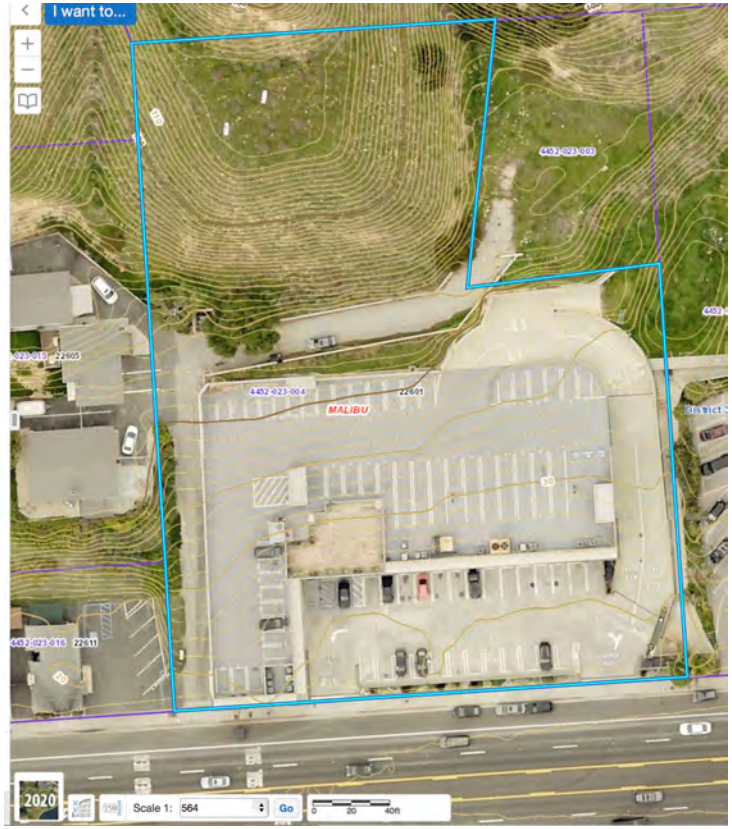
Approved in 2006, 18 ft retaining wall & 30,000 cu. yds. grading, construction on slope exceeding 2 1/2 to 1

22601 PCH.











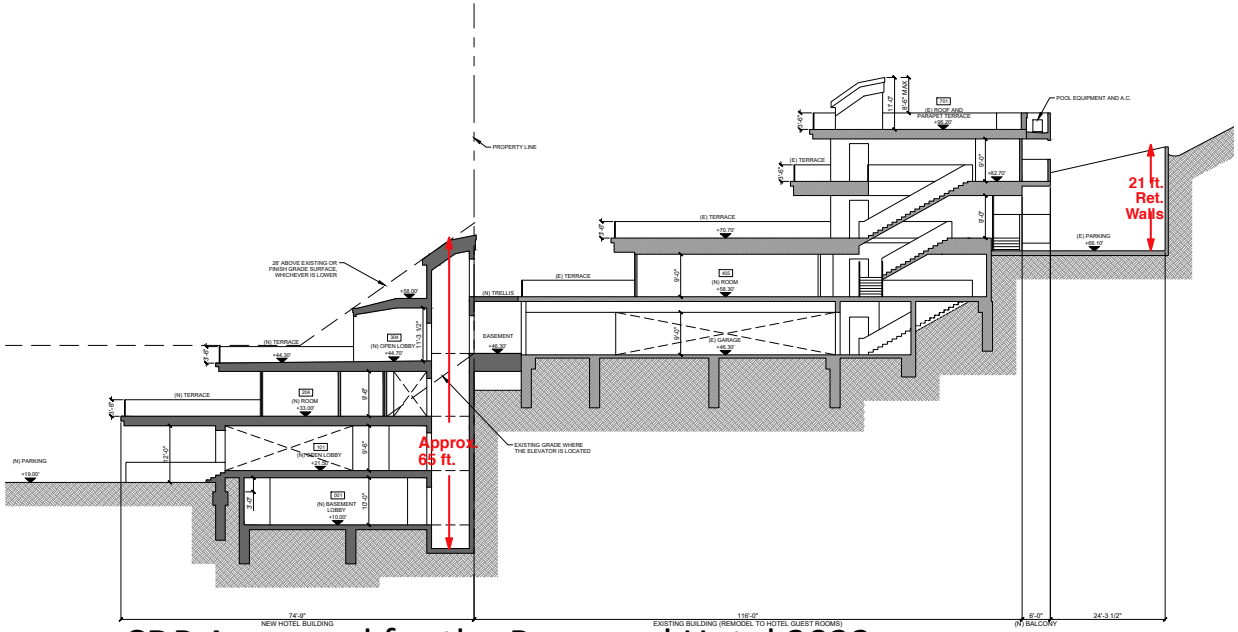
22601 PCH.

Built in 1991. Coastal Commission Permit 5-87-132

35,374 sq. ft. **16,204 cu. yds. grading, 15 ft height retaining walls**

22741 PCH.





CDP Approved for the Proposed Hotel 2022

1 SECTION B-B'
1/8" = 1'-0"

Blue Onyx Design & Engineering, Inc.
22741 Pacific Coast Highway, Suite 400, Malibu CA 90265
310-456-5515

MALIBU SEA VIEW HOTEL
22741 / 22729 PCH
MALIBU, CA 90265

ISSUANCE:

DATE	DESCRIPTION	NO
03/04/17	SCHEMATIC DESIGN	
03/29/17	SCHEMATIC DESIGN	
04/04/17	SCHEMATIC DESIGN	
04/14/17	SCHEMATIC DESIGN	
08/17/17	PLANNING DEPT SUB	

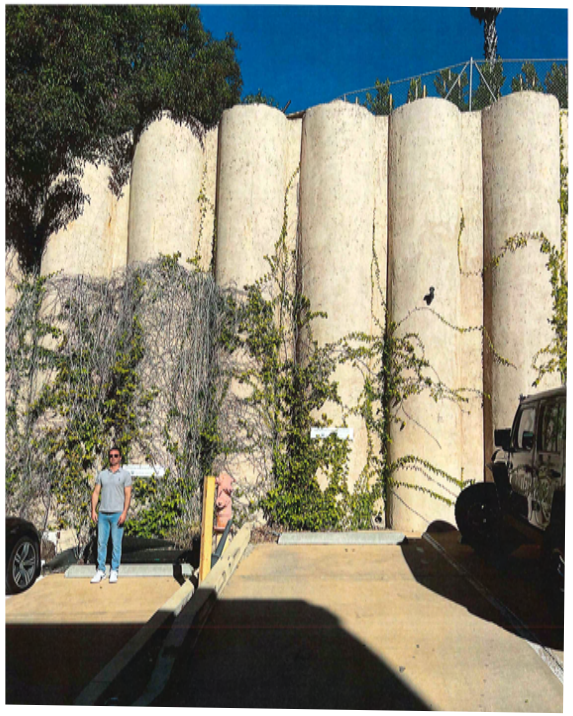
PLANNING DEPT. SUBMISSION
NOT FOR CONSTRUCTION

SECTIONS

A3.11

8/25/2017 10:20 AM



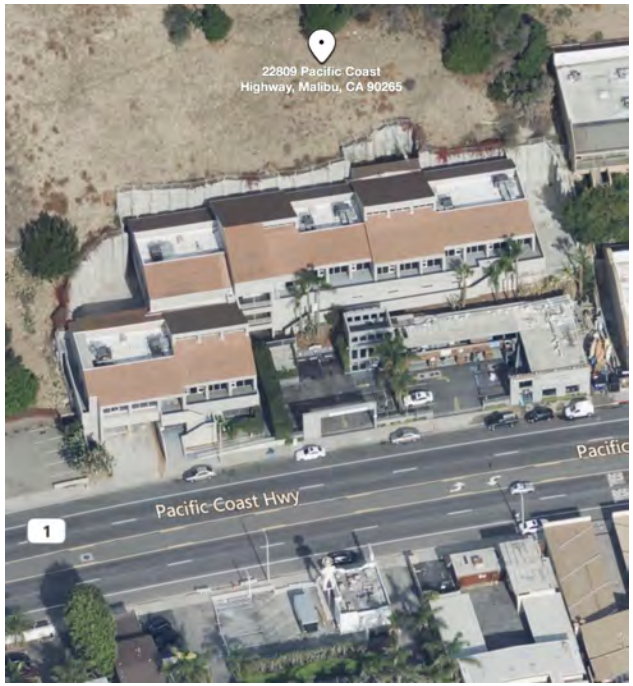


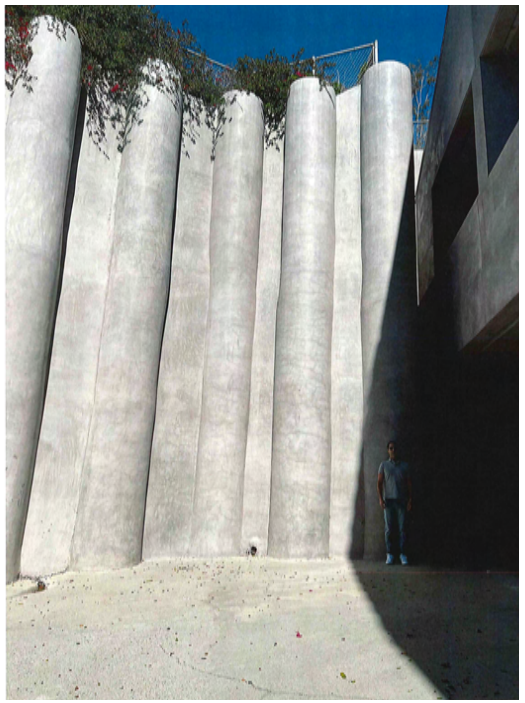


22741 PCH.

21 ft retaining walls

22809 PCH





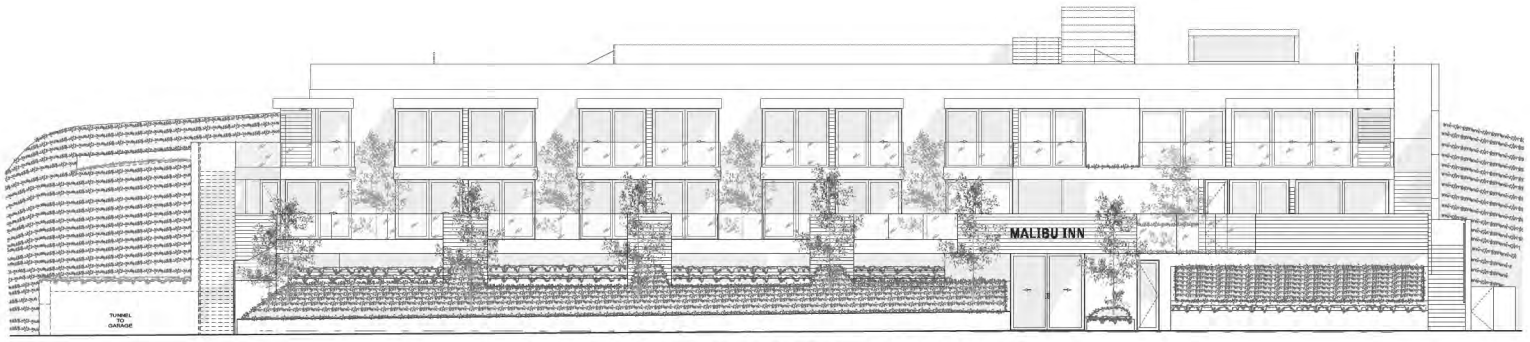






22809 PCH

26 FT RETAINING WALL



Received
5/18/2020
Planning Dept.

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY, MALIBU, CA

APRIL, 2020

ABBREVIATIONS

ADDITIONAL	ADD'L.	JOINT	JT.
ADJUSTABLE	ADJ.		
ABOVE FINISHED FLOOR	A.F.F.	MANUFACTURE	MFR.
ABOVE RAISED FLOOR	A.R.F.	MANUFACTURER'S	MFR'S.
AIR CONDITIONING	A/C	MATERIAL	MATL.
ALTERNATE	ALT.	MAXIMUM	MAX.
ARCHITECT (URAL)	ARCH.	MECHANICAL	MECH.
AREA DRAIN	A.D.	METAL	MTL.
		MINIMUM	MIN.
BLOCKING	BLKG.	MISCELLANEOUS	MISC.
BOARD	BD.		
BUILDING	BLDG.	NORTH	N
		NOT IN CONTRACT	N.I.C.
CABINET	CAB.	NOT TO SCALE	N.T.S.
CEILING	CLG.	NUMBER	NO. OR #
CENTER	CTR.		
CENTER LINE	C.L.	ON CENTER	O.C.
CERAMIC TILE	C.T.	OUTSIDE DIAMETER	O.D.
CLEAR	CLR.	OPENING	OPG.
CONCRETE	CONC.		
CONCRETE MASONRY UNIT	C.M.U.	PAIR	PR.
CONSTRUCTION	CONST.	PERFORATED(ED)	PERF.
CONTINUOUS	CONT.	PIECE/PIECES	PC./PCS.
CONTROL JOINT	C.J.	PLANTER AREA	P.A.
DIAMETER	D.IA..	QUANTITY	QTY.
DIMENSION	DIM.		
DOUBLE	DBL.	RADIUS	RAD.
DOUBLE HUNG	D.H.	REFERENCE	REF.
DOWN	DN.	REFRIGERATOR	REFRIG.
DRAWING	DWG.	REINFORCE/REINFORCING	REINF.
		REQUIRED	REQ.
ELECTRIC	ELECT.	RETURN AIR	R.A.
ELECTRIC PANEL	ELECT. PNL.	ROUGH OPENING	R.O.
ELEVATOR	ELEV.		
ENCLOSURE	ENCL.	SHEET	SHT.
ENGINEER	ENGR.	SIMILAR	SIM.
EQUAL	EQ.	SOUTH	S
EQUIPMENT	EQUIP.	SMOKE DETECTOR	S.D.
EXISTING	EXIST.	SPEAKER	SPKR.
EXTRUDE OR EXTRUSION	EXTR.	SPECIFICATIONS	SPECS.
		SPRINKLER HEAD	S.H.
FABRICATE(ED)	FAB.	SQUARE	SQ.
FINISH	FIN.	STAINLESS STEEL	S.S.
FIXTURE	FIXT.	STANDARD	STD.
FLOOR	FL.	STEEL	STL.
FLUORESCENT	FLUOR.	STRUCTURAL	STRUCT.
FOOT	FT.		
FRESH AIR INTAKE	F.A.I.	TELEPHONE	TEL.
FURNISH(ED)	FURN.	TELEVISION	TV
FURRING	FUR.	TEMPORARY	TEMP.
		TONGUE AND GROOVE	T. & G.
GALVANIZED	GALV.	TYPICAL	TYP.
GAUGE	GA.		
GROUND	GRND.	UNLESS OTHERWISE NOTED	U.O.N.
GYPSUM BOARD	GYP. BD.		
		VERTICAL	VERT.
HEIGHT	HT.	VINYL COMPOSITION TILE	V.C.T.
HOLLOW METAL	H.M.		
HORIZONTAL	HORIZ.	WITH	W/
HOT WATER	H.W.	WITHOUT	W/O
		WOOD	WD.
INSIDE DIAMETER	I.D.		

PROJECT DATA

- ADDRESS: 22959 PACIFIC COAST HIGHWAY, MALIBU, CA 90265
- OWNER: HAKIM HOLDINGS
- LEGAL DESCRIPTION: See Survey
- A.P.N.: 4452-019-005
- ZONING: CV-1
- SEPTIC MORATORIUM ZONE: YES
- **OCCUPANCY GROUP:** B, R-1, S-2
- **TYPE OF CONSTRUCTION:** V-A
- **NUMBER OF STORIES:** 2 & SUBTERRANEAN
- YEAR BUILT: -
- **FIRE ZONE:** VHFHSZ
- **SPRINKLERED:** YES (PER-NFPA 13)
- LOT AREA: 51,352 SQ.FT. (1.18 ACRES)
- BUILDING HEIGHT: 24'
- LOT DIMENSIONS: DEPTH: 237'-2", WIDTH: 215'-10"

		REQUIRED	PROPOSED
SETBACKS:	FRONT:	47'-5"	69'-2"
	SIDE 10%:	21'-7"	21'-7"
	SIDE 15%:	32'-5"	32'-5"
	REAR:	35'-7"	104'-1"
MAX. ALLOWABLE F.A.R.:	15% × 51,352 SQ.FT. =	**7,703 SQ.FT.**	**7,693 SQ. FT.**
REQUIRED LANDSCAPING:	40% × 51,352 SQ.FT. =	**20,540.8 SQ.FT.**	**29,173 SQ. FT. (=57%)**
REQUIRED OPEN SPACE:	25% × 51,352 SQ.FT. =	**12,838 SQ.FT.**	**27,652 SQ. FT. (=54%)**

FLOOR AREA TABULATION :

		PROPOSED	UNOCCUPIED
GROUND GARAGE PARKING (SUBTERRANEAN)=		51 SQ.FT.	9,881 SQ. FT.
LOBBY FLOOR & STORAGE : (389 + 86)	=	475 SQ.FT.	
FIRST FLOOR: (1508 +2377)	=	3885 SQ.FT.	
SECOND FLOOR: (3251+31)	=	3282 SQ.FT.	
TOTAL FAR :		**7693 SQ.FT.**	
ROOF DECK			3,139 SQ. FT.
TOTAL AREA (FOR FIRE DEPARTMENT)			**20,713 SQ.FT.**

PROPOSED PARKING AT 22959 PCH:
TOTAL **47 PARKING SPACES** WILL BE PROVIDED, FOR THE REQUIRED **47 PARKING SPACES**

PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : **23 SPACES**
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = **24 SPACES**
TOTAL REQUIRED -> **47 SPACES**

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

PROJECT TEAM

OWNER:
HAKIM HOLDINGS
9350 Wilshire Blvd, Ste 300
Beverly Hills, CA 90212
P 310-393-5800

ARCHITECT:
BURDGE & ASSOCIATES ARCHITECTS, INC.
Douglas W. Burdge, A.I.A.
24911 Pacific Coast Hwy
Malibu, CA 90265
T 310.456.5905
F 310.456.2467

CIVIL:
GEOWORKS ENGINEERING GROUP, INC.
5158 Cochran Street
Simi Valley, CA 93063
(805) 522-3206

ENVIRONMENTAL HEALTH:
ENSITU ENGINEERING INC.
http://ensitu.com
John N Yaroslaski PE
Ensitu Engineering Inc.
7475 Carmelita Ave
Atascadero, CA 93422
Tel: (805) 772-0150
Email: jyaroslaski@ensitu.com

GEOLOGY:
GEOCONCEPTS, INC.
www.geoconceptsinc.com
Mark A. Barrett, PG, CEG
14428 Hamlin St #200,
Van Nuys, CA 91401
(818) 994-8895

STRUCTURAL:
KURT FISCHER STRUCTURAL ENGINEERING
www.kfseng.com
Kurt Fischer, S.E.
17547 Ventura Blvd, Ste 302
Encino, CA 91316
O: 818.874.1445

SURVEYOR:
LAND & AIR SURVEYING, INC.
5312 Derry Ave. Suite V
Agoura Hills, Ca 91301
Phn: 818.879.9879
Fax: 818.706.3040
Email: info@landandairsurveying.com

APPLICABLE CODES

- 2017 County of Los Angeles Building Code
- 2017 County of Los Angeles Mechanical Code
- 2017 County of Los Angeles Plumbing Code
- 2017 County of Los Angeles Electrical Code
- 2016 California Energy Code
- 2016 Residential Building Energy Efficiency Standards

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T-1.2	SURVEY
T-1.3.1	FAR & FLOOR AREA TABULATION
T-1.3.2	AREA TABULATION LANDSCAPE
T-1.4	COLOR SLOPE ANALYSIS

FIRE DEPARTMENT

FD-1	FIRE DEPARTMENT SITE PLAN
FD-2	FIRE DEPARTMENT NOTES

ARCHITECTURAL

A-0.1	PROPOSED SITE PLAN
A-0.2	PARTIAL LOWER LEVEL SITE PLAN
A-0.3	SITE VIEWS @ PARKING LOT
A-1.1	PROPOSED GARAGE PLAN
A-1.2	PROPOSED FLOOR PLANS
A-2.1	PROPOSED NORTH AND SOUTH ELEVATIONS
A-2.2	PROPOSED PARTIAL SOUTH ELEVATION
A-2.3	PROPOSED PARTIAL NORTH ELEVATION
A-2.4	PROPOSED EAST ELEVATION
A-2.5	PROPOSED WEST ELEVATION
A-3.1	PROPOSED SECTIONS
A-3.2	PROPOSED SECTIONS
A-5.1	DETAILS
A-6.1	LIGHTING PLAN: LANDSCAPE & BASEMENT
A-8.1	HEIGHT EXHIBIT KEYMAP
A-8.2	HEIGHT EXHIBIT
A-8.3	HEIGHT EXHIBIT
A-8.4	HEIGHT EXHIBIT
A-8.5	HEIGHT EXHIBIT
A-8.6	HEIGHT EXHIBIT

GRADING

SHEET 1	COVER SHEET
SHEET 2	GRADING & DRAINAGE PLAN
SHEET 3	SITE SECTION

LANDSCAPE PLAN:

P-1	PLANTING PLAN
HZ-1	HYDROZONE PLAN
IR-1	IRRIGATION PLAN
LL-1	LANDSCAPE LIGHTING PLAN

VICINITY MAP



THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY 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 AND ANY DISCREPANCIES BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5905
WWW.BUAIA.COM

SHEET TITLE
COVER SHEET/ PROJECT INDEX

DRAWING NO.
T-1.1

PLOT DATE 5/2/20
SCALE
DRAWN BY

EXHIBIT E

PROPERTY ADDRESS

(VACANT) PACIFIC COAST HIGHWAY
MALIBU, CA 90265

ASSESSOR'S PARCEL NO:

4452-019-005 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

A PARCEL OF LAND IN THE CITY OF MALIBU, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE RANCHO TOPANGA MALIBU SEQUIT, AS CONFIRMED TO MATHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE(S) 407, ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF THE 20 FOOT PARCEL DESCRIBED IN THE DEED FROM MARBLEHEAD LAND COMPANY TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 16845 PAGE 253, OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING BEING NORTH 24°50' 30" WEST 60 FEET FROM ENGINEER'S CENTER LINE STATION 94+ PLUS 68.93 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTER LINE COURSE DESCRIBED AS "NORTH 65°09' 30" EAST 735.70 FEET" IN THE DEED OF THE 80 FOOT STRIP OF LAND FROM T.R. CADWALADER, ET AL TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228 PAGE 342, OFFICIAL RECORDS OF SAID COUNTY; THENCE WESTERLY 173.00 FEET ALONG THE NORTHERLY LINE OF SAID 20 FOOT STRIP ON THE ARC OF A CURVE NORMAL TO THE COURSE OF NORTH 24°50' 30" WEST AND CONCAVE SOUTHEASTERLY WITH A RADIUS OF 2060 FEET TO THE SOUTHEASTERLY CORNER OF THE PARCEL OF LAND DESCRIBED IN A DEED FROM MARBLEHEAD LAND COMPANY TO SEBASTIAN S.V. ARRIETA RECORDED IN BOOK 17257 PAGE 281, OFFICIAL RECORDS OF SAID COUNTY; THENCE NORTH 32°26' 05" WEST 240 FEET ALONG THE EASTERLY LINE OF SAID LAST MENTIONED PARCEL AND ITS PROLONGATION NORTHERLY; THENCE NORTH 62°50' 36" EAST 231.69 FEET; THENCE SOUTH 24°50' 30" EAST 240 FEET, MORE OR LESS, TO A POINT IN THE NORTHERLY LINE OF THE 20 FOOT STRIP HEREINBEFORE MENTIONED; THENCE SOUTH 65°09' 30" WEST 27 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL MINERALS, OIL, PETROLEUM, ASPHALTUM, GAS, COAL, AND OTHER HYDROCARBON SUBSTANCES IN, ON, WITHIN AND UNDER SAID LANDS AND EVERY PART THEREOF, BUT WITHOUT SURFACE RIGHT OF ENTRY, AS RESERVED BY MARBLEHEAD LAND COMPANY IN DEED RECORDED AUGUST 15, 1944 IN BOOK 21117 PAGE 357, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF N 48° 30' 10" E BETWEEN FOUND ¾" IRON PIPE, TAG (L.), AND 2" IRON PIPE, OPEN, AS PER LEGAL DESCRIPTIONS ABOVE, FILED AS GRANT DEED 02-2272818 (APN 4452-019-004) AND GRANT DEED 03-3447082 IN LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

MALIBU 20.262' (2003) USC&GS MON FL 27M S/O C/L PACIFIC COAST HWY @ NW COR OF ENT GATE TO MALIBU FISHING PIER MKD (R 576 1939) 14M S/O CF (Y-5389)

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON NAVD 1988 DATUM.

NOTES:

1) TITLE REPORT USED FOR THIS SURVEY WAS PREPARED BY FIRST AMERICAN TITLE COMPANY ORDER NO. 365453, DATED NOVEMBER 4, 2008, EASEMENTS, AS SHOWN ON THIS MAP ARE FROM INFORMATION OBTAINED FROM SAID TITLE REPORT.

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.

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

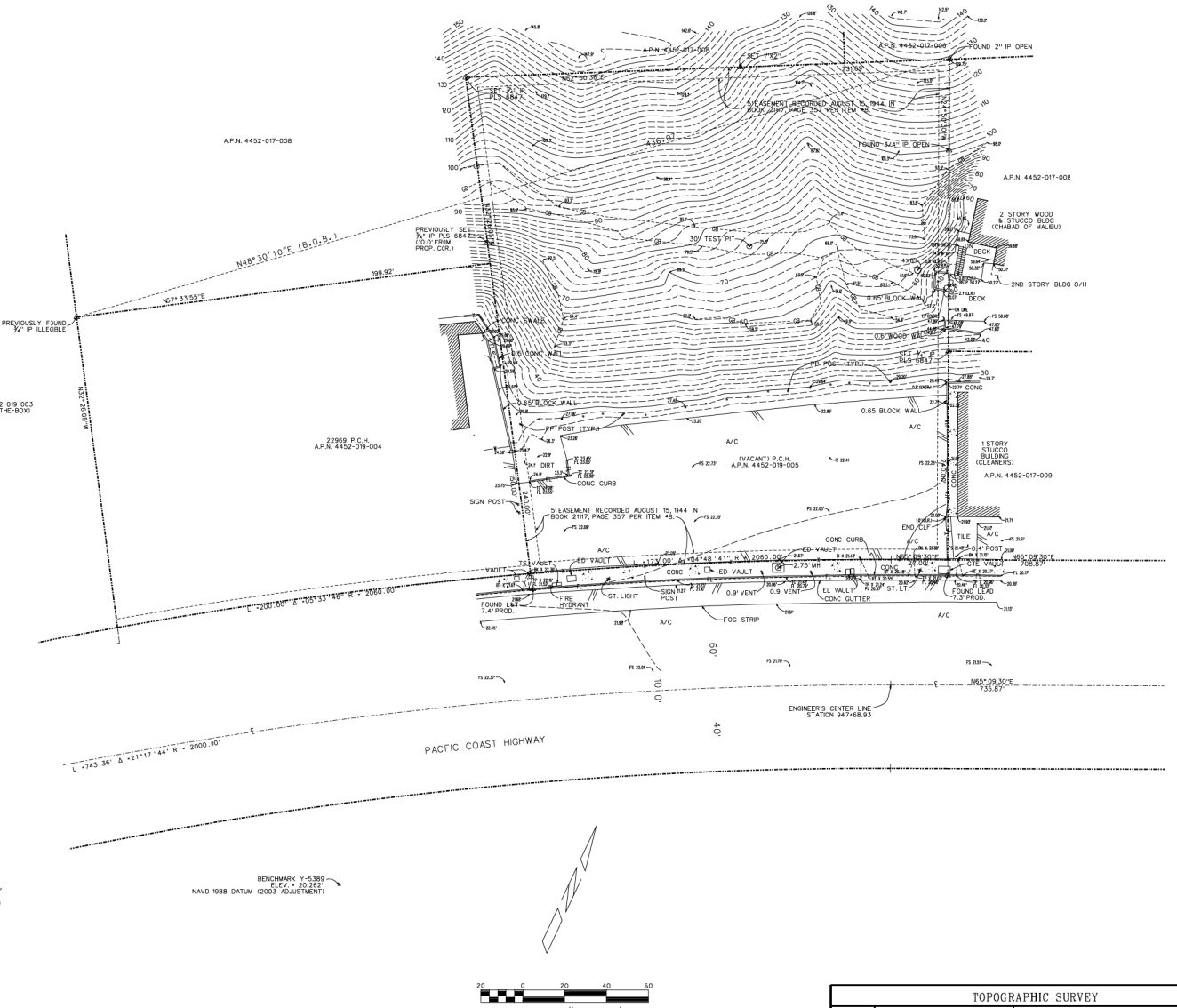
5) GROSS PARCEL AREA - 51,352 SQ. FT. / 1.18 ACRES

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
PMK	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

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:
S.ATE/FLAGSTONE:
GRAVEL:
BRICK (BRK):
MANHOLE (M.H.):
TREES: PINE, PALM, EUC, OAK, TREE, SYC, PEPPER, CORK, OLIVE



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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU / SUN VALLEY
22969 PACIFIC COAST HWY, MALIBU, CA 90265
TEL 310.456.8686
WWW.BURDGE.COM

SHEET TITLE
SURVEY

DRAWING NO.
T-1.2

PLOT DATE 9/14/19
SCALE
DRAWN BY

STAMP

TOPOGRAPHIC SURVEY

REVISIONS: 7/7/08 FIELD UPDATE
SURVEYED BY: DLM/JS/PL/JF
DRAWN BY: PL/SI/MF/AS

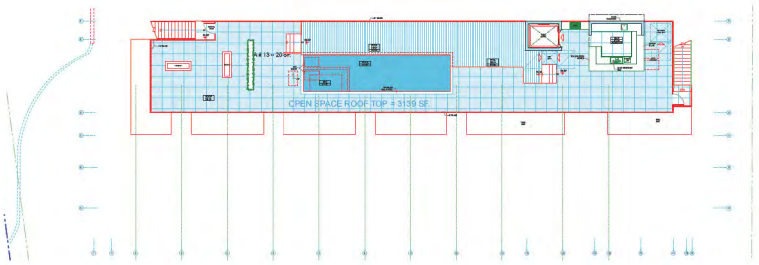
SURVEYED FOR:
SURFRIDER PLAZA, LLC
9350 WILSHIRE BLVD.
SUITE 308
BEVERLY HILLS, CA

SURVEYED BY:
LAND & AIR SURVEYING
BOUNDARY - TOPOGRAPHIC - ALTA SURVEYS
SUBDIVISIONS - PARCEL MAPS
29726 PACIFIC COAST HIGHWAY
MALIBU, CA 90265
TELEPHONE (310) 456-9081
FAX (310) 456-9082

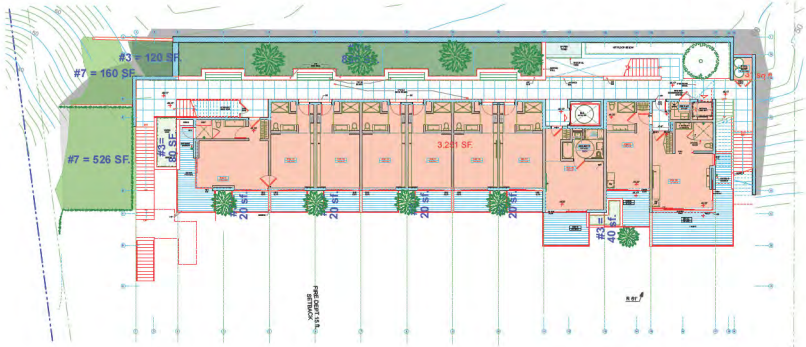
SCALE: 1" = 20'
JOB NO.: SURF_115
SHEET: 1 OF 1

CALC'D BY: GS
CHECK'D BY: MS
DRAFT BY: MS
CASE BY: MS
CHECK'D BY: MS

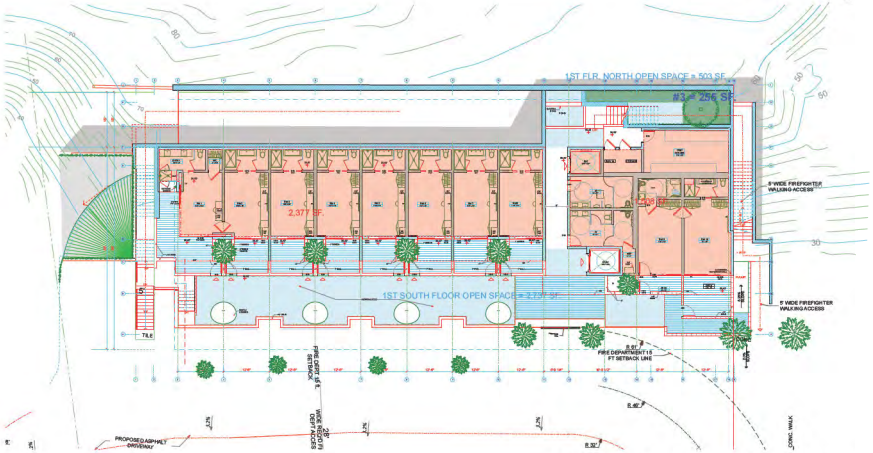
S:\Jobs_S\SURFRIDER_PLAZA_LLC\SURF_115.DGN



AREA TABULATION ROOF DECK 4
SCALE: 1/16" = 1'-0"



AREA TABULATION 2ND FLR 3
SCALE: 1/16" = 1'-0"



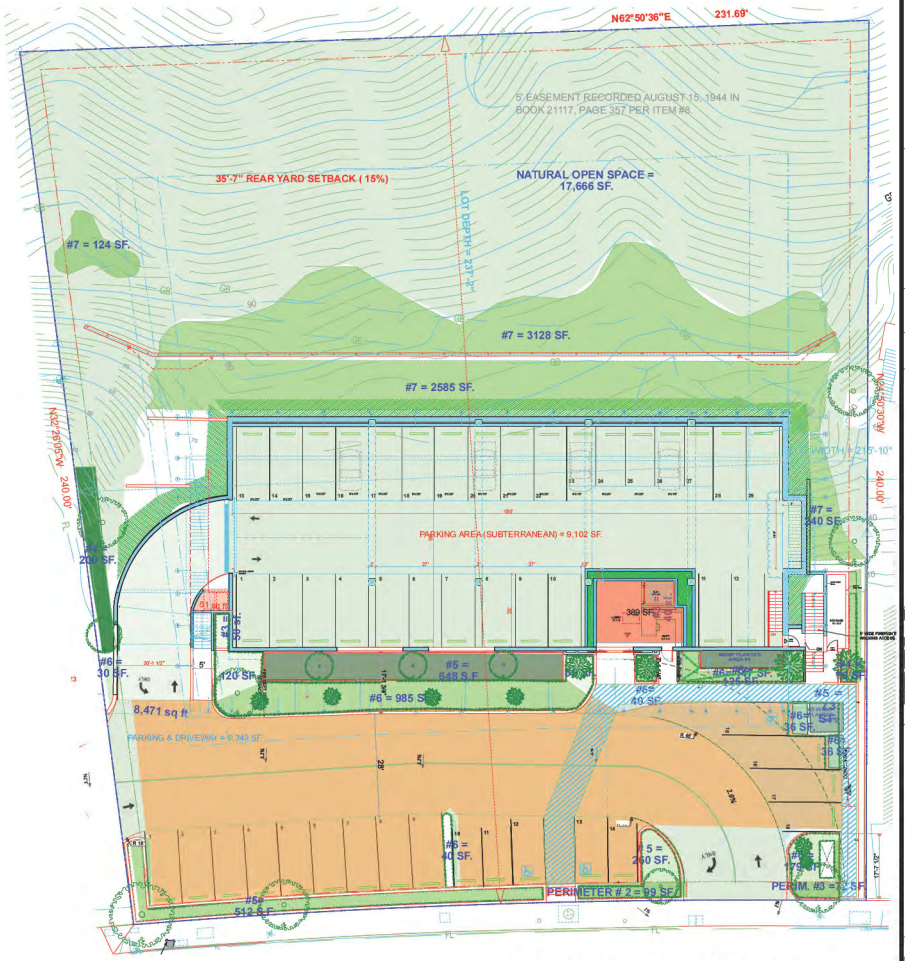
AREA TABULATION 1ST FLR. 2
SCALE: 1/16" = 1'-0"

- ADDRESS: 22959 PACIFIC COAST HIGHWAY MALIBU, CA 90265
- LOT AREA: 51,352 SQ.FT. (1.18 ACRES)

		REQUIRED	PROPOSED
• MAX. ALLOWABLE F.A.R.:	15% × 51,352 SQ.FT. =	7,703 SQ.FT.	7,693 SQ. FT.
• REQUIRED LANDSCAPING:	40% × 51,352 SQ.FT. =	20,540.8 SQ.FT.	29,173 SQ. FT. (=57%)
• REQUIRED OPEN SPACE:	25% × 51,352 SQ.FT. =	12,838 SQ.FT.	27,652 SQ. FT. (=54%)

• FLOOR AREA TABULATION :

		PROPOSED	UNOCCUPIED
GROUND GARAGE PARKING (SUBTERRANEAN)=		51 SQ.FT.	9,102 SQ. FT.
LOBBY FLOOR & STORAGE : (389 + 86)	=	475 SQ.FT.	
FIRST FLOOR: (1508 +2377)	=	3885 SQ.FT.	
SECOND FLOOR: (3251+31)	=	3282 SQ.FT.	
TOTAL FAR :		7693 SQ.FT.	
ROOF DECK			3,139 SQ. FT.
TOTAL AREA (FOR FIRE DEPARTMENT)			19,934 SQ.FT.



AREA TABULATION GROUND LEVEL 1
SCALE: 1/16" = 1'-0"

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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

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3900 PACIFIC COAST HWY
MALIBU, CA 90265
TEL 310-456-5848

SHEET TITLE
FAR & FLOOR AREA TABULATION

DRAWING NO.
T-1.3.1

PLOT DATE 3/5/20
SCALE
DRAWN BY

LANDSCAPE AREA TABULATION:

TOTAL LOT SIZE:
GROSS AREA 51,352 SF (PER SURVEY) , NET AREA = 49,413 SF.

REQUIRED OPEN SPACE : 25% X 51,352 SF.= 12,838 SF.

REQUIRED LANDSCAPE AREA= 40% x 51,352 SQ. FT = 20,540 SQ. FT.

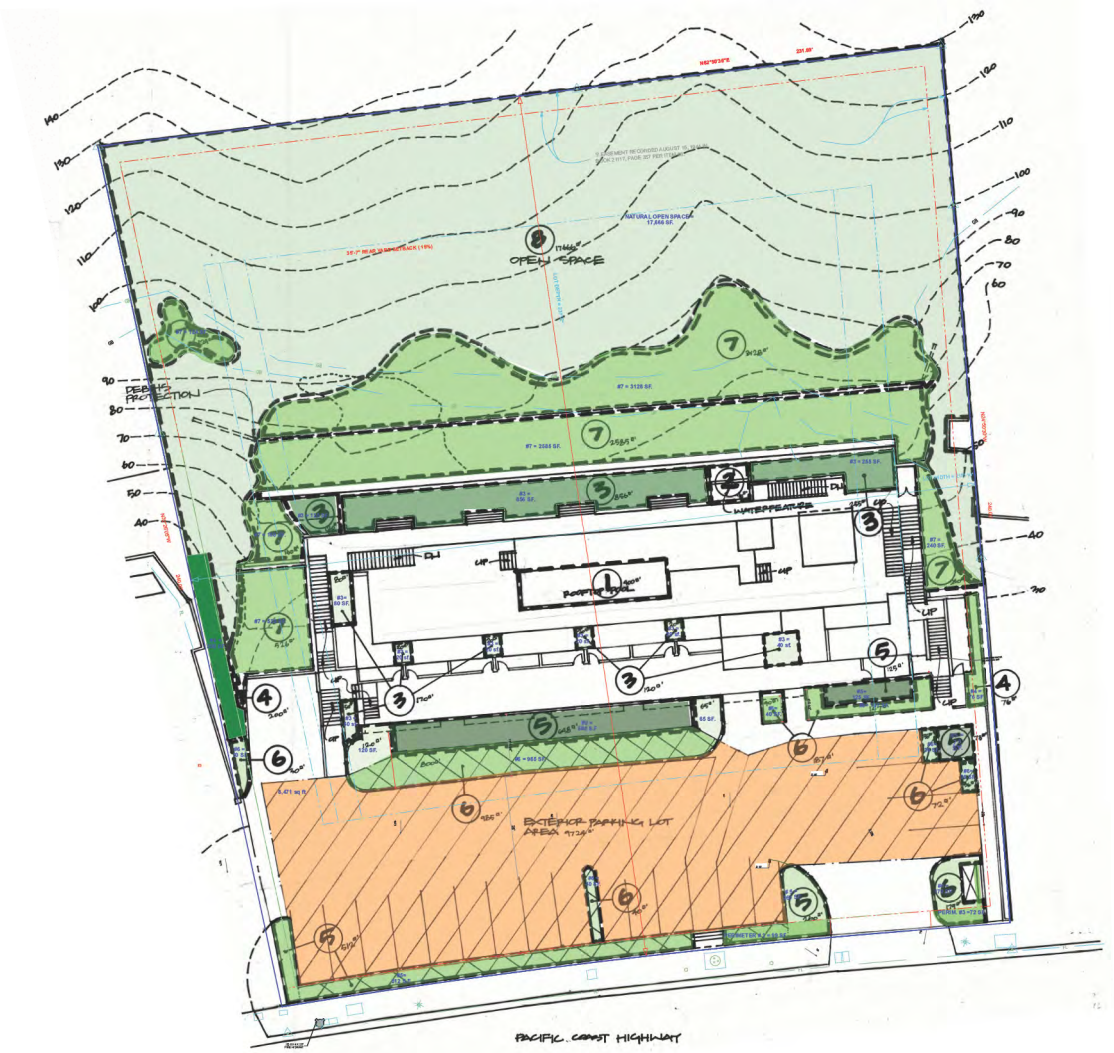
NATURAL UNDISTURBED HILLSIDE OPEN SPACE = 17,666 SF.
TOTAL PLANTED AREA = 11,507 SF.
PROPOSED TOTAL LANDSCAPING AREA/ PERMEABLE AREA /OPEN SPACE = 29,173 SQ. FT. (57% OF LOT AREA)

- LANDSCAPE AREA TABULATION:
  - AREA #3 - LANDSCAPE PLANTED AREA (MEDIUM WATER USE) = 1,521 SF.
  - AREA #4 - HEDGE (MEDIUM WATER USE) = 276 SF.
  - AREA #5 - WQMP PLANTER = 1,618 SF.
  - AREA #6 - DROUGHT TOLERANT PLANTED AREA = 1,453 SF.
  - AREA #7 - HILLSIDE DROUGHT TOLERANT PLANTED AREA = 6,639 SF.

BLDG FOOT PRINT & IMPERMEABLE DRIVEWAY & EXTERIOR STAIRS = 22,179 SF. (43% OF LOT AREA)

PARKING LOT & PLANTING AREA :

FRONT YARD PARKING AREA = 9,734 SF.
5% OF PARKING LOT REQUIRED FOR PLANTED AREA = 486 SF.
PROPOSED PLANTED AREAS WITHIN THE PARKING LOT = 1,456 SF.
PROPOSED PLANTED PERIMETER AREAS WITHIN THE PARKING LOT = 683 SF.
PROPOSED PLANTED INTERIOR AREAS WITHIN THE PARKING LOT = 773 SF.
(8% FRONT YARD PARKING AREA)



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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5998

SHEET TITLE
AREA TABULATION LANDSCAPE

DRAWING NO.
T-1.3.2

PLOT DATE 3/5/20
SCALE
DRAWN BY

PROPERTY ADDRESS:

(VACANT) PACIFIC COAST HIGHWAY
MALIBU, CA 90265

ASSESSOR'S PARCEL NO:

4452-018-005 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

A PARCEL OF LAND IN THE CITY OF MALIBU, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE RANCHO TOPANGA MALIBU SEQUIT AS CONFIRMED TO MATHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE(S) 407 ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF THE 20 FOOT PARCEL DESCRIBED IN THE DEED FROM MARBLEHEAD LAND COMPANY TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 16845 PAGE 253, OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING BEING NORTH 24° 50' 30" WEST 50 FEET FROM ENGINEER'S CENTER LINE STATION 947 PLUS 68.93 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTER LINE COURSE DESCRIBED AS "NORTH 65° 09' 30" EAST 735.70 FEET" IN THE DEED OF THE 80 FOOT STRIP OF LAND FROM J.D. CADWALADER, ET AL TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228 PAGE 342, OFFICIAL RECORDS OF SAID COUNTY; THENCE WESTERLY 173.00 FEET ALONG THE NORTHERLY LINE OF SAID 20 FOOT STRIP ON THE ARC OF A CURVE NORMAL TO THE COURSE OF NORTH 24° 50' 30" WEST AND CONCAVE SOUTHEASTERLY WITH A RADIUS OF 2060 FEET TO THE SOUTHEASTERLY CORNER OF THE PARCEL OF LAND DESCRIBED IN A DEED FROM MARBLEHEAD LAND COMPANY TO SEBASTIAN S.V. ARRETIA RECORDED IN BOOK 17257 PAGE 281, OFFICIAL RECORDS OF SAID COUNTY; THENCE NORTH 32° 28' 05" WEST 240 FEET ALONG THE EASTERLY LINE OF SAID LAST MENTIONED PARCEL AND ITS PROLONGATION NORTHERLY; THENCE NORTH 62° 50' 55" EAST 231.69 FEET; THENCE SOUTH 24° 50' 30" EAST 240 FEET, MORE OR LESS, TO A POINT IN THE NORTHERLY LINE OF THE 20 FOOT STRIP HEREINBEFORE MENTIONED; THENCE SOUTH 65° 09' 30" WEST 27 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL MINERALS, OIL, PETROLEUM, ASPHALTUM, GAS, COAL AND OTHER HYDROCARBON SUBSTANCES, IN, WITHIN AND UNDER SAID LANDS AND EVERY PART THEREOF, BUT WITHOUT SURFACE RIGHT OF ENTRY, AS RESERVED BY MARBLEHEAD LAND COMPANY IN DEED RECORDED AUGUST 15, 1944 IN BOOK 21117 PAGE 357, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF N 48° 30' 10" E BETWEEN FOUND ¾" IRON PIPE TAG 11, AND 2" IRON PIPE OPEN AS PER LEGAL DESCRIPTIONS ABOVE, FILED AS GRANT DEED 02-2272818 (APN 4452-019-043) AND GRANT DEED 03-3447082 IN LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

MALIBU 20.262' USC&GS MON FL 27M S/O C/L PACIFIC (2003) COAST HWY @ NW COR OF ENT GATE TO MALIBU FISHING PIER MKD (R 576 1939) 14M S/O C/L

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON NAVD 1988 DATUM.

NOTES:

1) TITLE REPORT USED FOR THIS SURVEY WAS PREPARED BY FIRST AMERICAN TITLE COMPANY ORDER NO. 3656453, DATED NOVEMBER 4, 2008. EASEMENTS, AS SHOWN ON THIS MAP, ARE FROM INFORMATION OBTAINED FROM SAID TITLE REPORT.

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.

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

5) GROSS PARCEL AREA = 51,352 SQ.FT. / 1.18 ACRES

SLOPE ANALYSIS LEGEND

FLATTER THAN 5:1 =	16,526 SQ.FT.
5:1 TO 4:1 =	183 SQ.FT.
4:1 TO 3:1 =	758 SQ.FT.
3:1 TO 2½:1 =	1,498 SQ.FT.
2½:1 TO 2:1 =	30,568 SQ.FT.
2:1 AND STEEPER =	1,939 SQ.FT.
STREET EASEMENT =	0.0 SQ.FT.
GROSS AREA =	51,352 SQ.FT./1.18 ACRES

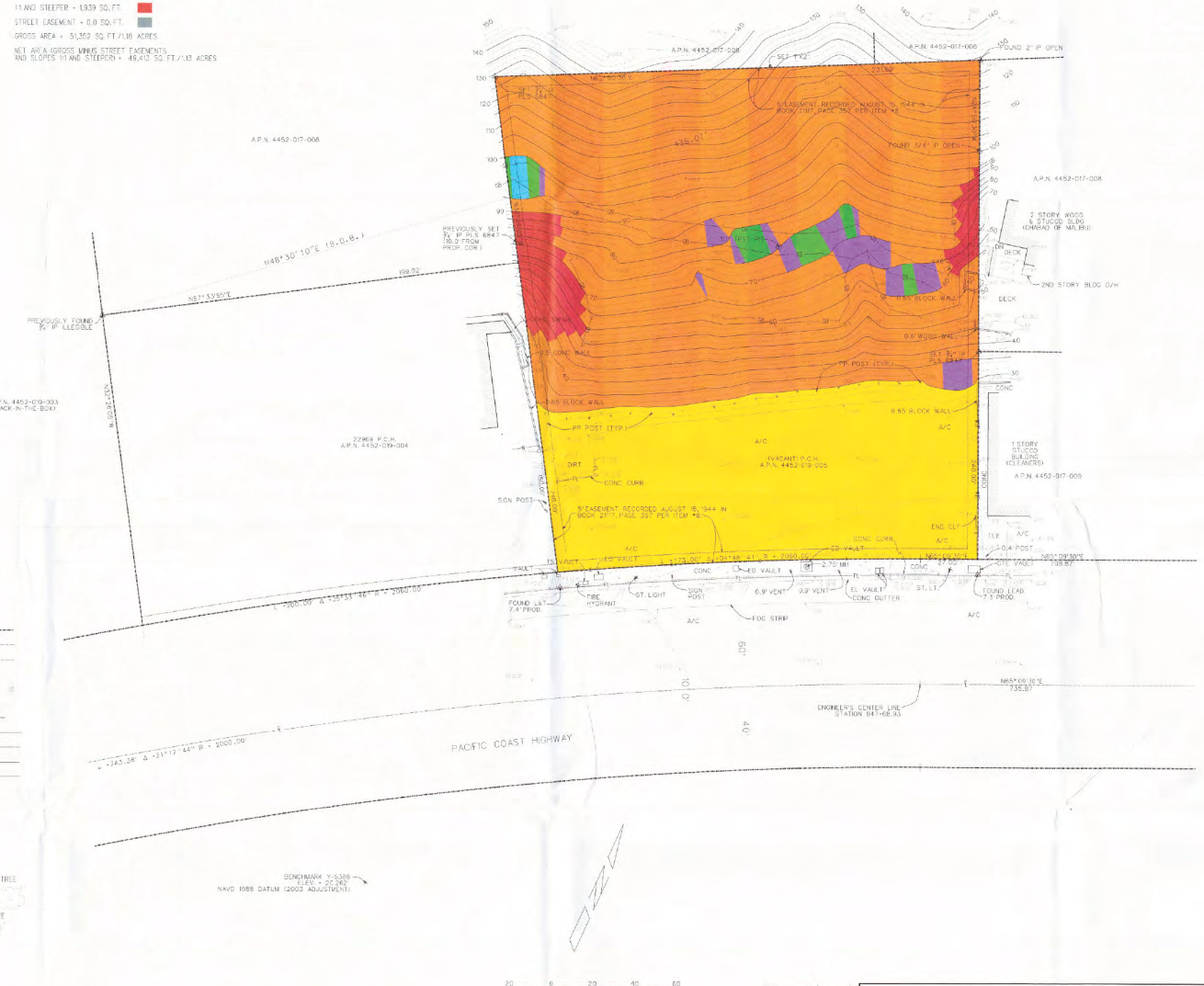
NET AREA (GROSS MINUS STREET EASEMENTS AND SLOPES 2:1 AND STEEPER) = 49,413 SQ.FT./1.13 ACRES

LIST OF ABBREVIATIONS:

1X2	"1X2" 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
P&LE	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

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:
GRAVEL:
BRICK (BRK):
MANHOLE (M.H.):
TREES: PINE PALM EUC OAK TREE
SYC PEPPER CORK OLIVE



COLOR CODED SLOPE ANALYSIS

DRAWING: 11"x17" SHEET FIELD WORK FIELD UPDATE	SURVEYED FOR: HAKIM HOLDINGS, LLC 11350 WILSHIRE BLVD. SUITE 302 BEVERLY HILLS, CA 90212	SURVEYED BY: LAND & AIR SURVEYING BOUNDARY / TOPOGRAPHIC / ALTA SURVEYS CONSTRUCTION / SUBDIVISION STAKING 27741 PUERTO / GRAND / MISSION VIEJO, CA. 92692 TEL: (949) 362-0930	SCALE: 1" = 20'
SURVEYED ON: 6/5/07,05,08		DATE: 11-4-08	CHECKED BY: GS
DRAWN ON: 11_03.DWG		JOB NO: 8/25/08	FIELD BY: MS
		SHEET: 1 OF 1	DRAWN BY: MS

STATE OF CALIFORNIA — No. LS 6847 — 5/7/18

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

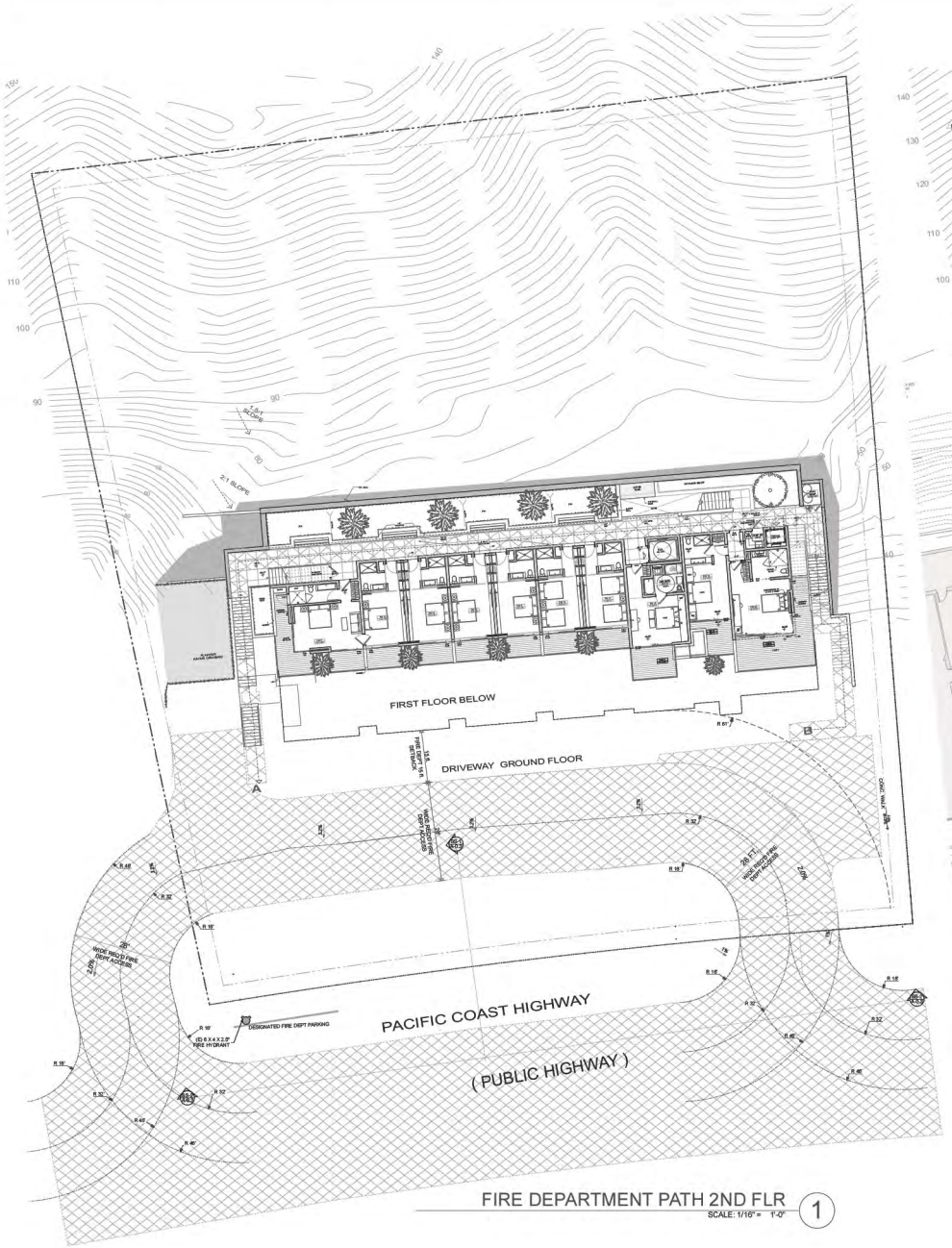
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS

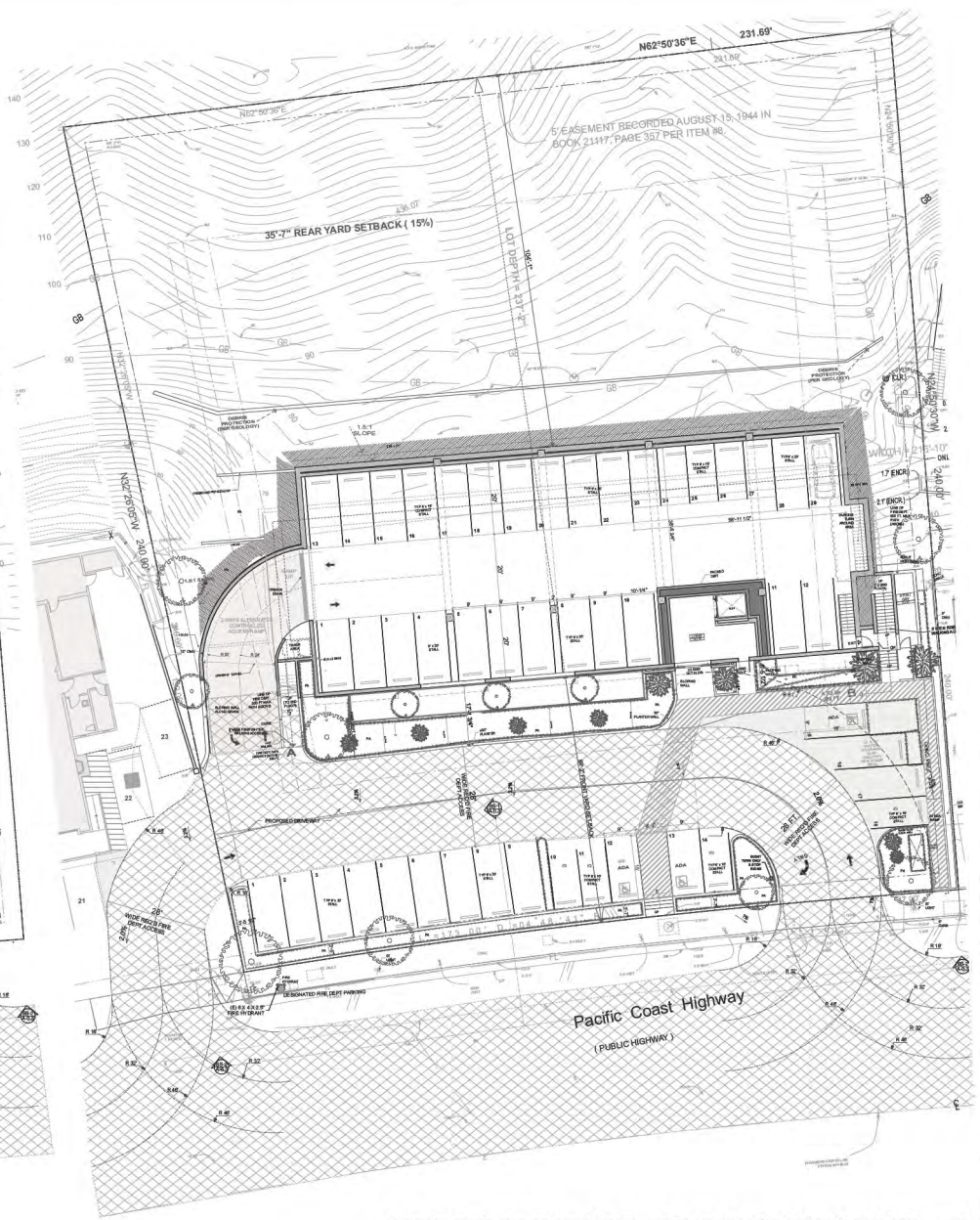
SHEET TITLE: COLOR SLOPE ANALYSIS

DRAWING NO. T-1.4

PLOT DATE: 3/5/20
SCALE:
DRAWN BY:



FIRE DEPARTMENT PATH 2ND FLR 1
SCALE: 1/16" = 1'-0"



PROPOSED GROUND LEVEL SITE PLAN FIRE DEPARTMENT 1
SCALE: 1/16" = 1'-0"

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU | SUN VALLEY
WWW.BURDGE.COM
3111 N. PACIFIC COAST HWY.
MAL.BEL.CA.90265
TEL. 310.456.2489

SHEET TITLE
FIRE DEPARTMENT SITE PLAN

DRAWING NO.
FD-1

PLOT DATE 2/25/20
SCALE
DRAWN BY

22959-PCH-PD-2020-03-31.pln

FIRE DEPARTMENT NOTES

1. PROVIDE A MINIMUM UNOBSTRUCTED WIDTH OF 28 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 903.3.1.1 - MULTI-OCCUPANCIES (R-1, S-2, B)

TYPE OF FIRE SPRINKLER SYSTEM: 903.3.1.1 - NFPA 13

9. FIRE DEPARTMENT VEHICULAR ACCESS ROADS SHALL BE HARD SCAPE ALL WEATHER ACCESS IN ACCORDANCE WITH THE DEPARTMENT'S ALL WEATHER ACCESS REQUIREMENTS. FIRE CODE 503.2.3

10. STRUCTURES AND OUTDOOR STORAGE UNDERNEATH HIGH VOLTAGE TRANSMISSION LINES (66 KILOVOLTS OR GREATER) SHALL COMPLY WITH FIRE CODE 316.6 AND COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 27. ANY PROPOSED CONSTRUCTION OR LAND USE WITHIN 100 FEET OF THE DRIP LINE OF HIGH VOLTAGE TRANSMISSION LINES SHALL BE SUBJECT TO REVIEW BY THE FIRE MARSHAL.

11. 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.

12. ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4

13. 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

14. THE MEANS OF EGRESS, AND EXIT DISCHARGE, SHALL BE ILLUMINATED AT ANY TIME THE BUILDING IS OCCUPIED WITH LIGHT INTENSITY OF NOT LESS THAN 1 FOOT-CANDLE AT THE WALKING SURFACE LEVEL. BUILDING CODE 1006.2

15. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. BUILDING CODE 1006.3

16. ELEVATORS, ESCALATORS AND MOVING WALKS SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN BUILDING CODE CHAPTER 30.

17. 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

18. PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED IN LOCATIONS AS REQUIRED BY FIRE CODE 906.

19. ALL ROOF COVERINGS SHALL BE CLASS "A" AS SPECIFIED IN BUILDING CODE 1505.1.1 (RESIDENTIAL CODE R327.5.2 & R902)

20. 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)

21. CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325

22. A MANUAL FIRE ALARM SYSTEM THAT ACTIVATES THE OCCUPANT NOTIFICATION SYSTEM IN ACCORDANCE WITH FIRE CODE 907.5 AND BUILDING CODE 907.5 SHALL BE IN GROUP R1 AND R-2 OCCUPANCIES AS REQUIRED BY FIRE CODE 907.2.8.1 AND BUILDING CODE 907.2.8.1 FOR GROUP R-1 OCCUPANCIES; FIRE CODE 907.2.9.1 OR BUILDING CODE 907.2.9.1 FOR GROUP R-2 OCCUPANCIES. FIRE ALARM PLANS SHALL BE SUBMITTED TO THE FIRE ALARM PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

23. 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

24. 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.

25. BUILDINGS AND STRUCTURES WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERVICE ELEVATOR TO ALL LANDINGS MEETING THE REQUIREMENTS OF 3002.4.1a THROUGH 3002.4.7a. BUILDING CODE 3002.4a

26. DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVES, UNLESS AREAS CONTAINING DUMPSTERS OR CONTAINERS ARE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM. FIRE CODE 304.3.3

27. ROOF VALLEY FLASHINGS SHALL BE NOT LESS THAN 0.019-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)

FIRE FLOW AVAILABILITY

THE REQUIRED FIRE FLOW FOR FIRE HYDRANTS AT THIS LOCATION IS 2000 GPM, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 507.3, AND APPENDIX B.

THE REQUIRED FIRE FLOW IS BASED ON THE FOLLOWING CALCULATION:

TYPE OF CONSTRUCTION PER THE BUILDING CODE:	TYPE VB
FIRE-FLOW CALCULATION AREA:	7,703 SQ. FT
FIRE FLOW BASED ON THE FIRE-FLOW CALCULATION AREA:	2,250 GPM
REDUCTION FOR FIRE SPRINKLERS (MAXIMUM 50%):	250 GPM
TOTAL FIRE FLOW REQUIRED:	2,000 GPM

SYMBOL

SINGLE- AND MULTIPLE- STATION CARBON MONOXIDE ALARMS SHALL BE LISTED AS COMPLYING WITH THE REQUIREMENTS OF UL 2034. CARBON MONOXIDE DETECTORS SHALL BE LISTED AS COMPLYING WITH THE REQUIREMENTS OF UL 2075. CARBON MONOXIDE ALARMS REQUIRED BY (SECTIONS R315.1 AND R315.2) OR (SECTIONS 420.4.1 AND 420.4.2) SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS: 1. OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S). 2. ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. 3. FOR R-1 ONLY: a. ON THE CEILING OF SLEEPING UNITS WITH PERMANENTLY INSTALLED FUEL-BURNING APPLIANCES. RESIDENTIAL CODE R315.3, BUILDING CODE 420.4.3

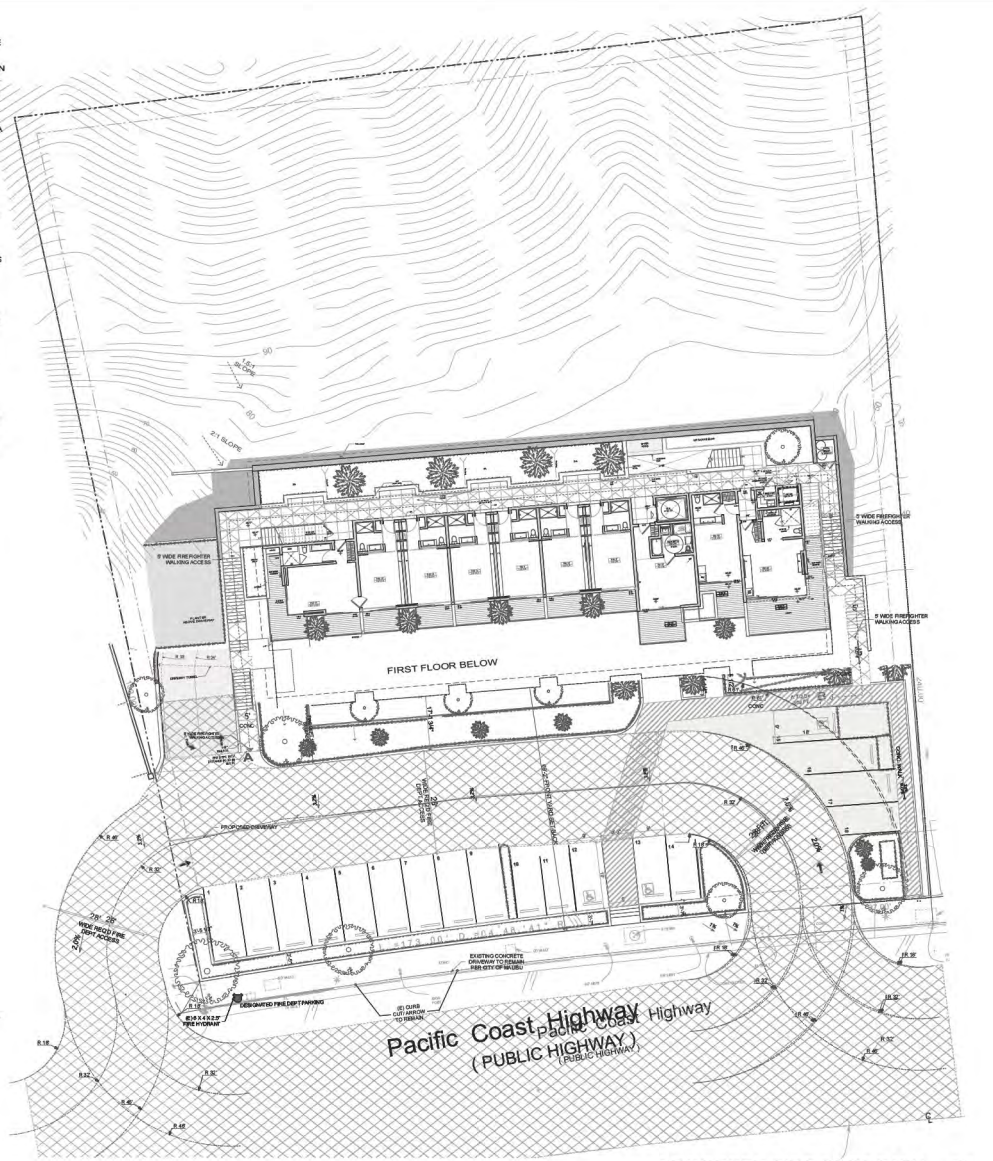
FIREFIGHTER WALKING ACCESS HOSE PULL DISTANCE

A-B = 299' -6"

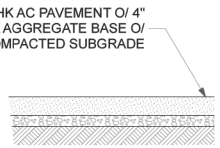
FIRE DEPT. LEGEND

FIRE DEPT. VEHICULAR AND WALKING ACCESS

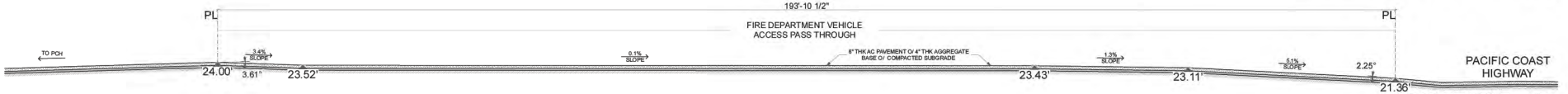
SCALE 0' 4' 8' 16'



PROPOSED FIRE DEPT PATH. 1
SCALE: 1/16" = 1'-0"



ROAD SECTION DETAIL 3
SCALE: 1/4" = 1'-0"



ROAD PROFILE 2
SCALE: 1/8" = 1'-0"

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
WWW.BUAIA.COM
3111 PACIFIC COAST HWY, MALIBU, CA 90265
TEL. 310-456-2489

SHEET TITLE
FIRE DEPARTMENT NOTES

DRAWING NO.
FD-2

PLOT DATE 2/25/20
SCALE
DRAWN BY

22959-PCH-PD-2020-07-07.pln

• EXISTING PARKING FOR 22969 PCH MALIBU INN RESTAURANT

EXISTING RESTAURANT 1,935 SQ FT SERVICE AREA , 1 SPACE PER 50 SQ FT SERVICE AREA, PARKING REQUIREMENTS = 39 SPACES.
EXISTING RETAIL 1,636 SQ. FT. GROSS FLOOR AREA, 1 SPACE FOR 225 SQ FT GFA, PARKING REQUIREMENTS = 8 SPACES.
TOTAL REQUIREMENTS PARKING SPACES FOR 22969 PCH = (39 + 8 SPACES) = 47 SPACES.

EXISTING NON CONFORMING PARKING SPACES PROVIDED AT 22969 PCH = 23 SPACES

TOTAL PARKING SPACE REQUIRED ON ADJACENT PROPERTY = (47 - 24) = 24 SPACES

• PROPOSED PARKING AT 22959 PCH:
TOTAL **47 PARKING SPACES** WILL BE PROVIDED, FOR THE REQUIRED **47 PARKING SPACES**
PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : **23 SPACES**
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = **24 SPACES**
TOTAL REQUIRED -> 47 SPACES

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

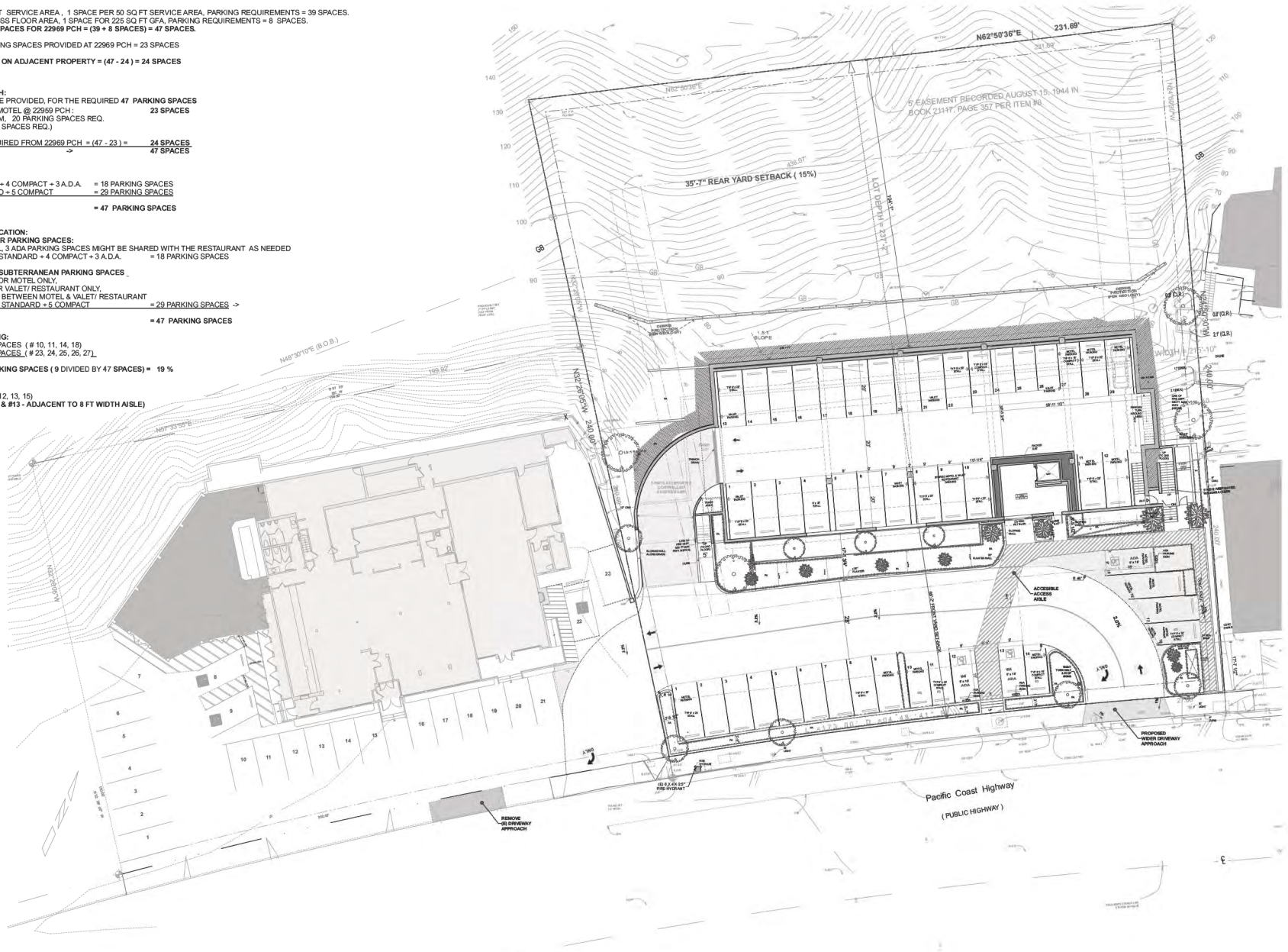
INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY,
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY,
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES

PERCENTAGE OF COMPACT PARKING:
EXTERIOR PARKING: 4 COMPACT SPACES (# 10, 11, 14, 18)
INTERIOR PARKING: 5 COMPACT SPACES (# 23, 24, 25, 26, 27)

TOTAL COMPACT PARKING = 9 PARKING SPACES (9 DIVIDED BY 47 SPACES) = 19 %

ADA ACCESSIBLE PARKING:
EXTERIOR PARKING: 3 SPACES (# 12, 13, 15)
VAN ADA ACCESIBLE 2 SPACES (#12 & #13 - ADJACENT TO 8 FT WIDTH AISLE)



PROPOSED SITE PLAN
SCALE 1/16" = 1'-0" (1)

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MARK	DATE	DESCRIPTION

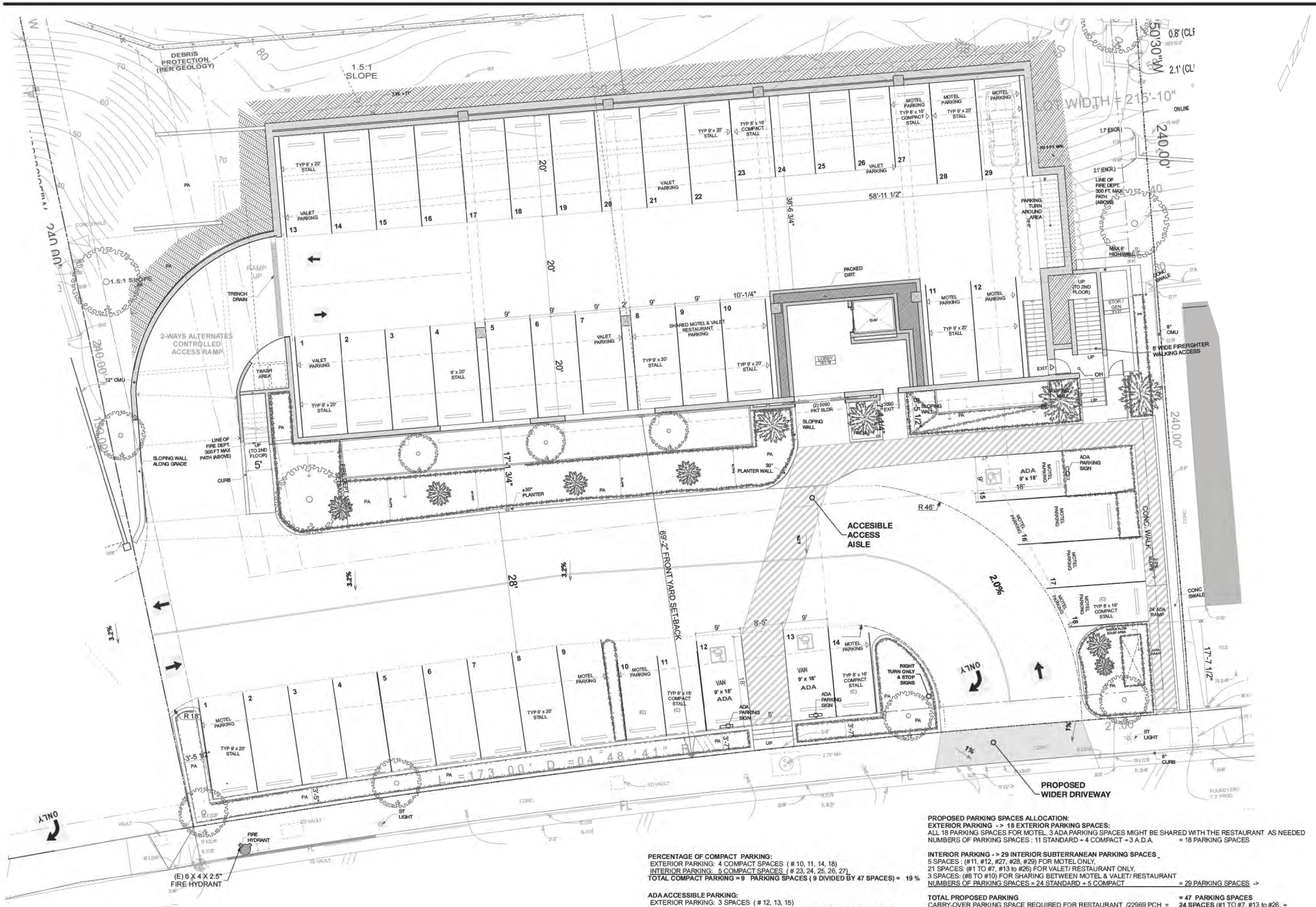
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5998
WWW.BURDGE.COM

SHEET TITLE
PROPOSED SITE PLAN

DRAWING NO.
A-0.1

PLOT DATE	5/2/20
SCALE	1/16" = 1'-0"
DRAWN BY	



PERCENTAGE OF COMPACT PARKING:
EXTERIOR PARKING: 4 COMPACT SPACES (# 10, 11, 14, 18)
INTERIOR PARKING: 5 COMPACT SPACES (# 23, 24, 25, 26, 27)
TOTAL COMPACT PARKING = 9 PARKING SPACES (9 DIVIDED BY 47 SPACES) = 19 %

ADA ACCESSIBLE PARKING:
EXTERIOR PARKING: 3 SPACES (# 12, 13, 15)
VAN ADA ACCESSIBLE 2 SPACES (#12 & #13 - ADJACENT TO 8 FT WIDTH AISLE)

PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES .
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY,
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY,
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES
CARRY-OVER PARKING SPACE REQUIRED FOR RESTAURANT /22969 PCH = **24 SPACES** (#1 TO #7, #13 to #26, + SHARED 3 ADA PARKING SPACES + SHARED 3 SPACES SUBTERRANEAN #8 to # 10)

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MARK	DATE	DESCRIPTION

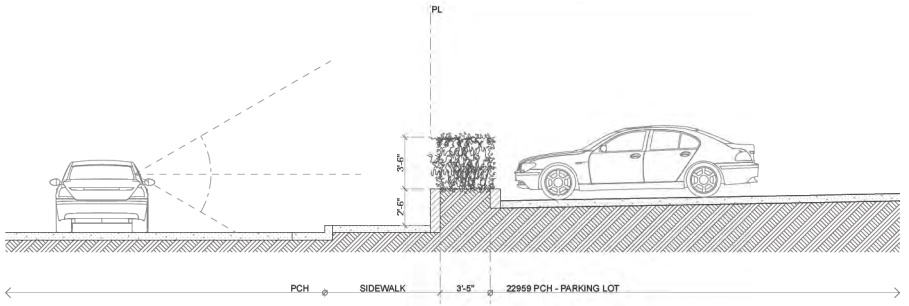
MALIBU INN MOTEL
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BURDGE & Associates
ARCHITECTS
MALIBU SUN VALLEY
3684 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-8495
WWW.BURDGE.COM

SHEET TITLE
PARTIAL LOWER LEVEL SITE PLAN

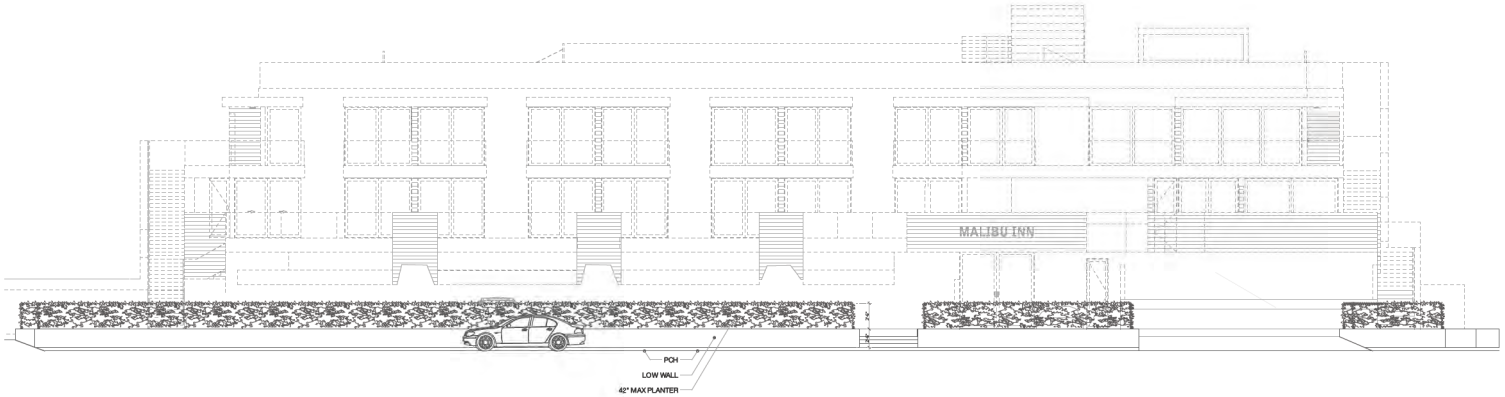
DRAWING NO.
A-0.2

PLOT DATE	5/2/20
SCALE	
DRAWN BY	



SITE SECTION - 1

SCALE: 1/4" = 1'-0"



SITE SECTION - 2

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

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS

MALIBU
SUN VALLEY

WWW.BURDGE.COM

3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5961

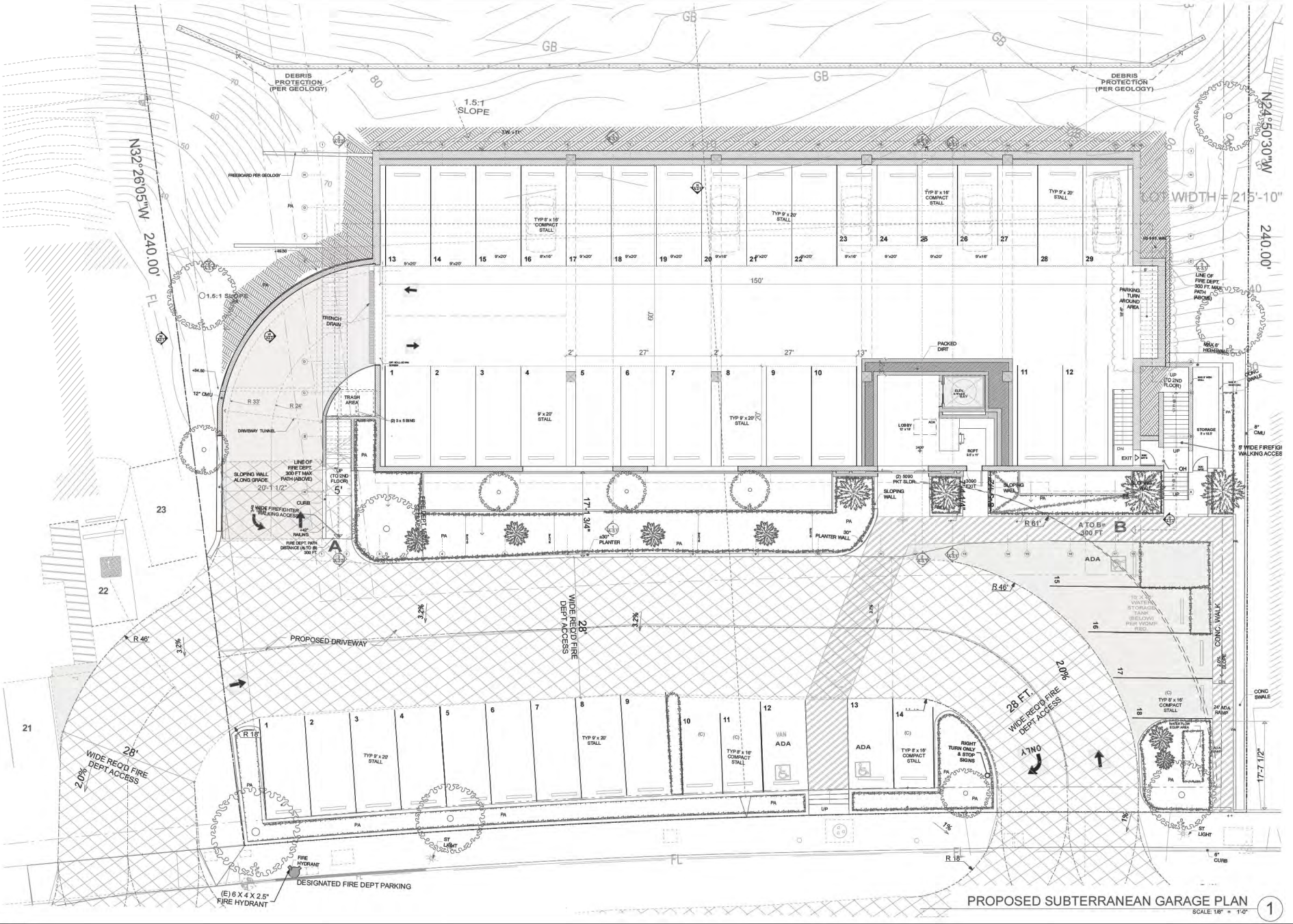
SHEET TITLE

SITE VIEWS @ PARKING LOT

DRAWING NO.

A-0.3

PLOT DATE	10/10/19
SCALE	AS NOTED
DRAWN BY	



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MALIBU SUN VALLEY
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TEL 310-456-5998
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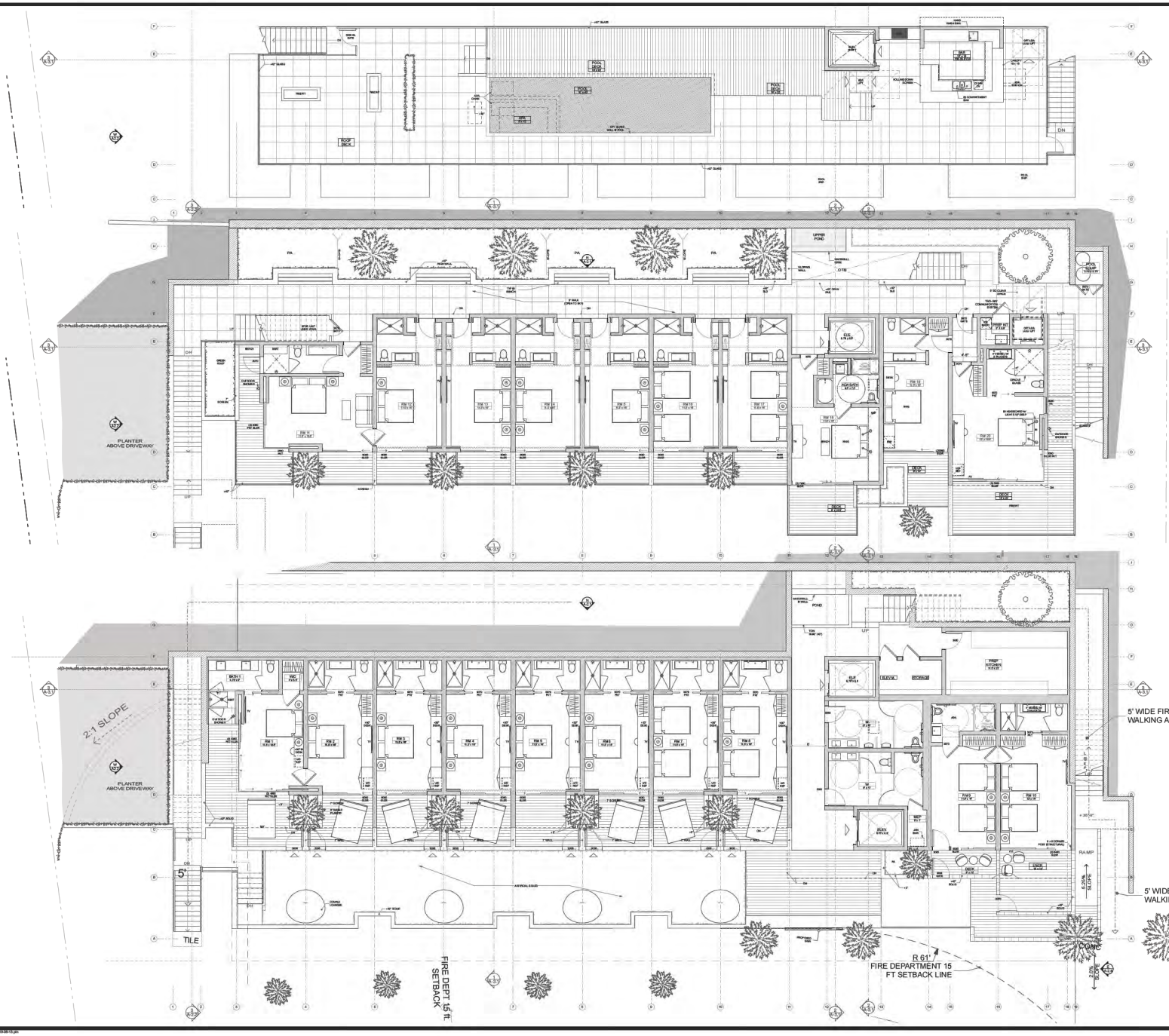
SHEET TITLE: PROPOSED GARAGE

DRAWING NO.: A-1.1

PLOT DATE: 3/5/20

SCALE:

DRAWN BY:



NOTE:

1. 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)

2. VENTS SHALL RESIST THE INTRUSION OF FLAME AND EMBER 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)

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WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5848

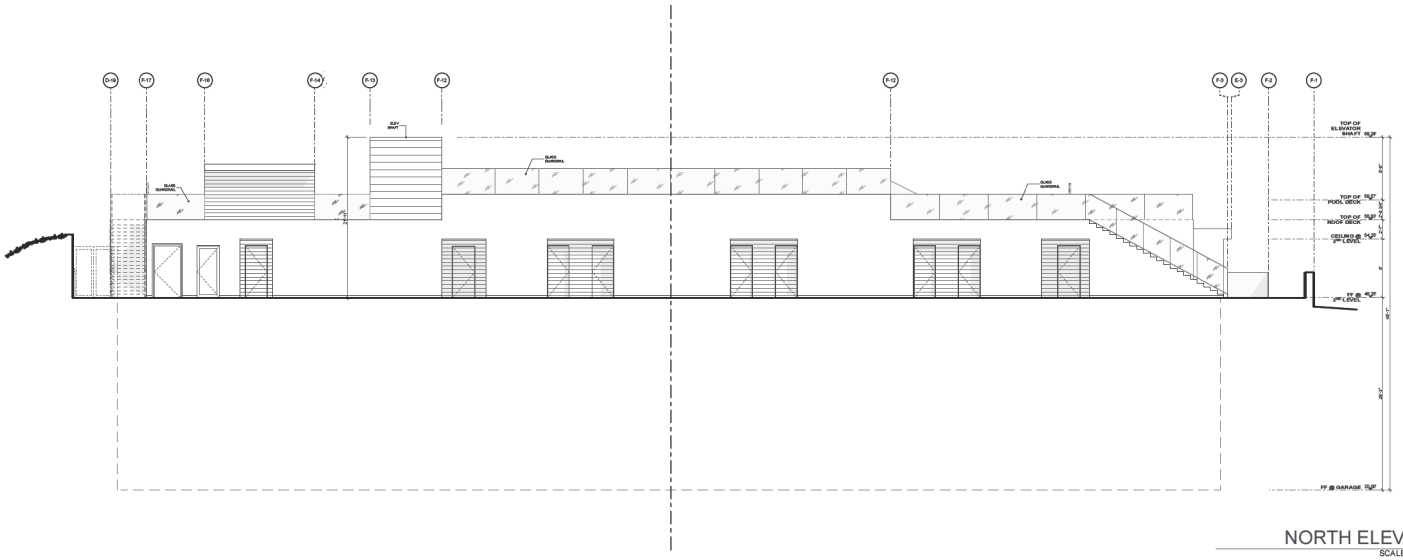
SHEET TITLE
PROPOSED FLOOR PLANS

DRAWING NO.
A-1.2

PLOT DATE 10/10/19
SCALE
DRAWN BY



SOUTH ELEVATION (S)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION (N)
SCALE: 1/8" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

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22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5961

SHEET TITLE
PROPOSED NORTH AND SOUTH ELEVATIONS

DRAWING NO.
A-2.1

PLOT DATE	5/2/20
SCALE	AS NOTED
DRAWN BY	



PARTIAL SOUTH ELEVATION (S)
SCALE: 1/4" = 1'-0"



PARTIAL SOUTH ELEVATION (S)
SCALE: 1/4" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

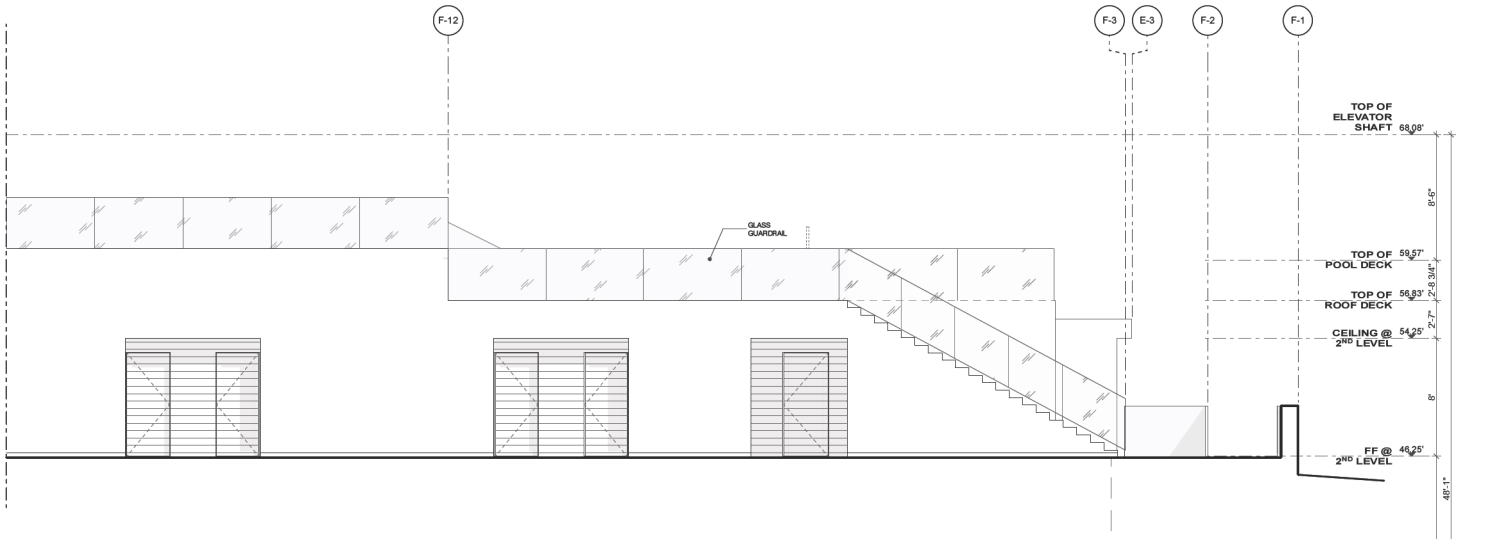
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22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3900 PACIFIC COAST HWY
MALIBU, CA 90265
TEL 310-456-5848

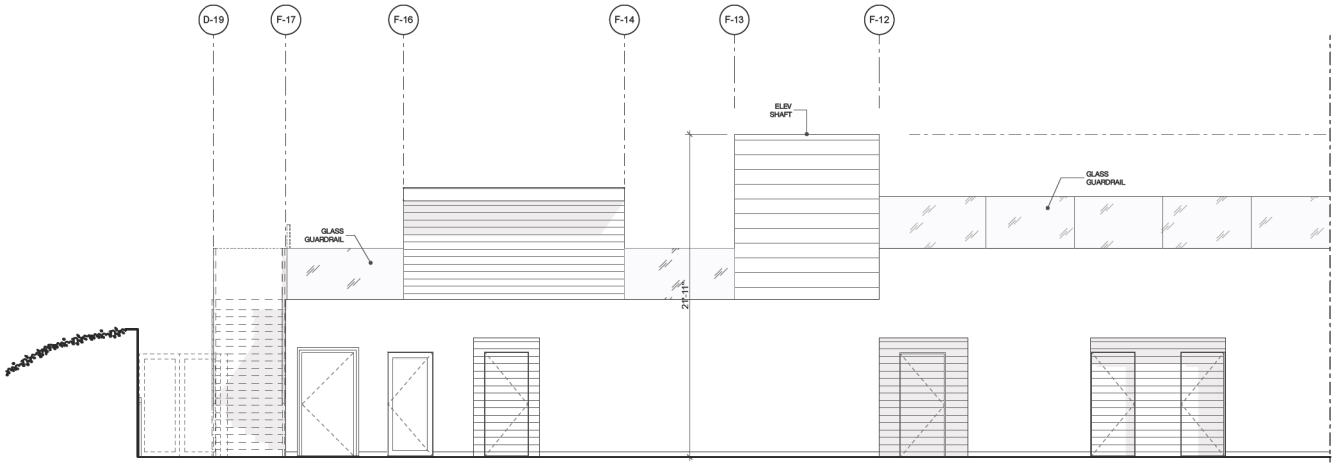
SHEET TITLE
PROPOSED PARTIAL SOUTH ELEVATION

DRAWING NO.
A-2.2

PLOT DATE	5/2/20
SCALE	AS NOTED
DRAWN BY	



PARTIAL NORTH ELEVATION
SCALE: 1/4" = 1'-0"



PARTIAL NORTH ELEVATION
SCALE: 1/4" = 1'-0"

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MARK	DATE	DESCRIPTION

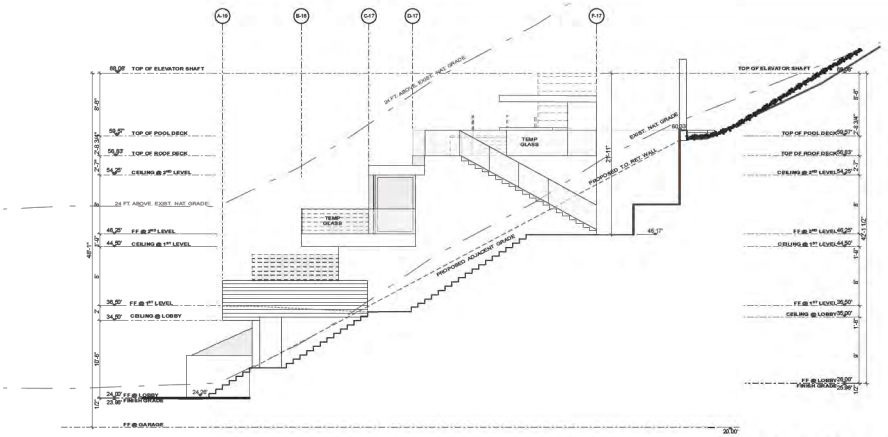
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22959 PACIFIC COAST HIGHWAY

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3111 PACIFIC COAST HWY.
MALIBU, CA 90265
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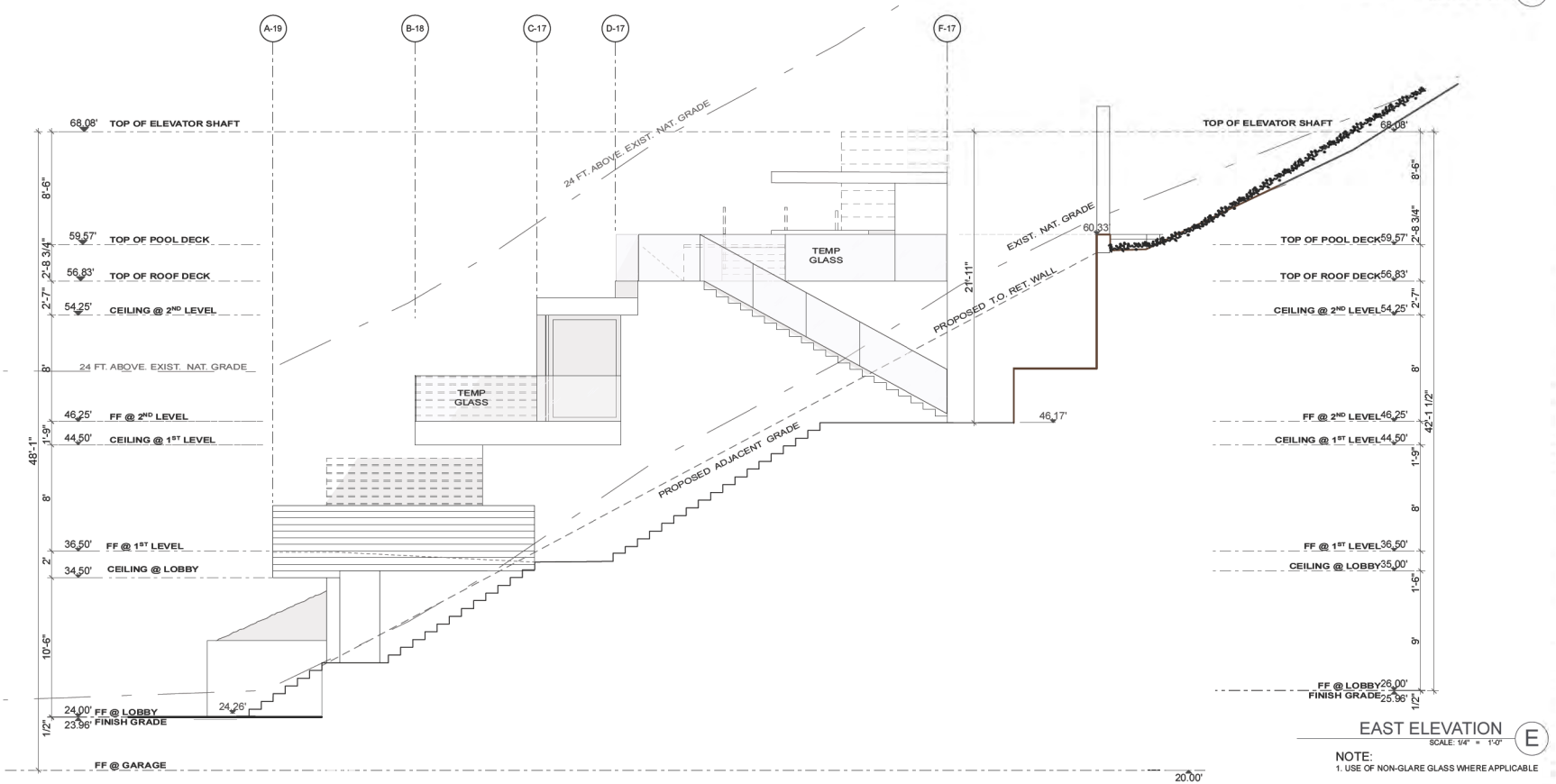
SHEET TITLE
PROPOSED PARTIAL NORTH ELEVATION

DRAWING NO.
A-2.3

PLOT DATE	2/25/20
SCALE	AS NOTED
DRAWN BY	



EAST ELEVATION (E)
SCALE: 1/8" = 1'-0"



EAST ELEVATION (E)
SCALE: 1/4" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

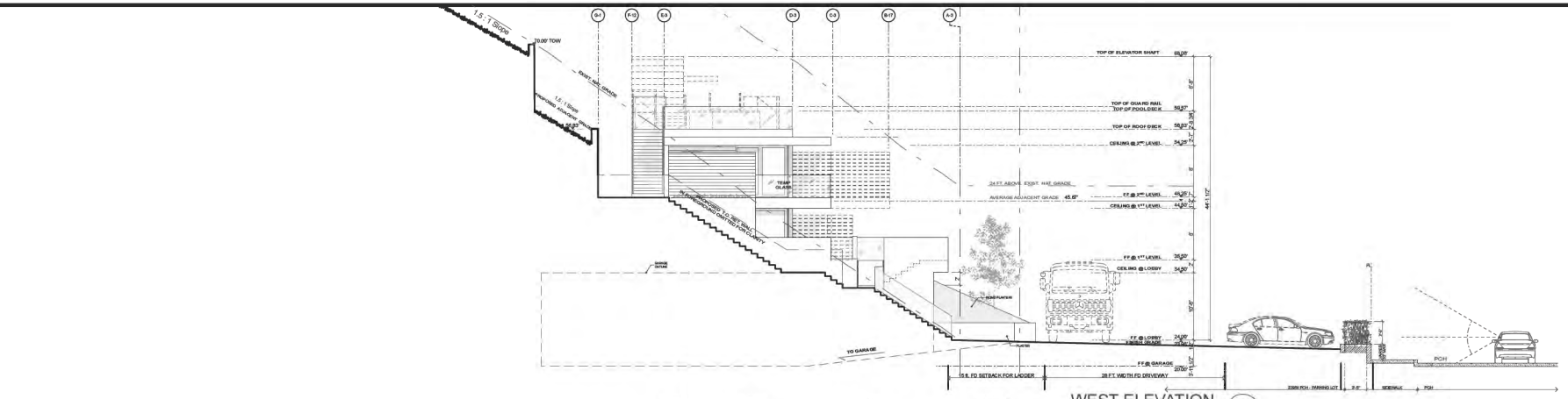
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

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ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3111 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL: 310.456.2489

SHEET TITLE
PROPOSED EAST ELEVATION

DRAWING NO.
A-2.4

PLOT DATE	2/25/20
SCALE	AS NOTED
DRAWN BY	



WEST ELEVATION
SCALE: 1/4" = 1'-0"
W

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

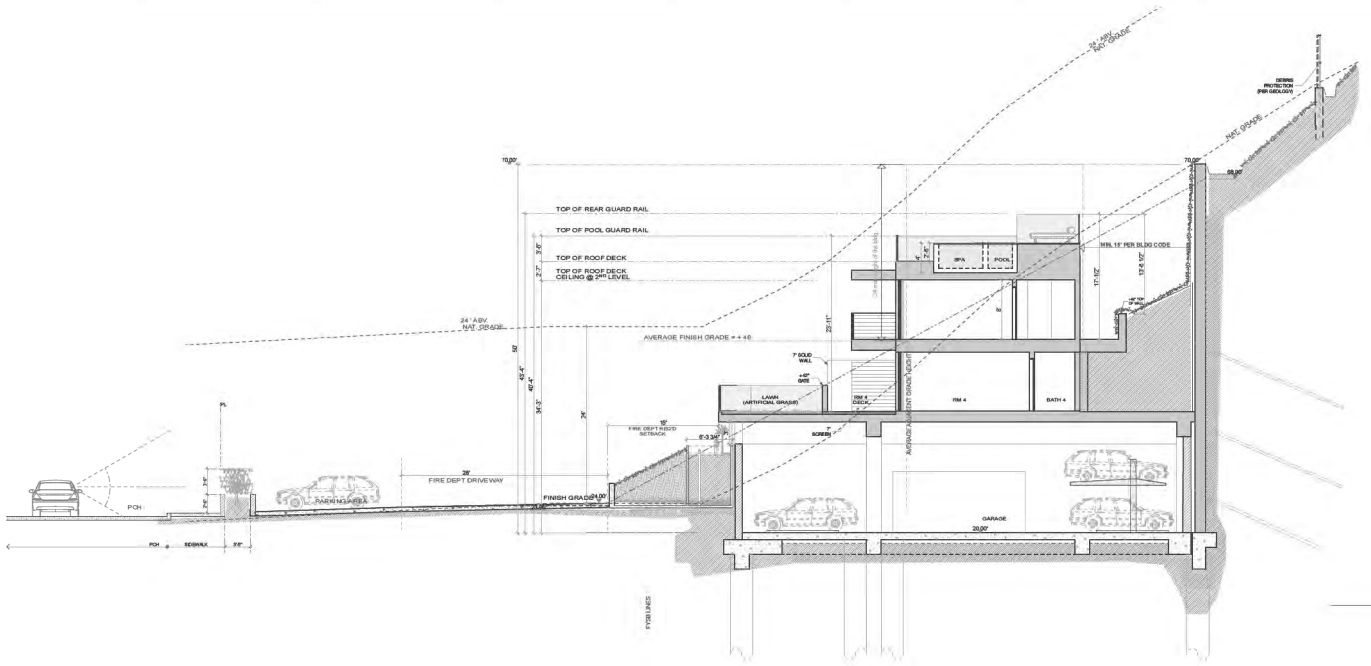
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

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ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
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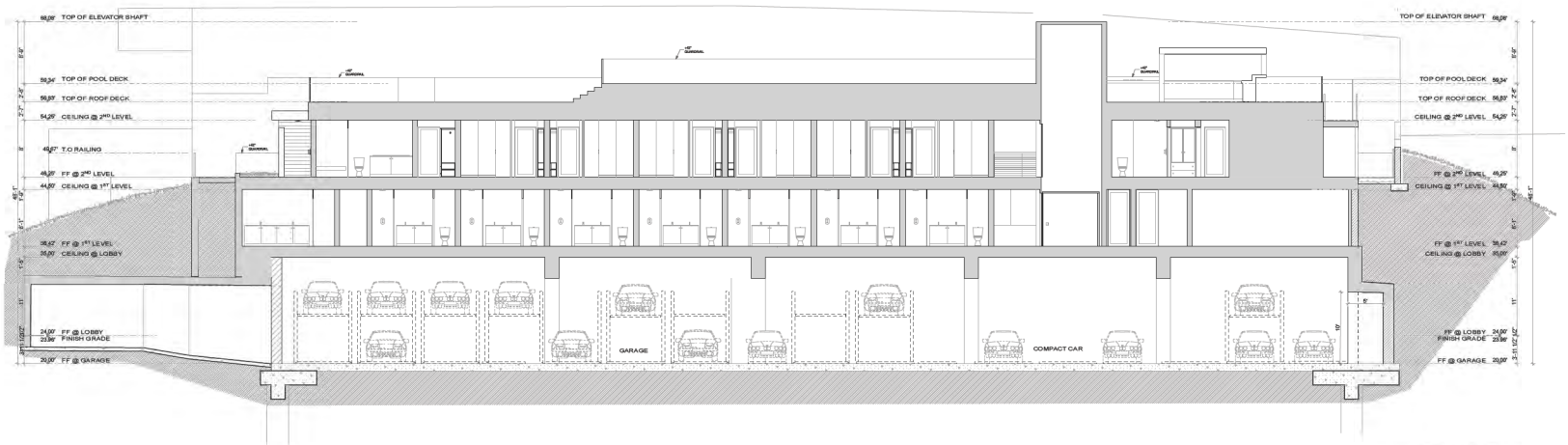
SHEET TITLE
PROPOSED WEST ELEVATION

DRAWING NO.
A-2.5

PLOT DATE 5/2/20
SCALE AS NOTED
DRAWN BY



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



SECTION
SCALE: 1/8" = 1'-0" 2

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

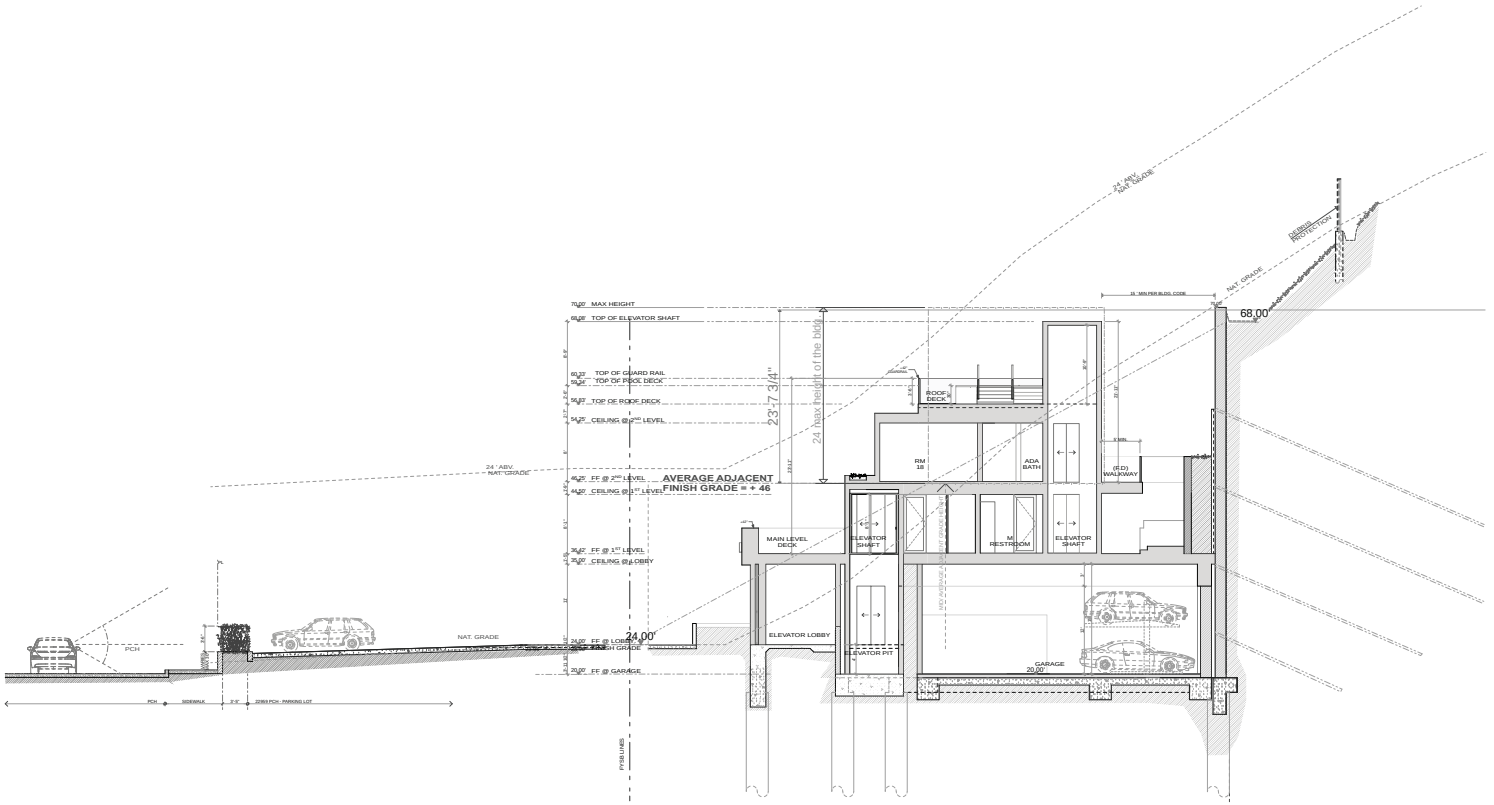
BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BUARA.COM
3111 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-2489

SHEET TITLE
PROPOSED SECTIONS

DRAWING NO.
A-3.1

PLOT DATE 2/25/20
SCALE
DRAWN BY

22959-PCH-PD-2020-01-07.pln



SECTION B (2)
SCALE: 1/8" = 1'-0"

NOTE:
1. USE OF NON-GLARE GLASS WHERE APPLICABLE

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MARK	DATE	DESCRIPTION

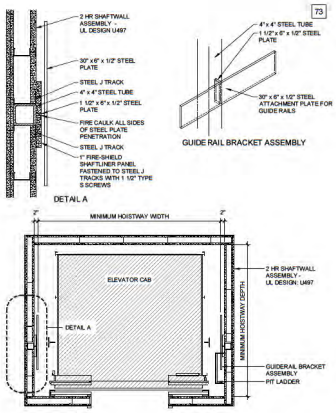
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

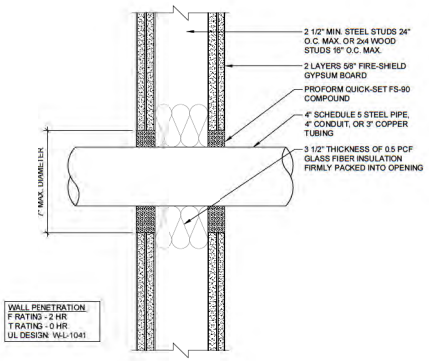
BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
24411 PACIFIC COAST HWY
MALIBU, CA 90265
TEL: 310-456-8900

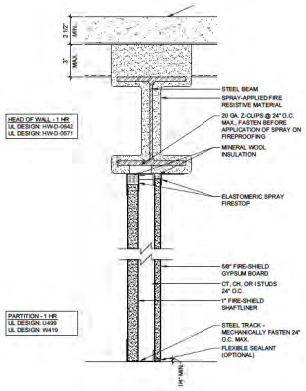
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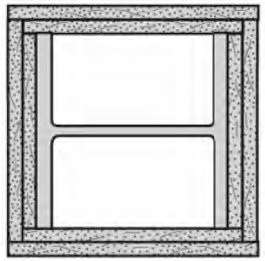
DRAWING NO.
A-3.2

PLOT DATE: 11/2/21
SCALE
DRAWN BY

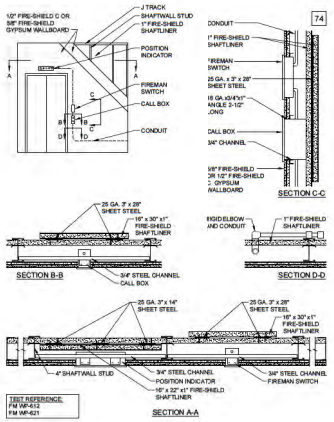


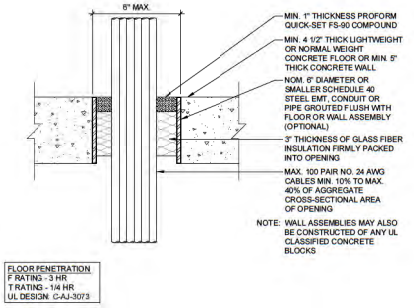


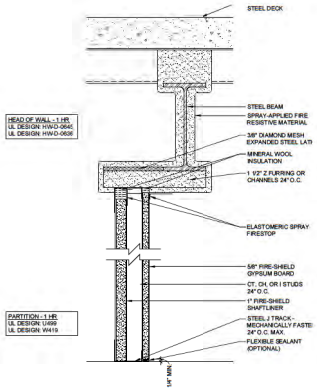


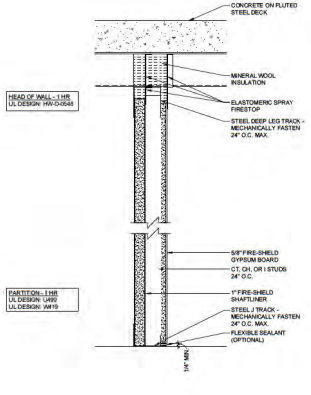


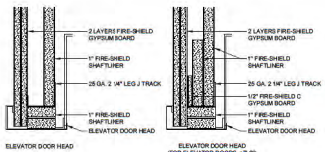
Base Layer: 1/2" (12.7 mm) ToughRock® Fireguard C® gypsum board tied to W13 x 49 (metric W250 x 73) column 1 hr. with 18 gauge (43 mils) wire 15" (381 mm) o.c. Face Layer: 1/2" (12.7 mm) ToughRock Fireguard C gypsum board applied with laminating compound over entire contact surface. Test conducted with generic Type X in December 1952. Contact SP Technical Service Hotline for a copy of the test report.

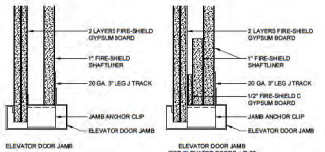


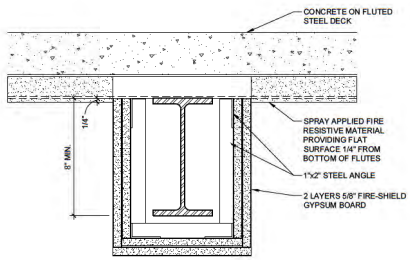




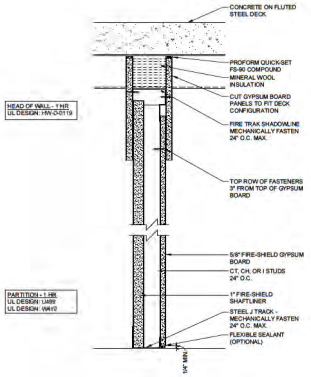








BEAM - 2 HR
UL DESIGN: N501



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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM

SHEET TITLE
ARCHITECTURAL DETAILS

DRAWING NO.
A-5.1

PLOT DATE	8/14/19
SCALE	AS NOTED
DRAWN BY	

LIGHTING SCHEDULE

WALL LIGHTS IN CAR PARKING AREA	C 24	T1	2.5W LED BRICK LIGHT - CORONA CL-369B-AB LAMP L-EDBA- 2.5W 180° WIDE FLOOD OR
DOWN LIGHTS	E 10	T2	5W LED ADJUSTABLE DOWN LIGHT FX LUMINAIRE QT-2D-1 LED- BZ LAMP 2700K
WALL LIGHTS	D 41	T4	FX LUMINAIRE MO-2D-3 LED- SQ- BZ LAMP 2700K
PATH LIGHTS	H 17	T6	FX LUMINAIRE M-PL -1 LED- BZ
ACCENT LIGHTS	1 2	T7	ROCKSPACE F113B-NAZ W/ STAKE, MR-16 LAMPS, 35 WATT FLOOD
WATER FEATURE LIGHTS	J 4	T8	HINKLEY STEP 1539BS, SOLID BRASS, EXTRA LONG CORD, MR-16 LAMP 20 WATT, 2700K

LIGHTING LEGEND

CONTRACTOR TO UTILIZE MANUFACTURER SUPPLIED CONNECTORS TO CONNECT FIXTURES TO MAINLINE. NO OTHER TYPE OF CONNECTION CAN BE USED WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT. THE LANDSCAPE DESIGNER TO APPROVE LOCATION OF ALL LIGHTS, TRANSFORMER, CLOCK, ETC., PRIOR TO RUNNING WIRES AND INSTALLING LIGHTS.

T1 **TRANSFORMER**

KICHLER PROFESSIONAL SERIES SS.

TOTAL WATTAGE NEEDED FOR SYSTEM TO BE DETERMINED BY LANDSCAPE LIGHTING CONTRACTOR, WHO WILL PROPERLY SIZE THE TRANSFORMER(S). TRANSFORMER(S) LOCATED OUTDOORS SHALL BE MANUFACTURED FOR THAT TYPE OF ENVIRONMENT, AND SHALL BE IN STAINLESS STEEL CABINETS. TRANSFORMER(S) SHALL HAVE A WATTAGE THAT IS 20% GREATER THAN THE WATTAGE LOAD OF THE FIXTURES ON EACH TRANSFORMER TO ALLOW FOR ADDITION OF EXTRA LIGHT FIXTURES BY OWNER IN FUTURE WITHOUT HAVING WATTAGE LIMIT PROBLEMS.

CLOCK

C SHALL BE INTERMATIC TN311C 24HR TIMER (3 ON/OFFCYCLES) MECHANICAL CLOCK MOUNTED AT EYE LEVEL AT LOCATION PER NOTE 'Z'. THERE WILL BE 2 (TWO) CLOCKS; EACH WITH PHOTOCELL OVERRIDE.

WIRING

SHALL BE 10-2 DIRECT BURIAL LOW VOLTAGE WIRE. ALL WIRING SHALL BE MINIMUM OF 12" BELOW SOIL FINISH SURFACE AND MAY BE INSTALLED IN IRRIGATION SYSTEM TRENCHES. IT IS ASSUMED THAT WIRING SLEEVES WERE INSTALLED UNDER PAVING TO ALLOW WIRES TO TRANSITION UNDER PAVING. SEE NOTE 'Z' BELOW.

T1 — TRANSFORMER #
A / 4 — FIXTURE TYPE / FIXTURE QTY.
WPGFI - DUPLEX GROUND FAULT INTERRUPTER RECEPTACLE FOR LOW VOLTAGE MAGNETIC TRANSFORMER

LIGHTING NOTES :

THE LOCATION OF LIGHTS ARE DIAGRAMMATIC. FINAL LOCATIONS TO BE SET BY ARCHITECT AND / OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

WIRING AND TRANSFORMER INSTALLATION TO BE PROVIDED BY ELECTRICIAN.

ALL LIGHTING SHALL BE FULLY SHIELDED AND DIRECTED DOWNWARD

LUMEN COUNT SHALL NOT EXCEED 650 LUMENS

COLOR TEMPERATURE SHALL NOT EXCEED 3000 KELVIN

UNLESS CONTROLLED BY MOTION SENSORS, OUTDOOR LIGHT SHALL BE EXTINGUISHED BY 11:00 PM OR WHEN PEOPLE ARE LONGER PRESENT IN THE EXTERIOR AREA.

THE HINKLEY SPOT LIGHT (1539BS) WILL NOT TRESPASS BEYOND THE WATERLINE OR WILL BE DIRECTED DOWNWARD

LIGHT DETAIL:

FX LUMINAIRE
DOWN LIGHT



QT 1LED ILLUMIANCE AT A DISTANCE

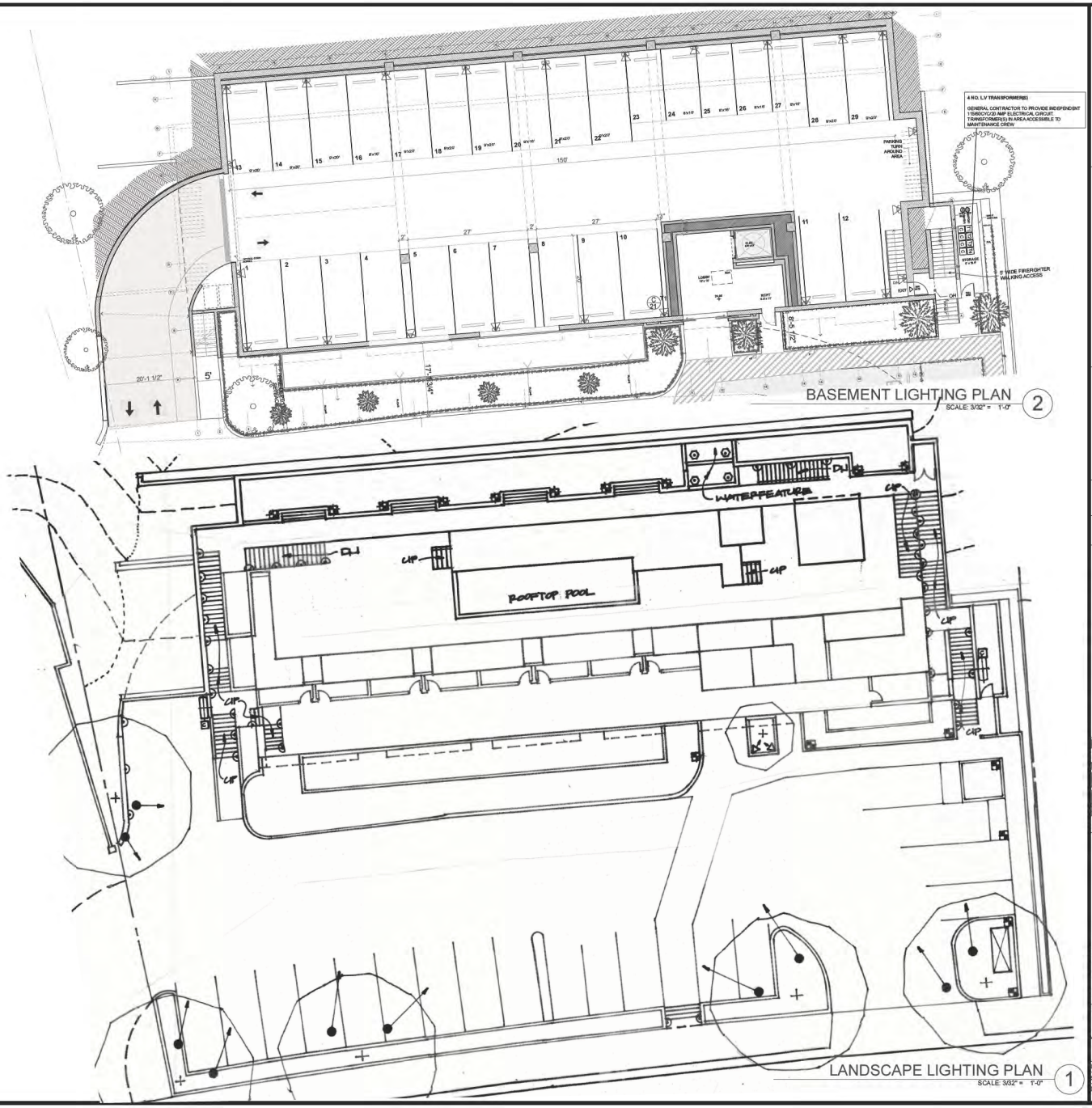
	Center Beam FC	Beam Width
4.0 ft	30.0 ft-c	1.2 ft
8.0 ft	7.50 ft-c	2.5 ft
12.0 ft	3.33 ft-c	3.8 ft
16.0 ft	1.87 ft-c	5.1 ft
20.0 ft	1.20 ft-c	6.4 ft
24.0 ft	0.83 ft-c	7.7 ft

Beam Diameter: 153°

TREE MOUNT STRAP







BASEMENT LIGHTING PLAN 2
SCALE: 3/32" = 1'-0"

LANDSCAPE LIGHTING PLAN 1
SCALE: 3/32" = 1'-0"

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MARK	DATE	DESCRIPTION

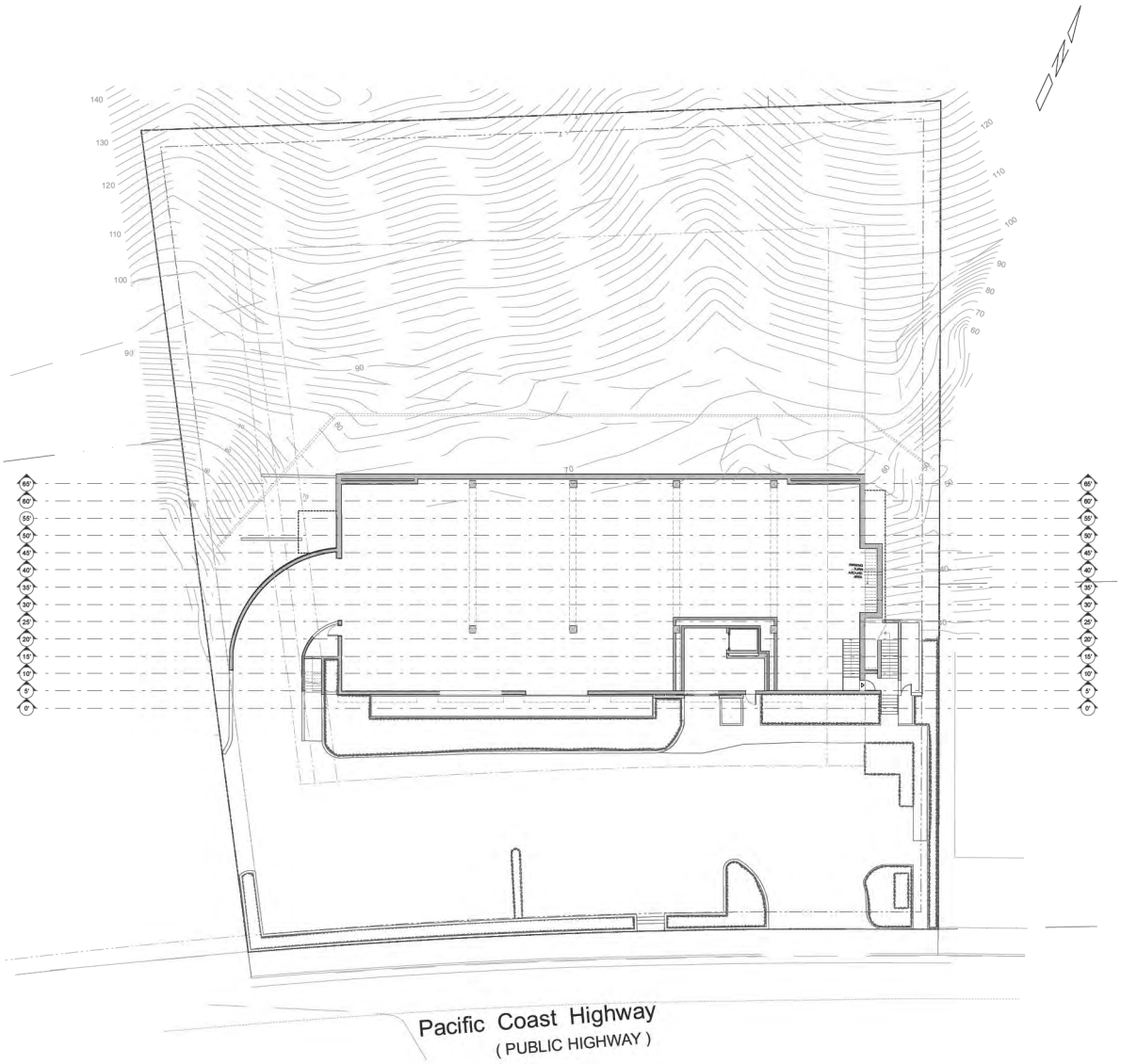
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MAILING: PO BOX 1076, TOPANGA, CA 90290
3900 PACIFIC COAST HWY, MALIBU, CA 90265
TEL: 310-456-5848
WWW.BURDGEANDASSOCIATES.COM

SHEET TITLE
LIGHTING PLAN

DRAWING NO.
A-6.1

PLOT DATE 5/2/20
SCALE
DRAWN BY



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3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5961

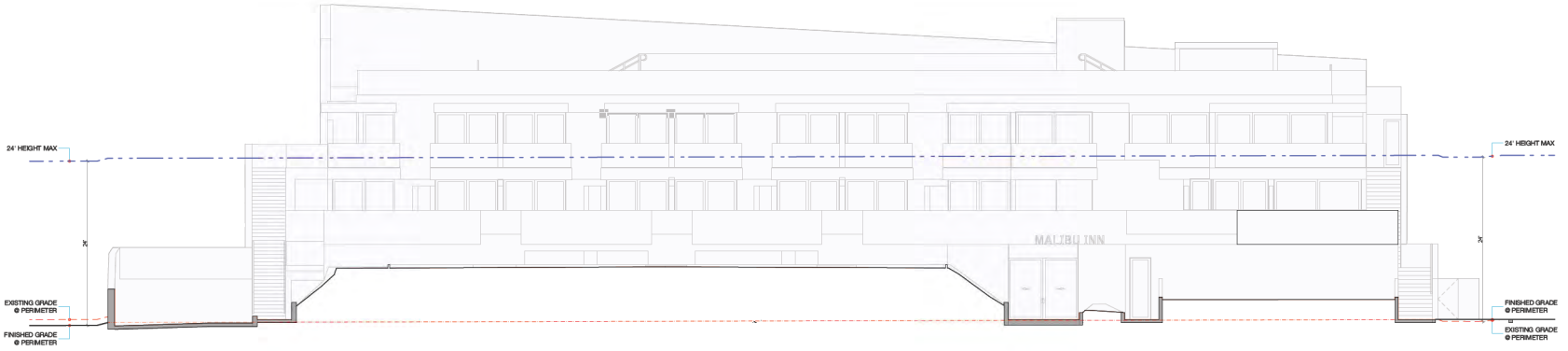
SHEET TITLE

HEIGHT EXHIBIT KEYMAP

DRAWING NO.

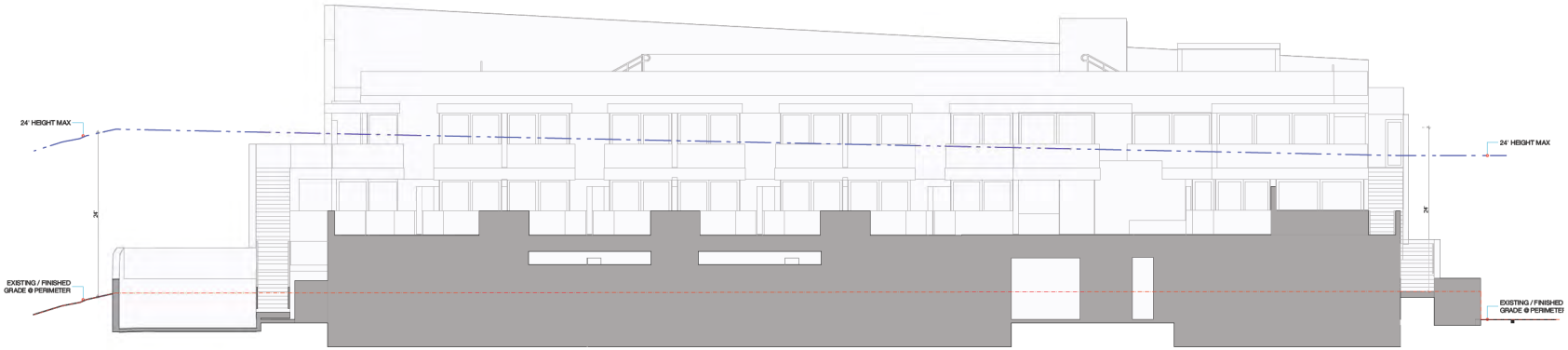
A-8.1

PLOT DATE	3/5/20
SCALE	1/16" = 1'-0"
DRAWN BY	



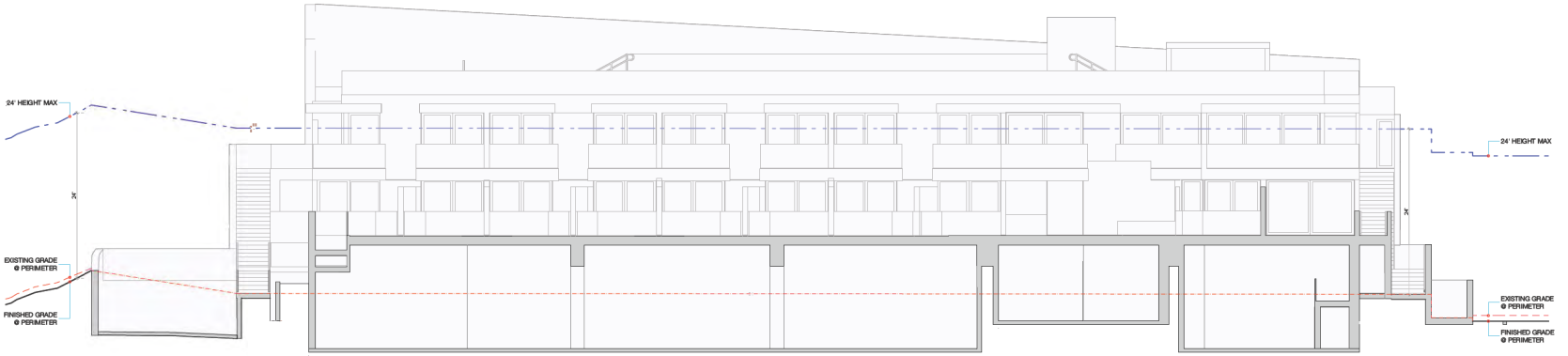
SECTION CUT AT - 0' INTERVAL

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



SECTION CUT AT - 5' INTERVAL

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



SECTION CUT AT - 10' INTERVAL

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

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SUN VALLEY

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3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-2489

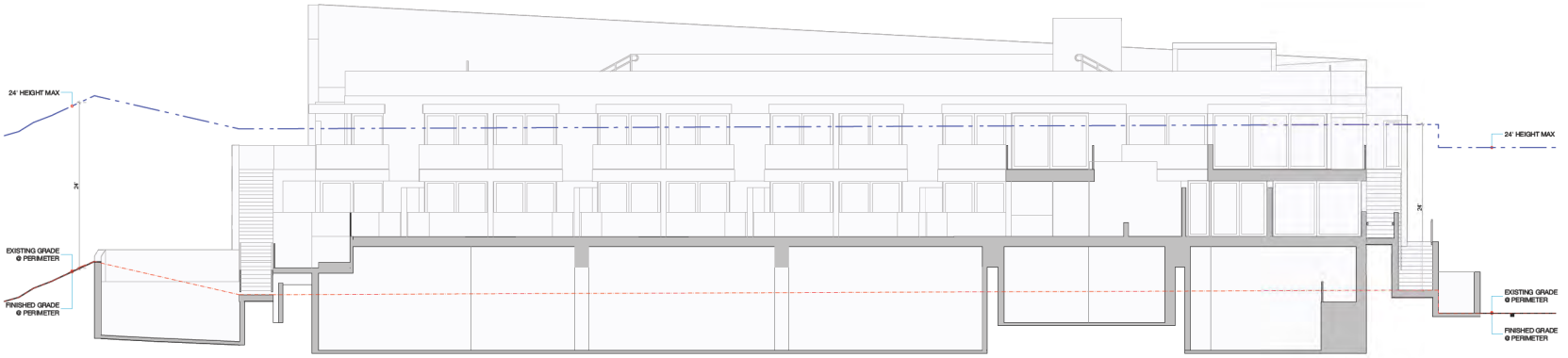
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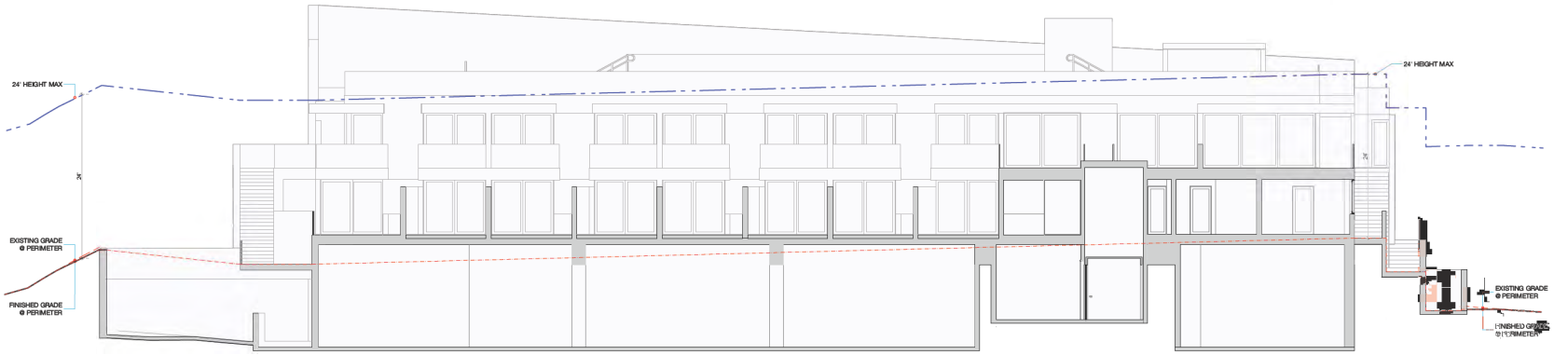
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PLOT DATE	3/5/20
SCALE	AS NOTED
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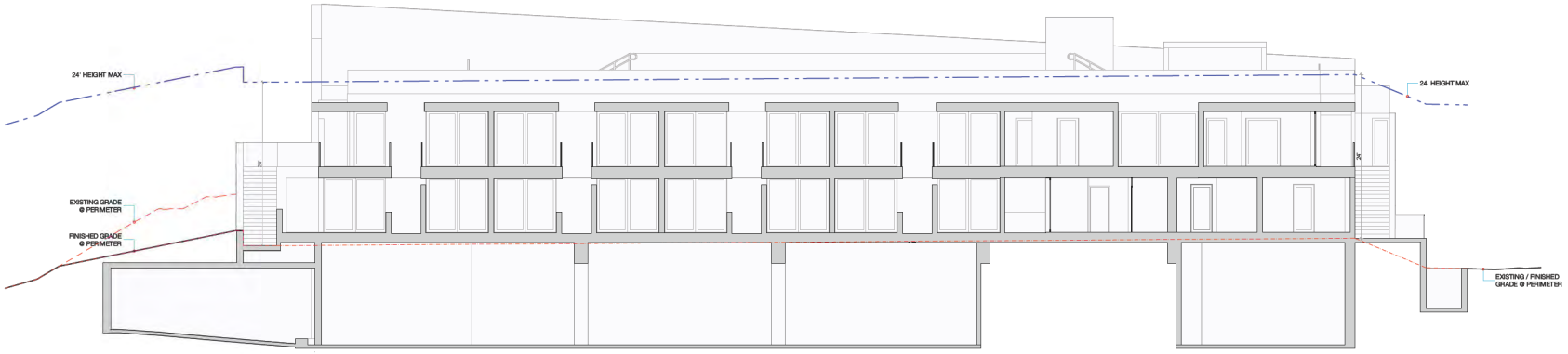
SECTION CUT AT - 15' INTERVAL

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



SECTION CUT AT - 20' INTERVAL

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



SECTION CUT AT - 25' INTERVAL

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

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MALIBU, CA 90265
TEL 310-456-5848

SHEET TITLE

HEIGHT EXHIBIT

DRAWING NO.

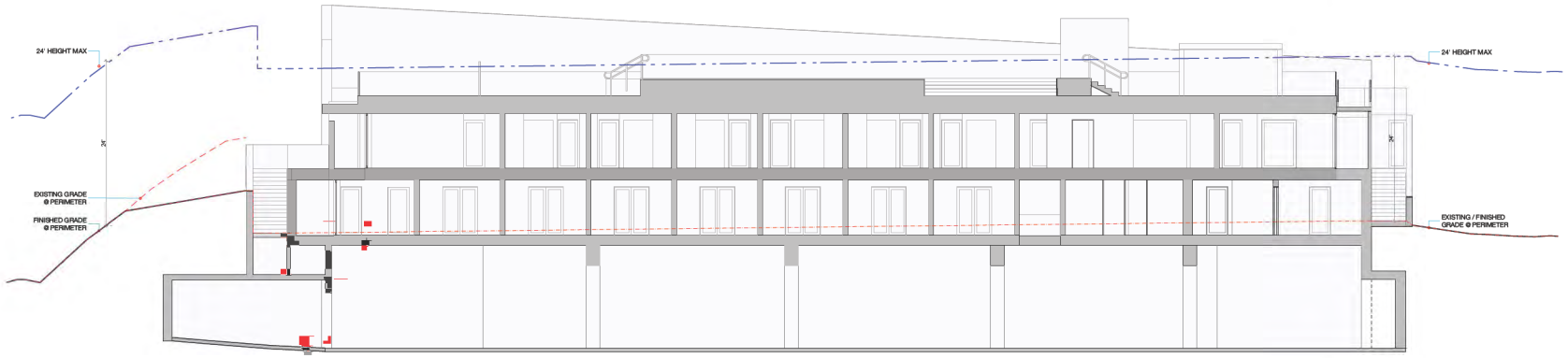
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PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



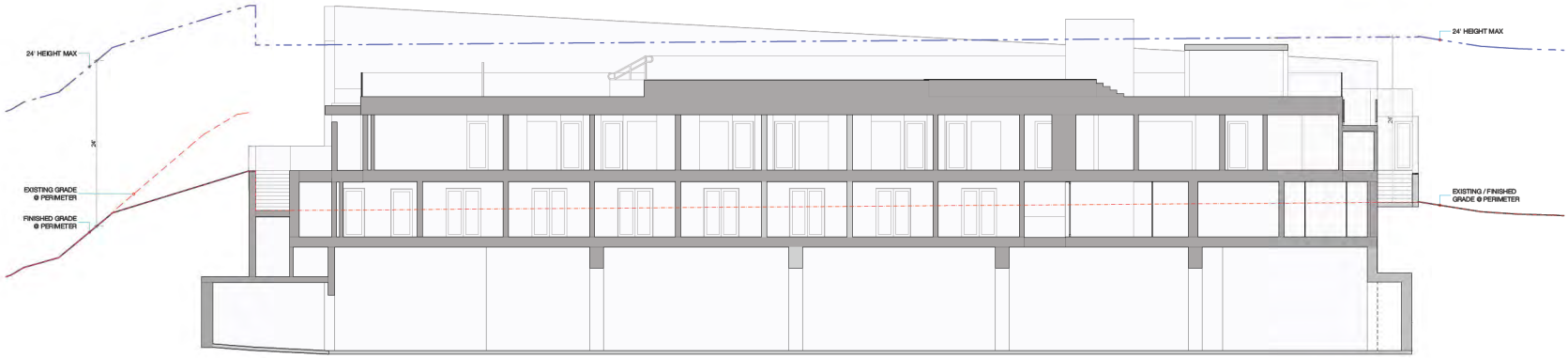
SECTION CUT AT - 30' INTERVAL

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



SECTION CUT AT - 35' INTERVAL

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



SECTION CUT AT - 40' INTERVAL

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

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MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates
ARCHITECTS
MALIBU
SUN VALLEY
WWW.BURDGE.COM
3684 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL 310-456-5998

SHEET TITLE

HEIGHT EXHIBIT

DRAWING NO.

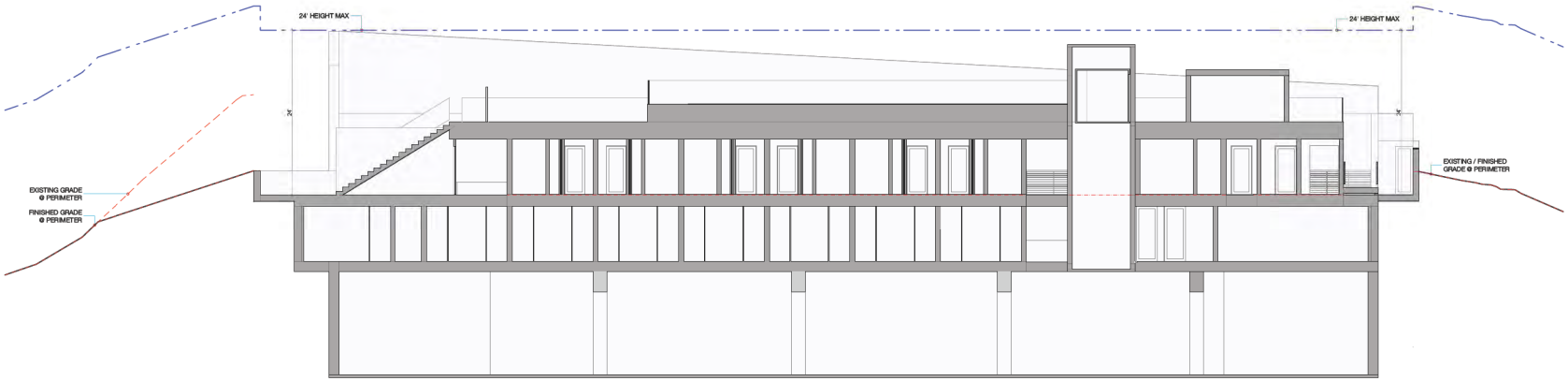
A-8.4

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



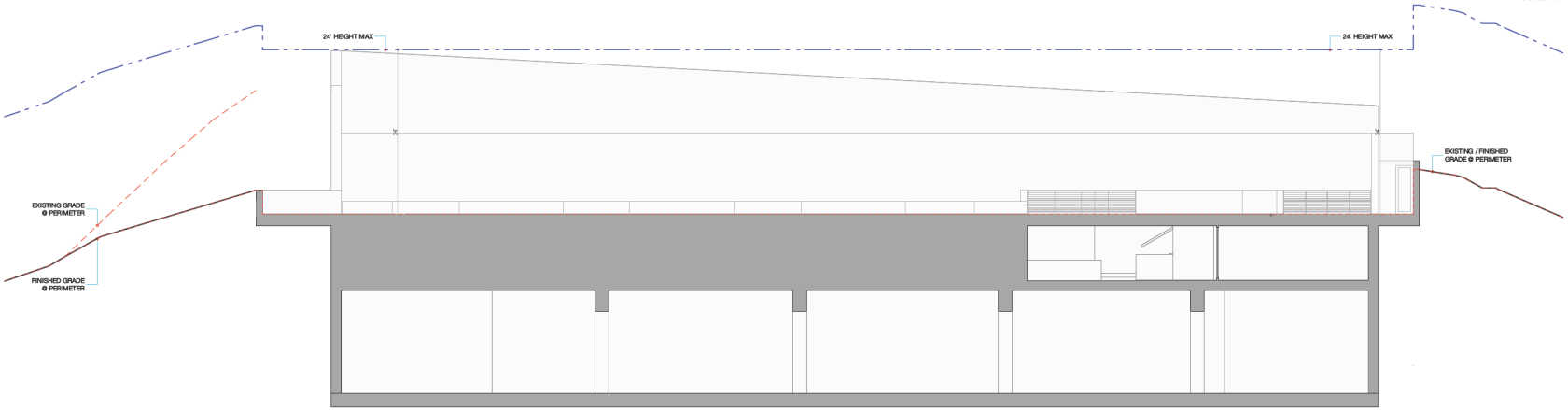
SECTION CUT AT - 45' INTERVAL

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



SECTION CUT AT - 50' INTERVAL

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



SECTION CUT AT - 55' INTERVAL

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

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WWW.BUAIA.COM

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MALIBU, CA 90265
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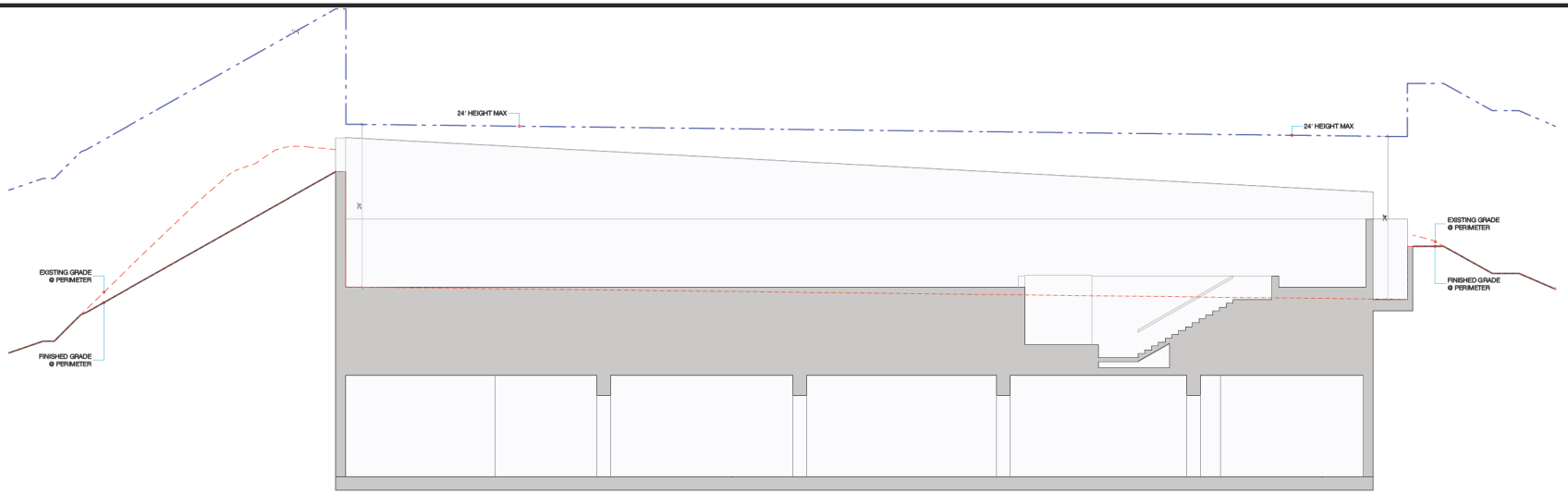
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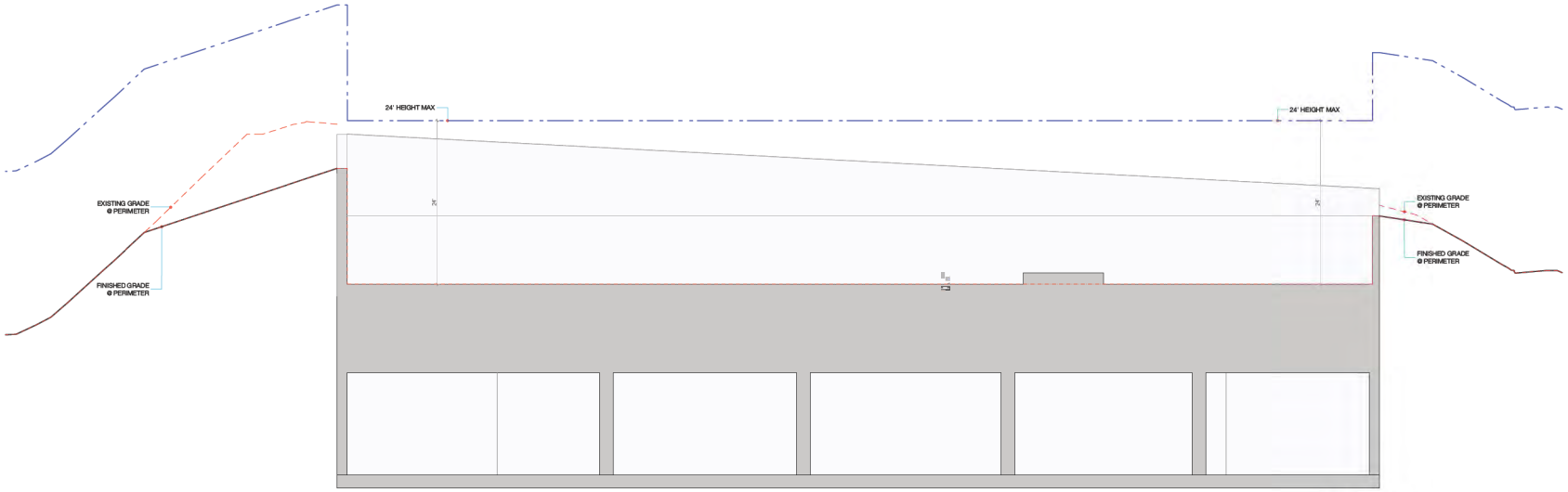
A-8.5

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	



SECTION CUT AT - 60' INTERVAL

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



SECTION CUT AT - 65' INTERVAL

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

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SHEET TITLE

HEIGHT EXHIBIT

DRAWING NO.

A-8.6

PLOT DATE	3/5/20
SCALE	AS NOTED
DRAWN BY	

City of Malibu

23815 Stuart Ranch Road • Malibu, California 90265-4861 (310) 456-2489 • fax (310) 317 0950
• www.ci.malibu.ca.us

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. 235 for Pre-Construction Meeting prior to the commencement of any construction or grading operations. Contractor shall notify the City Public Works Inspector 48 hours prior to commencing any construction and 24 hours in advance of specific inspection needs during the course of the work.*
4. *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. 235 to apply for a permit.*
6. *Storage of any construction materials, construction trailer, and/or parking and any work within the Caltrans public right of way shall require a Caltrans Encroachment Permit. Submit a copy of the Caltrans Encroachment Permit to the Public Works Department.*
7. *All work shall be performed during City working hours and in compliance with these plans.*
8. *Contractor shall verify all conditions and dimensions and shall report any discrepancies to the Engineer prior to the commencement of any work.*
9. *Contractor shall locate, protect, and save any and all survey monuments that will be or may be damaged or destroyed by their operations. Once found, the Contractor shall then notify both the developer's supervising Civil Engineer and the Public Works Inspector. The supervising Civil Engineer shall reset all said monuments per he requirements of the Professional Land Surveyor's Act.*
10. *The Contractor shall be responsible for protecting all public and private property insofar as it may be affected by these operations.*
11. *Existing traffic signs are not to be removed without prior notification and approval of the City Engineer. As a minimum, construction work zone traffic signs and striping shall be furnished, installed, and maintained in accordance with the "Work Area Traffic Control Handbook" (the "WATCH Manual"), published by BNI Building News, Inc. 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 NPDES requirements. The Storm Water Pollution Prevention Plan (SWPPP) shall be available at the construction site at all times and shall be kept updated.*
16. *All recommendations made by the Geotechnical/Soils Engineer (and Engineering Geologist, where employed), and contained in the reports referenced herein, 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 constructes 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: 12,649 cu.yd. Fill: 394 cu.yd.
    Export: 12,255 cu.yd. Import: 0 cu.yd.
20. *Total Disturbed Area acres 0.77 ACRES*
    (including grading, clearing, and landscaping area)
    Total Existing Impervious Surface Area: 0 sq.ft.
    Total Proposed Impervious Surface Area: SEE ARCH PLAN sq.ft.
    Flood Zone on FIRM: _____ Base Flood Elevation: _____ f.
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.*
22. *All catch basins and drainage inlets shall be stenciled with the City of Malibu storm drain logo.*

GRADING GENERAL NOTES:

MALIBU DEVELOPMENT STANDARDS (CUTS and FILLS) [3312, 3313 & Malibu LCP 8.3]:

1. *Cut material may only be exported to an appropriate landfill or a site permitted to accept material.*

GRADING INSPECTION REQUIREMENTS [3317.6]:

1. *Initial Inspection: When the site has been cleared of vegetation and unapproved fill and it has been scarified, benched or otherwise prepared for fill. No fill shall have been placed prior to this inspection.*
2. *Toe Inspection: After the natural ground is exposed and prepared to receive fill and before any fill is placed.*
3. *Excavation Inspection: After the excavation is started and before the depth of excavation exceeds 10 feet.*
4. *Rough Inspection: When approximate final elevations have been established, drainage terrace, swales and other drainage devices necessary for the protection of the building site from flooding are installed, berms installed at the top of slopes. Submit the Official has approved Rough Grading.*
5. *Final Inspection: When grading has been completed, all drainage devices necessary to drain the building pad are installed, slope planting established and all irrigation systems [illegible] Engineer that inspected the construction of the buttressing and certify to the stability of the slope and adjacent structures upon completion.*
6. *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]*
7. *Fill Inspection:*
   - *7.1. After the fill emplacement is started and before the vertical height of the lifts exceeds 10 ft. [3313.2]*
   - *7.2. During preparation of natural ground and placement and compaction of fill.*
   - *7.3. The soils engineer shall be present during the entire fill placement and compaction of fills that will exceed a vertical height or depth of 30 ft. or result in a slope surface steeper than 2horizontal to 1 vertical. [33 ft.7*
8. *Drainage Device Inspection: After forms and pipe are in place and before any concrete is poured.*
9. *Rough Grading: When all rough grading has been completed and erosion protection has been installed. The Geotechnical Engineer shall submit the final compaction report prior to the approval of rough grade.*

COMPACTION TESTING REQUIREMENTS:

1. *Fill shall be compacted (as determined by A.S.T.M. Soil Compaction Test D1557- Latest Version) throughout their full extent to [3313.4]:*
2. *A minimum relative compaction of 90% of maximum dry density within 40 ft. below finished grad, and*
3. *93% of maximum dry density deeper than 40 ft. below finished grade*
4. *Field density shall be determined by Sand-Cone Method, A.S.T.M. D1556 - Latest Version. In fine-grained cohesive soils field density may be determined by the Drive-Cylinder Method, A.S.T.M. D-2937- Latest Version, provided not less than 20% of the required density tests, uniformly distributed, are by the Sand-Done Method. The method of determining field density shall be shown in the compaction report. Other methods may be used if recommended by the Soils Engineer and approved in advance by the Building Official. [3313.4]*
5. *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. [3313.8] One field density test to be made as follows:*
   - *5.1. One test for each two foot vertical left.*
   - *5.2. One test for each 1,000 cubic yard of material placed.*
   - *5.3. 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.*

GENERAL NOTES:

1. *Any modifications of or changes in approved grading plans must be approved by the Building Official.*
2. *A copy of the grading permit and approved grading plan must be in the possession of a responsible person and available at the site.*
3. *This plan has been checked on the assumption that the fills shown will not be [illegible] suitable for the support of structures. All foundations for future buildings are to be [illegible] correction numbers 94, 95 & 96.*
4. *Engineer must set grade stakes for all drainage devices and the contractor shall obtain inspection before pouring.*
5. *All storm drain work is to be done under continuous inspection by the Field Engineer. Weekly status reports shall be submitted by the Feld Engineer to the City Building Department.*
6. *Provisions shall be made for contributary drainage at all times.*
7. *Secure permission from (City Engineer), (State Highway Department) for construction, grading and/or discharge of drainage within street right-of-way.*
8. *Separate plans for temporary drainage and Wet Weather Erosion Control measure to be used during the rainy season must be submitted prior to October 1. The erosion control devices shown on said plans must be installed by not later than November 1 and maintained in operable condition until April 15. [3319.3]*
9. *The Grading Contractor shall submit a written statement verifying that the work done under his direction was performed in accordance with he 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]*
10. *The Design Engineer verifies that this grading plan was prepared under my supervision in accordance with Section 3318.1 of the Malibu Building Code. All soils engineer and engineering geology recommendations were incorporated in plan. (Must be signed and dated by the Design Engineer.)*
11. *All recommendations included in the consultant's soil and geology reports must be complied with and are a part of the grading specifications.*
12. *Grading operations must be conducted under periodic geologic inspection with monthly inspection reports to be submitted to the City Building Department.*
13. *The consulting geologist must approve rough grading by final report. Final report must include an as-built geologic map.*
14. *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.*
15. *Fill shall be benched into competent material per City of Malibu Standard or Soils Engineer's directions.*
16. *All existing fills shall be approved by the Building Official or removed prior to placing additional fills.*

ADDITIONAL GRADING GENERAL NOTES:

1. *The Building Official shall approve stock piling of excess material prior to excavation.*
2. *The Field Engineer, as a condition of rough grade approval, shall provide a blue top with accompanying witness stake, set at the center of each pad reflecting the pad elevation for precise permits and a blue top with witness stake set at the drainage swale high point reflecting the high point elevation for Preliminary Permits.*
3. *All trench backfills shall be tested and approved by the Soil Engineer.*
4. *The Engineering Geologist and Soil Engineer shall, after clearing and prior to the placement of fill in canyons, inspect each canyon for areas of adverse stability and to determine the presence of absence of subsurface water or spring flow. If needed, subdrains will be designed and constructed prior to the placement of fill in each respective canyon.*
5. *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.*
6. *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 treatment to the Building Official for approval.*
7. *Where support or buttressing of cut and natural slopes is determined to be necessary by the Engineering Geologist and Soil Engineer, the Soil Engineer shall submit design, locations, and calculations to the Building Official prior to construction. The Engineering Geologist and Soil Engineer shall inspect and approve the construction of the buttressing and certify to the stability of the slope and adjacent structures upon completion.*
8. *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.*
9. *The composition report and approval from the Soil Engineer shall indicate he 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.*
10. *Export soil must be transported to a legal dump or to a permitted site shown clearly on approved plans.*
11. *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.*
12. *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.*
13. *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.*
14. *Roof gutters shall be installed to prevent roof drainage from falling on manufactured slopes. Gutters shall be connected to non-erosive piping or other other method acceptable to the Building Official.*
15. *Any excavations adjacent to other property or structures are subject to the provisions of California Civil Code, Section 832, and is the responsibility of the permittee and/or owner.*

ADDITIONAL GEOTECHNICAL NOTES:

1. *Subgrade soils shall be tested for Expansion Index prior to pouring footings or slabs; Foundation Plans shall be reviewed and revised by the Geotechnical Consultant, as appropriate.*
2. *All foundation excavations must be observed and approved by the Geotechnical Consultant prior to placement of reinforcing steel.*
3. *Prior to final approval of the project, an as-built compaction report prepared by the Project Geotechnical Consultant must be submitted to the City for review. The report must include the results of all density tests as well as a map depicting the limits of fill, locations of all density tests, locations and elevations of all removal bottoms, locations and elevations of all keyways and backdrains, 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.*
4. *Prior to final approval of the project, an as-built report documenting the installation of the retaining wall tie-back system shall be prepared by the Project Geotechnical Consultant. The report shall include, as a minimum, the locations and details of the installations such as tieback length, dates of installation, and test results of tension capacities. the report shall include a statement that the retaining walls tie-back systems were installed under the observation of the geologist and geotechnical engineer of record and that the installations conformed to the approved plan and specifications. Any modifications to the plans necessary fo the conditions encountered during construction must be documented in the final report.*
5. *An as-built geotechnical report documenting the installation of the pile and soldier pile foundation elements for the motel and retaining walls.*
   The report shall document total depth, depth into bedrock, depth to groundwater, and include a map with the locations of the piles.

City of Malibu

23815 Stuart Ranch Road • Malibu, California 90265-4861 (310) 456-2489 • fax (310) 317 0950
• www.ci.malibu.ca.us

TOTAL GRADING YARDAGE VERIFICATION CERTIFICATE
PLANNING DIVISION REVIEW LEVEL

PLANNING APPLICATION NUMBER: _____
PROJECT ADDRESS: 22959 PACIFIC COAST HWY

All projects proposing land form alteration which involves more than 100 cubic yards of grading shall complete this form. The completed form must be provided at the time of Planning Division application for grading approval. All applicable cubic yardages shall be completed in the table. All calculations utilized to estimate the cubic yardages indicated shall be attached to this form. This form and the required calculations must be prepared by a State of California Licensed Civil Engineer or a Licensed Surveyor. The form and the calculations shal be stamped and wet signed by the preparing party.

	EXEMPT			Non-		
	R&R	Understructure	Safety	Exempt	Remedial	Total
Cut	0	11,255	0	394	0	12,649
Fill	0	0	0	394	0	394
Total	0	11,695	0	1348	0	13,043
Import	0	0	0	0	0	0
Export	0	0	0	0	0	12,255

All quantities indicated shall be in Cubic Yards only.
R&R = Removal and Recompaction
Safety Grading is required grading for L.A. County Fire Depart. access approval beyond the fifteen foot minimum access and may include tuorouts, hammerheads, turnarounds, and access roadway widening. Remedial grading is grading recommended by a full site geotechnical or soils report prepared by a licensed geologist or soils engineer which is necessary to correct physical deficiencies on the site for the construction of a primary residence structure or access to the lot.

PREPARED BY: JUSTIN D. HOLT
PRINT NAME:
SIGNATURE: 03/09/20
DATE:

REGISTERED PROFESSIONAL ENGINEER JUSTIN DENVER HOLT No.71452 CIVIL STATE OF CALIFORNIA



VICINITY MAP

LIST OF CONSULTANTS:

CIVIL: **GEOWORKS, INC.**
5158 COCHRAN ST.,
SIMI VALLEY, CA, 93063
(805) 304-2101

GEOTECHNICAL: **GEOCONCEPTS., INC.**
14428 HAMLIN STREET, UNIT 200
VAN NUYS, CA., 91401
(818) 994-8505
(818) 994-8599 fax

ARCHITECT: **BURDGE & ASSOCIATES ARCHITECTS, INC.**
24911 PACIFIC COAST HIGHWAY
MALIBU, CA., 90265
(310) 456-5905
(310) 456-2467 FAX

REGISTERED PROFESSIONAL ENGINEER JUSTIN DENVER HOLT No.71452 CIVIL STATE OF CALIFORNIA

PREPARED BY:
GeoWorks Engineering Group
3158 Cochran Street
Simi Valley, CA 93063
(805) 515-5300 phone

OWNER INFORMATION:
SKA DEVELOPMENT
1541 OCEAN AVENUE, STE. 200
SANTA MONICA, CA. 90401

	DATE
SHT. 1 COVER SHEET	
SHT. 2 GRADING AND DRAINAGE PLAN	
SHT. 3 SITE AND SECTION	

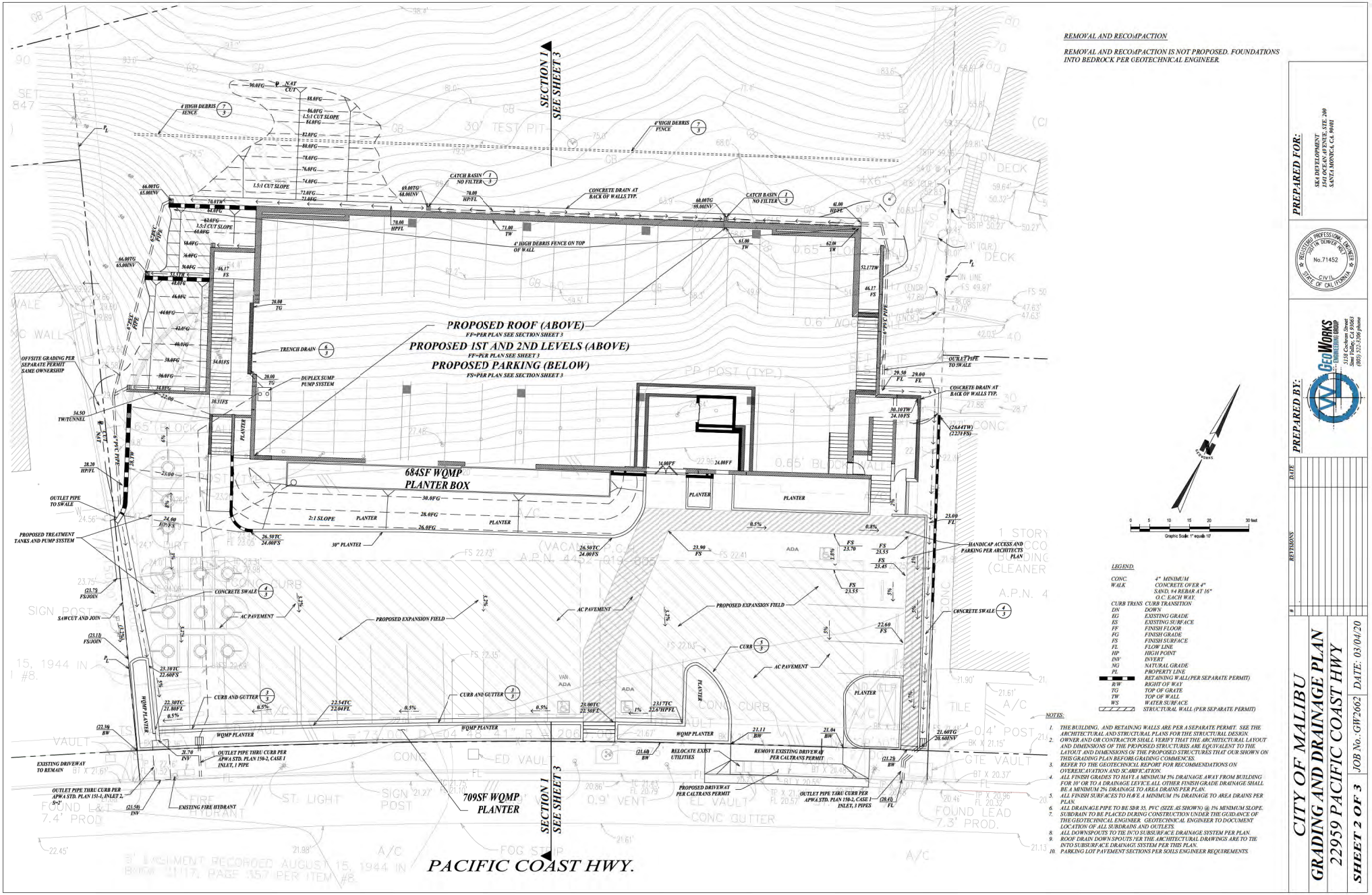
REVISIONS

SHEET INDEX

NOTES:

1) *TESTS SHALL BE PERFORMED PRIOR TO POURING FOOTINGS AND SLABS TO EVALUATE THE EXPANSION INDEX OF THE SUPPORTING SOILS AND FOUNDATION AND SLAB PLANS SHOULD BE REVIEWED BY THE CIVIL OR STRUCTURAL ENGINEER AND REVISED, IF NECESSARY.*
2) *FOUNDATIONS TO BE PLACED INTO CERTIFIED COMPACTED FILL PER THE GEOTECHNICAL ENGINEER AND GEOLOGIST RECOMMENDATIONS.*

CITY OF MALIBU
COVER SHEET
22959 PACIFIC COAST HWY
SHEET 1 OF 3 | **JOB No.: GW2662** | **DATE: 03/04/20**



REMOVAL AND RECOMPACTION

REMOVAL AND RECOMPACTION IS NOT PROPOSED. FOUNDATIONS INTO BEDROCK PER GEOTECHNICAL ENGINEER.

LEGEND.

CONC		4" MINIMUM CONCRETE OVER 4" SAND, #4 REBAR AT 16" O.C. EACH WAY.
WALK		
CURB TRANS		CURB TRANSITION
DN		DOWN
EG		EXISTING GRADE
ES		EXISTING SURFACE
FF		FINISH FLOOR
FG		FINISH GRADE
FS		FINISH SURFACE
FL		FLOW LINE
HP		HIGH POINT
INV		INVERT
NG		NATURAL GRADE
PL		PROPERTY LINE
		RETAINING WALL(PER SEPARATE PERMIT)
RW		RIGHT OF WAY
TG		TOP OF GRATE
TW		TOP OF WALL
WS		WATER SURFACE
		STRUCTURAL WALL (PER SEPARATE PERMIT)

NOTES:

1. THE BUILDING, AND RETAINING WALLS ARE PER A SEPARATE PERMIT. SEE THE ARCHITECTURAL AND STRUCTURAL PLANS FOR THE STRUCTURAL DESIGN.
2. OWNER AND OR CONTRACTOR SHALL VERIFY THAT THE ARCHITECTURAL LAYOUT AND DIMENSIONS OF THE PROPOSED STRUCTURES ARE EQUIVALENT TO THE LAYOUT AND DIMENSIONS OF THE PROPOSED STRUCTURES THAT OUR SHOWN ON THIS GRADING PLAN BEFORE GRADING COMMENCES.
3. REFER TO THE GEOTECHNICAL REPORT FOR RECOMMENDATIONS ON OVEREXCAVATION AND SCARIFICATION.
4. ALL FINISH GRADES TO HAVE A MINIMUM 5% DRAINAGE AWAY FROM BUILDING FOR 10' OR TO A DRAINAGE DEVICE. ALL OTHER FINISH GRADE DRAINAGE SHALL BE A MINIMUM 2% DRAINAGE TO AREA DRAINS PER PLAN.
5. ALL FINISH SURFACES TO HAVE A MINIMUM 1% DRAINAGE TO AREA DRAINS PER PLAN.
6. ALL DRAINAGE PIPE TO BE SDR 35, PVC (SIZE AS SHOWN) @ 1% MINIMUM SLOPE.
7. SUBDRAIN TO BE PLACED DURING CONSTRUCTION UNDER THE GUIDANCE OF THE GEOTECHNICAL ENGINEER. GEOTECHNICAL ENGINEER TO DOCUMENT LOCATION OF ALL SUBDRAINS AND OUTLETS.
8. ALL DOWNSPOUTS TO TIE IN TO SUBSURFACE DRAINAGE SYSTEM PER PLAN.
9. ROOF DRAIN DOWN SPOUTS PER THE ARCHITECTURAL DRAWINGS ARE TO TIE INTO SUBSURFACE DRAINAGE SYSTEM PER THIS PLAN.
10. PARKING LOT PAVEMENT SECTIONS PER SOILS ENGINEER REQUIREMENTS.

Graphic Scale: 1" equals 10'

PREPARED FOR:

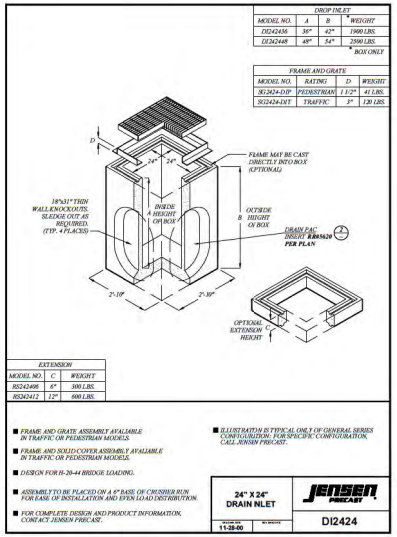
SEA DEVELOPMENT
23441 OCEAN AVENUE, STE. 200
SANTA MONICA, CA. 90405

PREPARED BY:

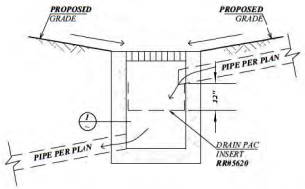
GEOWORKS ENGINEERING GROUP
5138 Cochran Street
Simi Valley, CA 93063
(805) 312-2306 phone

REVISIONS | DATE

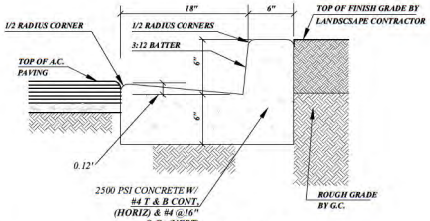
CITY OF MALIBU
GRADING AND DRAINAGE PLAN
22959 PACIFIC COAST HWY
SHEET 2 OF 3 | JOB No.: GW2662 | DATE: 03/04/20



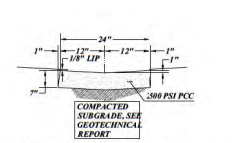
CATCH BASIN - DETAIL 1
NTS



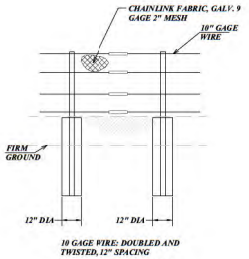
CATCH BASIN/ DRAIN PAC INSERT - DETAIL 2
1" = 2'



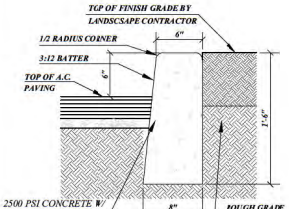
CONCRETE CURB DETAIL-3
NTS



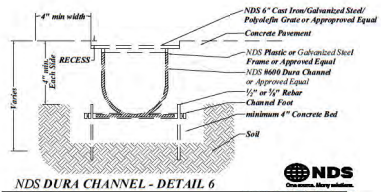
CONCRETE SWALE - DETAIL 4
1" = 1'



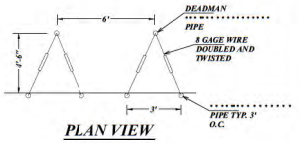
FRONT VIEW



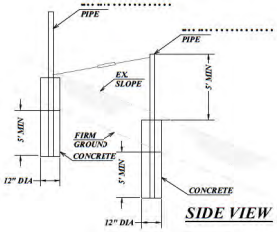
CONCRETE CURB - DETAIL 5
NTS



NDS DURA CHANNEL - DETAIL 6
NOT TO SCALE

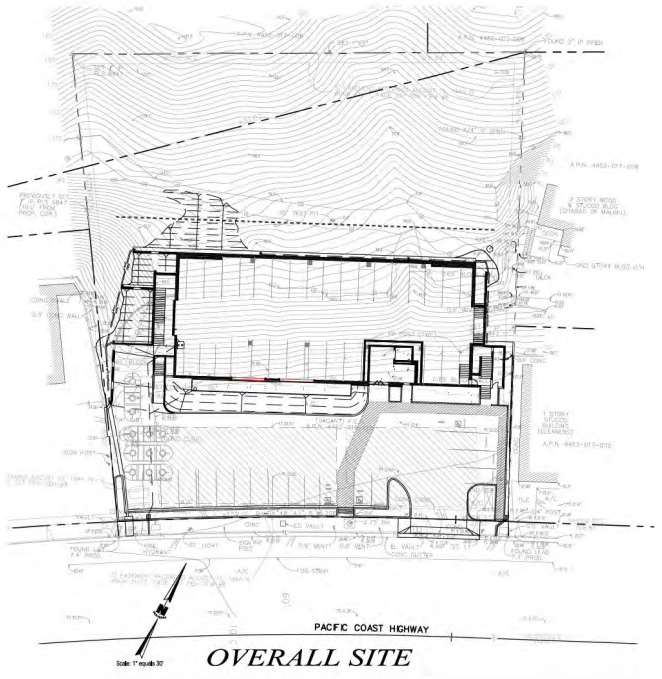


PLAN VIEW



SIDE VIEW

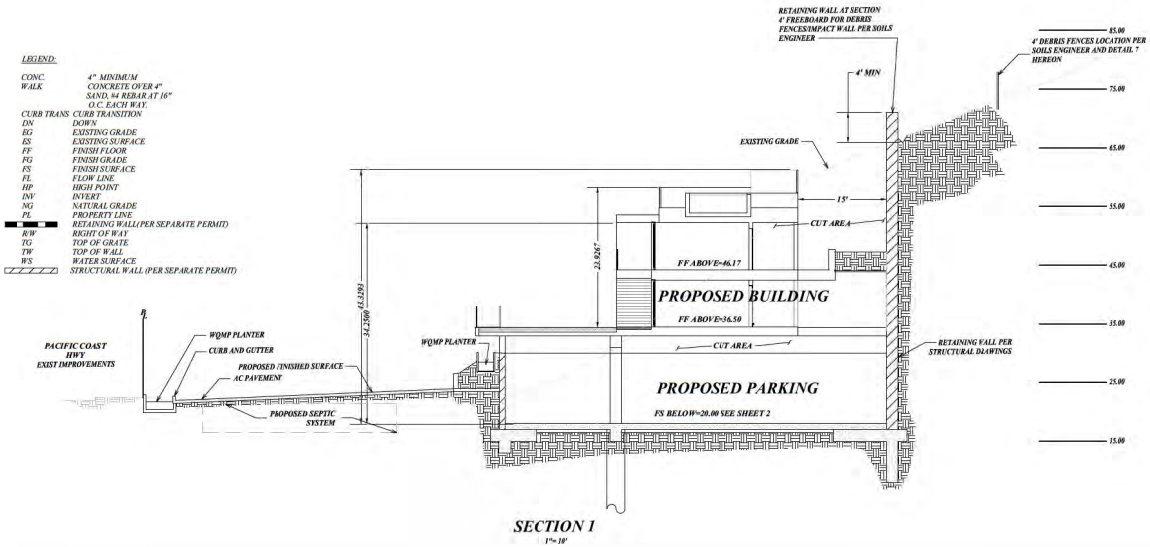
DEBRIS FENCE - DETAIL 7
1" = 2'



OVERALL SITE

LEGEND:

CONC.	4" MINIMUM
WALK	CONCRETE OVER 4" SAND, #4 REBAR AT 16" O.C. EACH WAY.
CURB TRANS	CURB TRANSITION
DN	DOWN
EG	EXISTING GRADE
ES	EXISTING SURFACE
FF	FINISH FLOOR
FG	FINISH GRADE
FS	FINISH SURFACE
FL	FLOW LINE
HP	HIGH POINT
INV	INVERT
NG	NATURAL GRADE
PL	PROPERTY LINE
	RETAINING WALL(PER SEPARATE PERMIT)
ROW	RIGHT OF WAY
TG	TOP OF GRATE
TW	TOP OF WALL
WS	WATER SURFACE
	STRUCTURAL WALL (PER SEPARATE PERMIT)



SECTION 1
1"= 10'

PREPARED FOR:
SEA DEVELOPMENT
1545 OCEAN AVENUE, STE. 200
SANTA MONICA, CA. 90401

PREPARED BY:
GeoWorks
ENGINEERING GROUP
5138 Cochran Street
Simi Valley, CA 93063
(805) 312-3306 phone

REVISIONS | DATE

CITY OF MALIBU
SITE AND SECTION
22959 PACIFIC COAST HWY
SHEET 3 OF 3 | JOB No.: GW2662 | DATE: 3/04/20

PLANT KEY:

ARBUTUS MARINA, MULTI., 36" BOX (B)

ARBUTUS UNEDO, MULTI., 24" BOX STRAWBERRY TREE (B)

HETEROMELES ARBUTIFOLIA, MULTI., 15 GALLON TOYON (10)

PLATANUS RACEMOSA, STD., 48" BOX CALIFORNIA SYCAMORE (5)

(C) CEANOTHUS GRISEUS HORIZONTALIS, 1 GALLON 'YANKEE POINT CEANOTHUS (6' O.C.)

(F) FESTUCA OVINA GLAUCA, 1 GALLON BLUE FESCUE (12" O.C.)

(J) JUNCUS PATENS, 5 GALLON RUSH (2' O.C.)

(L) LIRIOPE MUSCARI, 1 GALLON BIG BLUE LILY TURF (2' O.C.)

(M) MYOPORUM PARVIFOLIUM, FLAT, PROSTRATE MYOPORUM (6' O.C.)

(P) PENNISETUM MESSIACUM, 5 GALLON RED BUNNY TAILS PENNISETUM (2' O.C.)

(S) SEDUM SPATHULIFOLIUM, 1 GALLON SUCCULENTS (12" O.C.)

(V) VERBENA PULCHELLA GRACILIOR, FLAT, MOSS VERBENA (6" O.C.)

STRELITZIA NICOLAI, 24" BOX GIANT BIRD OF PARADISE (16)

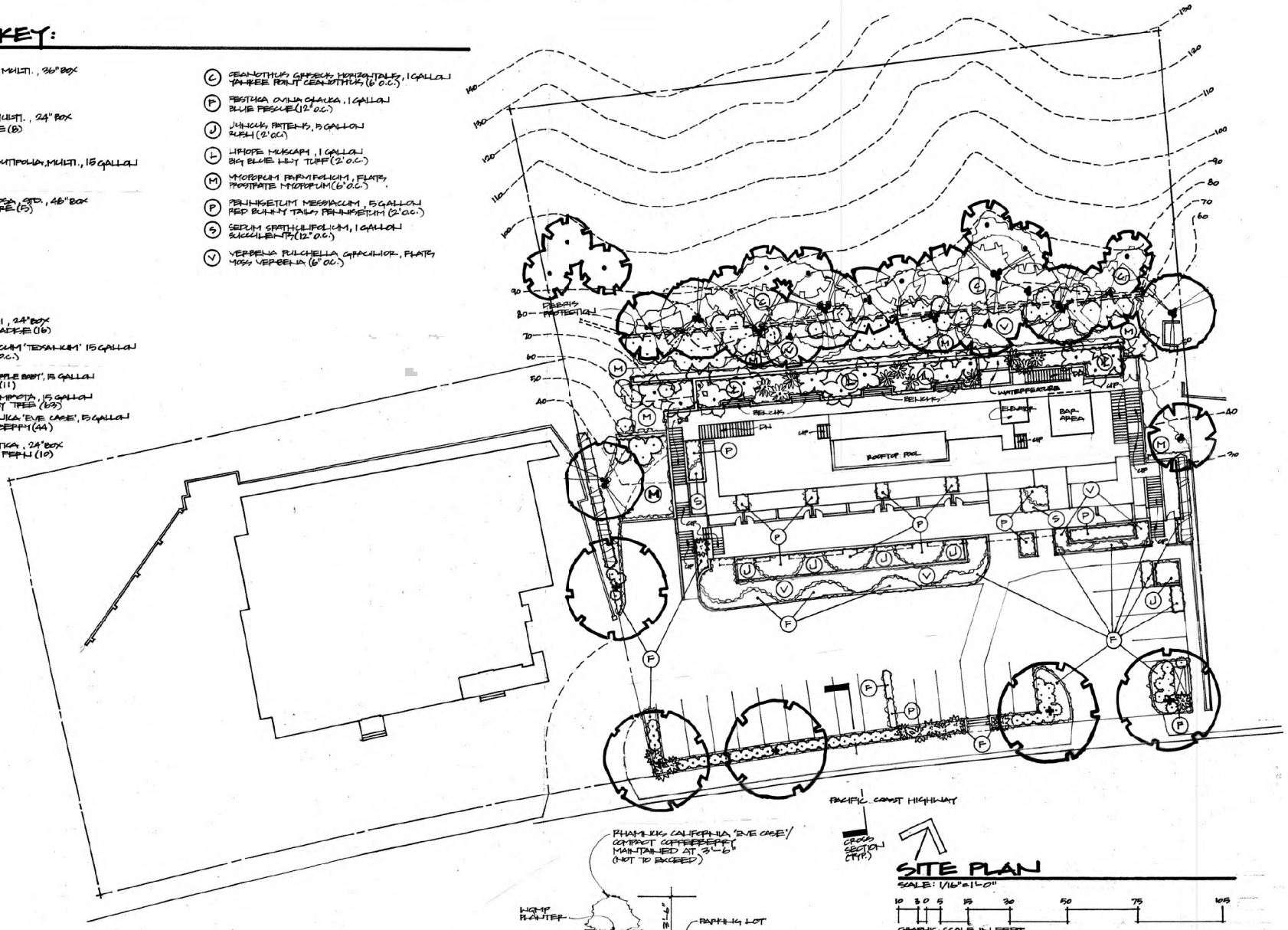
LIGUSTRUM JAPONICUM 'TEXANUM' 15 GALLON PRIVET HEDGE (2' O.C.)

PHORMIUM TENAX 'PURPLE BABY', 15 GALLON DWARF PURPLE FLAX (11)

ARBUTUS UNEDO COMPACTA, 15 GALLON DWARF STRAWBERRY TREE (63)

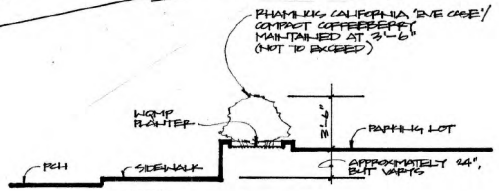
PHAMILIS CALIFORNICA 'EVE CASE', 5 GALLON EVE CASE COFFEEBERRY (44)

DICKSONIA ANTARCTICA, 24" BOX TASMANIAN TREE FERN (10)



SITE PLAN
SCALE: 1/16"=1'-0"

10 5 0 5 15 30 50 75 105
GRAPHIC SCALE IN FEET



(TYP.)
PARKING LOT SCREENING CROSS SECTION
SCALE: 1/4"=1'-0"

MALIBU INN MOTEL
22652 PACIFIC COAST HIGHWAY
MALIBU, CALIFORNIA 90265

D. TURNER LANDSCAPE ARCHITECTURE
P.O. BOX 2224
MALIBU, CA.
WWW.DTURNERLA.COM/310.456.3892

PLANTING PLAN

SHEET P.1

MAY 2019
NOV. 2019
APRIL 2020

HYDROZONE KEY: (TOTAL LOT SQ. FOOTAGE - APPROX. 51,685)

ZONE	DESCRIPTION OF ZONE	SQ. FOOTAGE
1	POOL (HIGH WATER USE)	400
2	WATER FEATURE (HIGH WATER USE)	90
3	PLANTED AREA (MEDIUM WATER USE)	1521
4	HEDGE (MEDIUM WATER USE)	276
5	WQMP PLANTER	1618
6	DROUGHT TOLERANT PLANTED AREA (LOW WATER USE)	1493
7	HILLSIDE DROUGHT TOLERANT PLANTED AREA (LOW WATER USE)	6689
8	NATURAL UNDISTURBED HILLSIDE (NO WATER USE) OPEN SPACE	17666

11,507 S.F. TOTAL PLANTED AREA

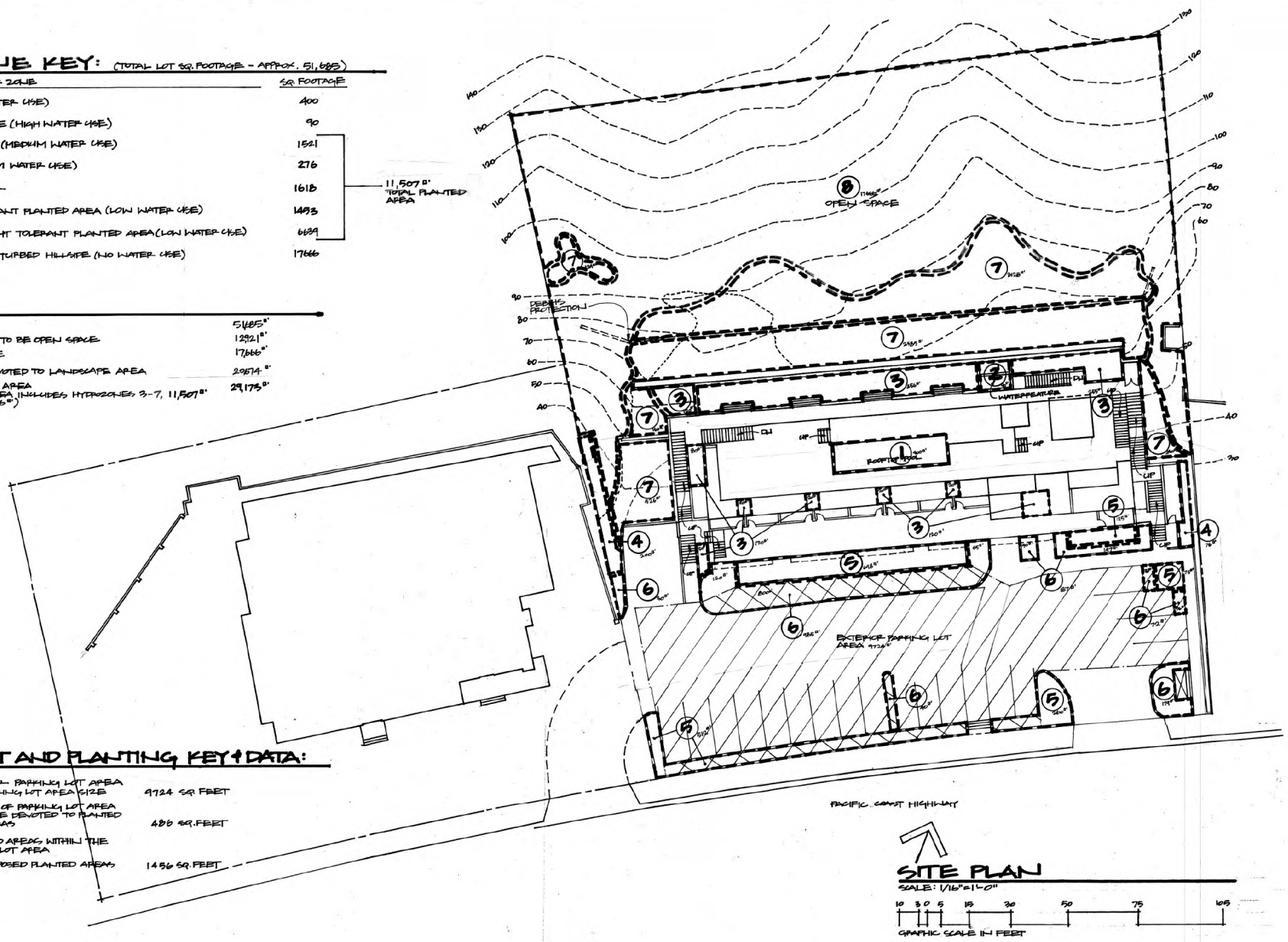
LOT DATA

TOTAL LOT SIZE	51685 S.F.
25% OF LOT REQUIRED TO BE OPEN SPACE	12921 S.F.
PROPOSED OPEN SPACE	17,666 S.F.
40% OF LOT TO BE DEVOTED TO LANDSCAPE AREA	20674 S.F.
PROPOSED LANDSCAPE AREA (TOTAL LANDSCAPE AREA INCLUDES HYDROZONES 3-7, 11,507 S.F. AND OPEN SPACE., 17,666 S.F.)	29,173 S.F.

PARKING LOT AND PLANTING KEY & DATA:

EXTERIOR PARKING LOT AREA
PARKING LOT AREA SIZE — 9724 SQ. FEET
5% OF PARKING LOT AREA TO BE DEVOTED TO PLANTED AREAS — 486 SQ. FEET

PLANTED AREAS WITHIN THE PARKING LOT AREA
PROPOSED PLANTED AREAS — 1456 SQ. FEET



SITE PLAN

SCALE: 1/16"=1'-0"

10 30 0 5 15 30 50 75 105

GRAPHIC SCALE IN FEET

MALIBU INN MOTEL
22878 PACIFIC COAST HIGHWAY
MALIBU, CALIFORNIA 90265

D'TARNER LANDSCAPE ARCHITECTURE
P.O. BOX 2224
MALIBU, CA.
WWW.DTURNERLA.COM/310.456.3982

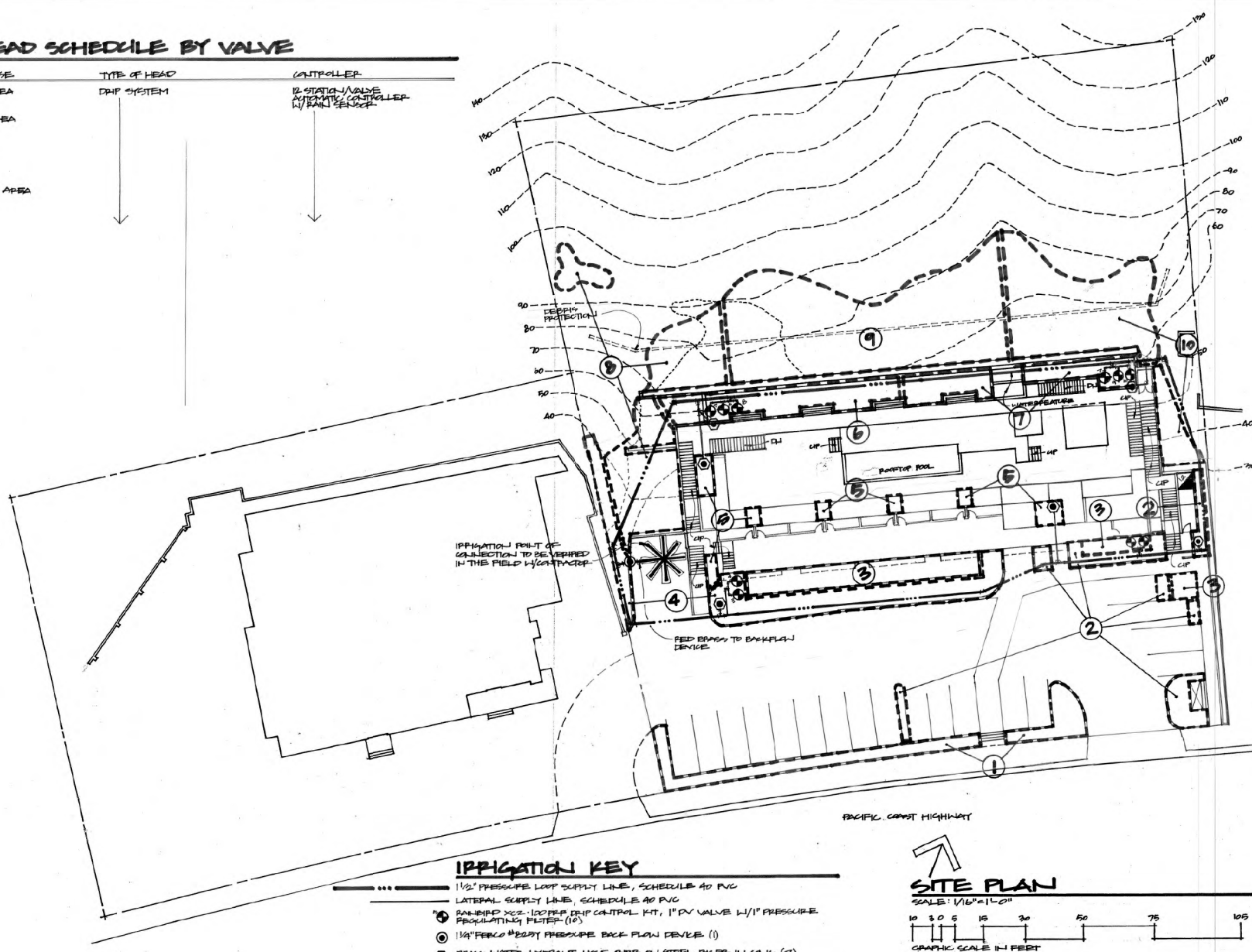
HYDROZONE PLAN
W/LOT AND PARKING LOT AREA DATA

SHEET
HZ.1

MAY 2019
NOV. 2019

IRRIGATION HEAD SCHEDULE BY VALVE

ZONE/ VALVE	DESCRIPTION OF USE	TYPE OF HEAD	CONTROLLER
1	WUMP PLANTED AREA	DRIP SYSTEM	12 STATION/VALVE AUTOMATIC CONTROLLER W/ RAIN SENSOR
2	PLANTED AREA		
3	WUMP PLANTED AREA		
4	PLANTED AREA		
5			
6			
7			
8	HILLSIDE PLANTED AREA		
9			
10			



IRRIGATION KEY

- 1½" PRESSURE LOOP SUPPLY LINE, SCHEDULE 40 PVC
- LATERAL SUPPLY LINE, SCHEDULE 40 PVC
- RAINBIRD XCZ-100-PRB DRIP CONTROL KIT, 1" DV VALVE W/1" PRESSURE REGULATING FILTER (10)
- 1¼" FEBCO #825Y PRESSURE BACK FLOW DEVICE (1)
- BRASS WATER HYDRANT HOSE BIBB ON STEEL PIPE IN CONC. (7)
- 12 STATION/VALVE AUTOMATIC CONTROLLER, IRRITROL OR EQUAL W/ RAIN SENSOR (1)
- AREA OF VALVE (10)

SITE PLAN

SCALE: 1/16"=1'-0"

10 30 5 15 30 50 75 105

GRAPHIC SCALE IN FEET

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY
MALIBU, CALIFORNIA 90265

DTHAHER LANDSCAPE ARCHITECTURE
P.O. BOX 2224
MALIBU, CA.
WWW.DTHAHER.COM
(310) 456-3982

IRRIGATION PLAN

SHEET L-1

MAY 2019
NOV. 2019

LANDSCAPE LIGHTING KEY:

- CONTROLLER, FX LUMINAIRE LUX-300-SS (2)
- DIRECTIONAL DOWN LIGHT, FX LUMINAIRE QT-2D-1LED-BZ (10)
- WALL LIGHT, FX LUMINAIRE MO-2D-3LED-SQ-BZ (41)
- PATH LIGHT, FX LUMINAIRE M-FL-2D-1LED-BZ (17)
- ACCENT LIGHT, ROCKSCAPE P113B-NAZ W/SDRE, MR-16 LAMPS, 35 WATT FLOOD (2)
- WATER FEATURE LIGHT, HINKLEY 1539BS, SOLID BRASS, EXTRA LONG CORD, MR-16 LAMP 20 WATT (4)
- CLOCK, INTERMATIC TN311C 24 HOUR TIMER (30N/OFF CYCLES) MECHANICAL CLOCK MOUNTED AT EYE LEVEL AT LOCATION PER NOTE. THERE WILL BE 2 CLOCKS, EACH W/ PHOTOCELL OVERRIDE

UNLESS CONTROLLED BY MOTION SENSORS, OUTDOOR LIGHTING SHALL BE EXTINGUISHED BY 11:00PM OR WHEN PEOPLE ARE NO LONGER PRESENT IN EXTERIOR AREAS.

LIGHTING NOTES:

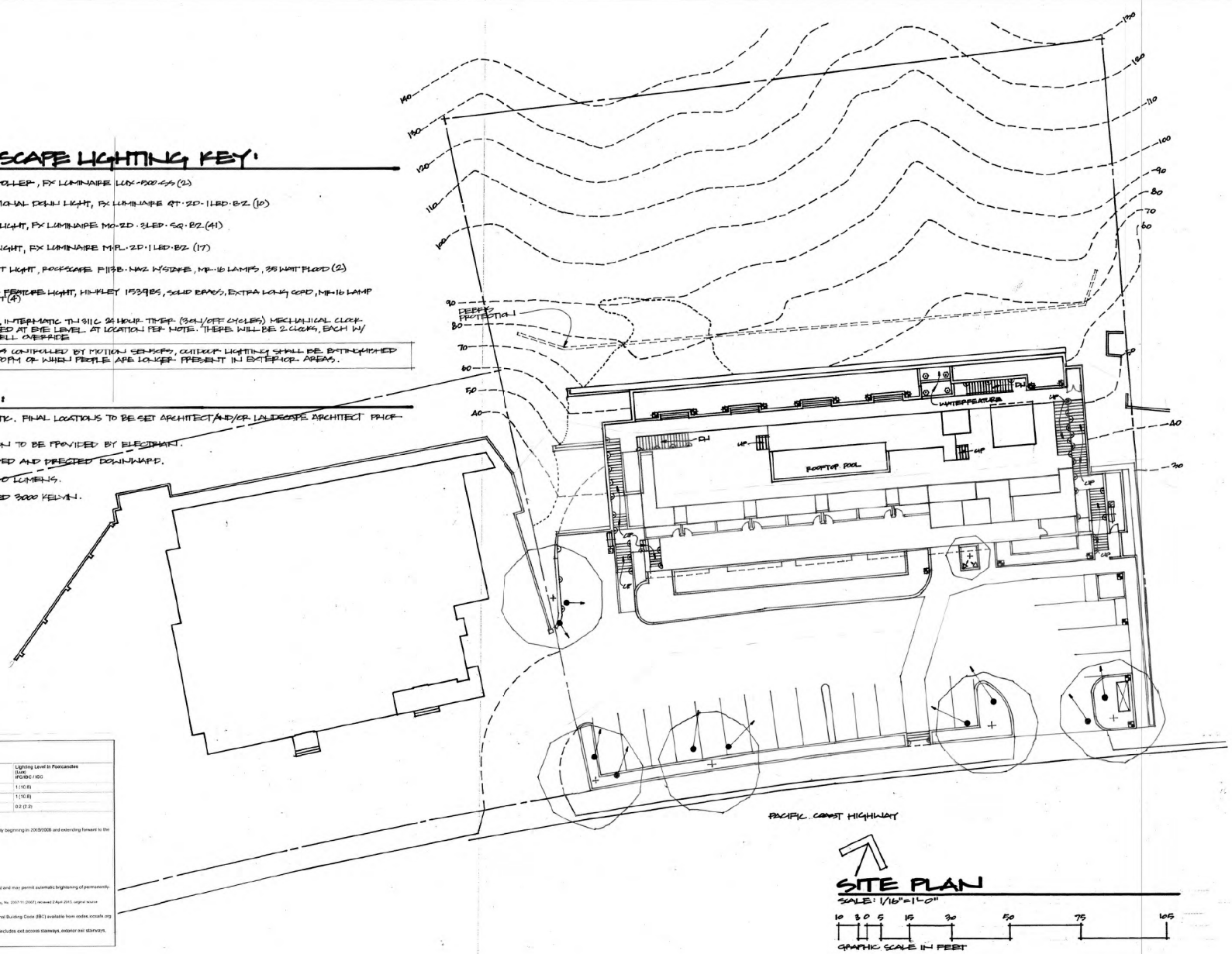
LOCATION OF LIGHTS ARE DIAGRAMMATIC. FINAL LOCATIONS TO BE SET ARCHITECT AND/OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

WIRING AND TRANSFORMER INSTALLATION TO BE PROVIDED BY ELECTRICIAN.

ALL LIGHTING SHALL BE FULLY SHIELDED AND DIRECTED DOWNWARD.

LUMEN COUNT SHALL NOT EXCEED 850 LUMENS.

COLOR TEMPERATURE SHALL NOT EXCEED 3000 KELVIN.



Egress Stairway Illumination Requirements per Building & Fire Codes

Walking Surface or Area	Lighting Level in Footcandles [ILM] NFPA 1 & 101	Lighting Level in Footcandles [ILM] IFC/IBC / IGC
New stairways	10 (108)	1 (10.8)
Floors & other walking surfaces (not stairs)	1 (10.8)	1 (10.8)
Assembly areas during performances	0.2 (2.2)	0.2 (2.2)

Notes:

Effective dates: NFPA as of 2003 in the U.S. but adoption by local jurisdictions may vary, typically beginning in 2005/2006 and extending forward to the current IBC 2015

Illumination is measured at the walking surface

Illumination is always-on, 24/7 but can be automatically dimmed

Key NFPA Standards, Codes & Guidelines include:

- NFPA 1, Uniform Fire Code™, Chapter 14
- NFPA 101, Life Safety Code®, Chapter 7

Note that jurisdictions may permit automatic dimming of stairways when the stair is not occupied and may permit automatic brightening of permanently illuminated (dimmed at night) stairways by automatic sensor switches that detect occupancy or motion.

Adapted from FEMA, USA: "Means of Egress Illumination", FEMA U.S. Fire Administration (National Fire Academy, Re. 2007-11-2007), retrieved 2 April 2015, original source: http://www.usfa.fema.gov/downloads/pdf/coffee-break/cb-2007-11.pdf

The most-current International Building Code Egress Lighting Code is the 2015 International Building Code (IBC) available from codes.iccsafe.org at this website: http://codes.iccsafe.org/app/book/toc/2015/I-Codes/2015%20IBC%20HTML/

In that document see *2015 IBC Section 1001, Chapter 10, Means of Egress* whose discussion includes exit access stairways, exterior exit stairways, interior exit stairways, scissor stairways, stairs, stairways, spiral stairs, and winder stairs.

SITE PLAN

SCALE: 1/16"=1'-0"

10 30 5 15 30 50 75 105

GRAPHIC SCALE IN FEET

MALIBU INN MOTEL
22878 PACIFIC COAST HIGHWAY
MALIBU, CALIFORNIA 90265

D'TURNER LANDSCAPE ARCHITECTURE
P.O. Box 2224
MALIBU, CA.
WWW.DTURNERLA.COM/310.456.3932

LANDSCAPE LIGHTING PLAN

SHEET
LL-1

MAY 2019
NOV. 2019

January 11, 2024 Project 2506

Surfrider Plaza LLC
1541 Ocean Avenue
Santa Monica, CA 90401

Subject: **REAR YARD SLOPE**
Proposed Malibu Inn Motel
22959 Pacific Coast Highway
Malibu, California

References:

1) Geotechnical Review Sheet by Cotton, Shires and Associates, Inc. and GeoDynamics, Inc. for the City of Malibu, Department of Building and Safety, dated March 22, 2019.
2) Preliminary Geology and Geotechnical Engineering Investigation report by GeoConcepts, Inc. covering the subject site dated June 4, 2003 and December 4, 2014.
3) Supplemental reports by GeoConcepts, Inc. covering the subject site dated April 27, 2012, June 27, 2012, February 26, 2015, May 29, 2015, September 21, 2015, April 28, 2016, and October 16, 2018.
4) Septic Supplemental Report No. 1 by GeoConcepts, Inc. covering the subject site dated June 16, 2015.

Dear Gentlemen:

Pursuant to your request, presented herein is a discussion of the rear yard ascending slope on the subject property. Apparently during the planning process at the City of Malibu, a question was raised whether or not the rear yard ascending slope should be considered a coastal bluff.

GeoConcepts, Inc. prepared geologic and geotechnical reports for the proposed motel on the subject site between 2004 and 2019 (References 2 through 4). The slope is mantled with slope wash that is the result of terrestrial processes and is not associated with wave action. Slope wash deposits occur at the toe of most natural slopes and are the result of erosion and redeposition of bedrock materials and sediments. During research at the City of Malibu of nearby sites no discussion of the slope being a coastal bluff was found. The reports were reviewed by the City of Malibu Engineering Geology and Geotechnical Engineering Reviewers. They did not consider the slope a coastal bluff slope since they approved the motel project from a geotechnical

perspective in the Coastal Development Permit Review stage on October 7, 2019 (Reference 1).

Should you have any questions regarding this report, please do not hesitate to contact the undersigned at your convenience.

Respectfully submitted,
GeoConcepts, Inc.





Raffi Dermendjian
Project Engineer
PE C. 88261
MAB/RD: 2506-17

Mark A. Barrett
Project Geologist
CEG 2088

Distribution: (1) Addressee

PROPERTY ADDRESS

(VACANT) PACIFIC COAST HIGHWAY
MALIBU, CA 90265

ASSESSOR'S PARCEL NO:

4452-019-005 (LOS ANGELES COUNTY)

LEGAL DESCRIPTION:

A PARCEL OF LAND IN THE CITY OF MALIBU, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF THE RANCHO TOPANGA MALIBU SEQUIT, AS CONFIRMED TO MATHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE(S) 407, ET SEQ., OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF THE 20 FOOT PARCEL DESCRIBED IN THE DEED FROM MARBLEHEAD LAND COMPANY TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 16845 PAGE 253, OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING BEING NORTH 24°50'30" WEST 60 FEET FROM ENGINEER'S CENTER LINE STATION 947 PLUS 68.93 AT THE WESTERLY EXTREMITY OF THAT CERTAIN CENTER LINE COURSE DESCRIBED AS "NORTH 65°09'30" EAST 735.70 FEET" IN THE DEED OF THE 80 FOOT STRIP OF LAND FROM T.R. CADWALADER, ET AL, TO THE STATE OF CALIFORNIA, RECORDED IN BOOK 15228 PAGE 342, OFFICIAL RECORDS OF SAID COUNTY; THENCE WESTERLY 173.00 FEET ALONG THE NORTHERLY LINE OF SAID 20 FOOT STRIP ON THE ARC OF A CURVE NORMAL TO THE COURSE OF NORTH 24°50'30" WEST AND CONCAVE SOUTHEASTERLY WITH A RADIUS OF 2060 FEET TO THE SOUTHEASTERLY CORNER OF THE PARCEL OF LAND DESCRIBED IN A DEED FROM MARBLEHEAD LAND COMPANY TO SEBASTIAN S.V. ARRIETA RECORDED IN BOOK 17257 PAGE 281, OFFICIAL RECORDS OF SAID COUNTY; THENCE NORTH 32°26'05" WEST 240 FEET ALONG THE EASTERLY LINE OF SAID LAST MENTIONED PARCEL AND ITS PROLONGATION NORTHERLY; THENCE NORTH 62°50'36" EAST 231.69 FEET; THENCE SOUTH 24°50'30" EAST 240 FEET, MORE OR LESS, TO A POINT IN THE NORTHERLY LINE OF THE 20 FOOT STRIP HEREINBEFORE MENTIONED; THENCE SOUTH 65°09'30" WEST 27 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL MINERALS, OIL, PETROLEUM, ASPHALTUM, GAS, COAL, AND OTHER HYDROCARBON SUBSTANCES IN, ON, WITHIN AND UNDER SAID LANDS AND EVERY PART THEREOF, BUT WITHOUT SURFACE RIGHT OF ENTRY AS RESERVED BY MARBLEHEAD LAND COMPANY IN DEED RECORDED AUGUST 15, 1944 IN BOOK 21117 PAGE 357, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF N 48°30'10" E BETWEEN FOUND ¾" IRON PIPE, TAG ILL AND 2" IRON PIPE OPEN, AS PER LEGAL DESCRIPTIONS ABOVE, FILED AS GRANT DEED 02-2272818 (APN 4452-019-004) AND GRANT DEED 03-3447082 IN LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

BENCH MARK:

MALIBU 20.262' (2003) USC&GS MON FL 27M S/O C/L PACIFIC COAST HWY @ NW COR OF ENT GATE TO MALIBU FISHING PIER MKD (R 576 1939) 14M S/O CF (Y-5389)

ELEVATIONS SHOWN ON THIS MAP ARE BASED ON NAVD 1988 DATUM.

NOTES:

1) TITLE REPORT USED FOR THIS SURVEY WAS PREPARED BY FIRST AMERICAN TITLE COMPANY ORDER NO. 365453, DATED NOVEMBER 4, 2008. EASEMENTS AS SHOWN ON THIS MAP ARE FROM INFORMATION OBTAINED FROM SAID TITLE REPORT.

2) PERTAINING TO SURVEY AND TOPO MAP, IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM CONTOURS SHOWN ON THIS MAP, GROUND ELEVATIONS AT CRITICAL POINTS CONTROLLING THE DESIGN SHOULD BE VERIFIED BY DIRECT LOCATION AND LEVELS PRIOR TO FINAL DESIGN ADOPTION.

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

5) GROSS PARCEL AREA = 51,352 SQ. FT. / 1.18 ACRES

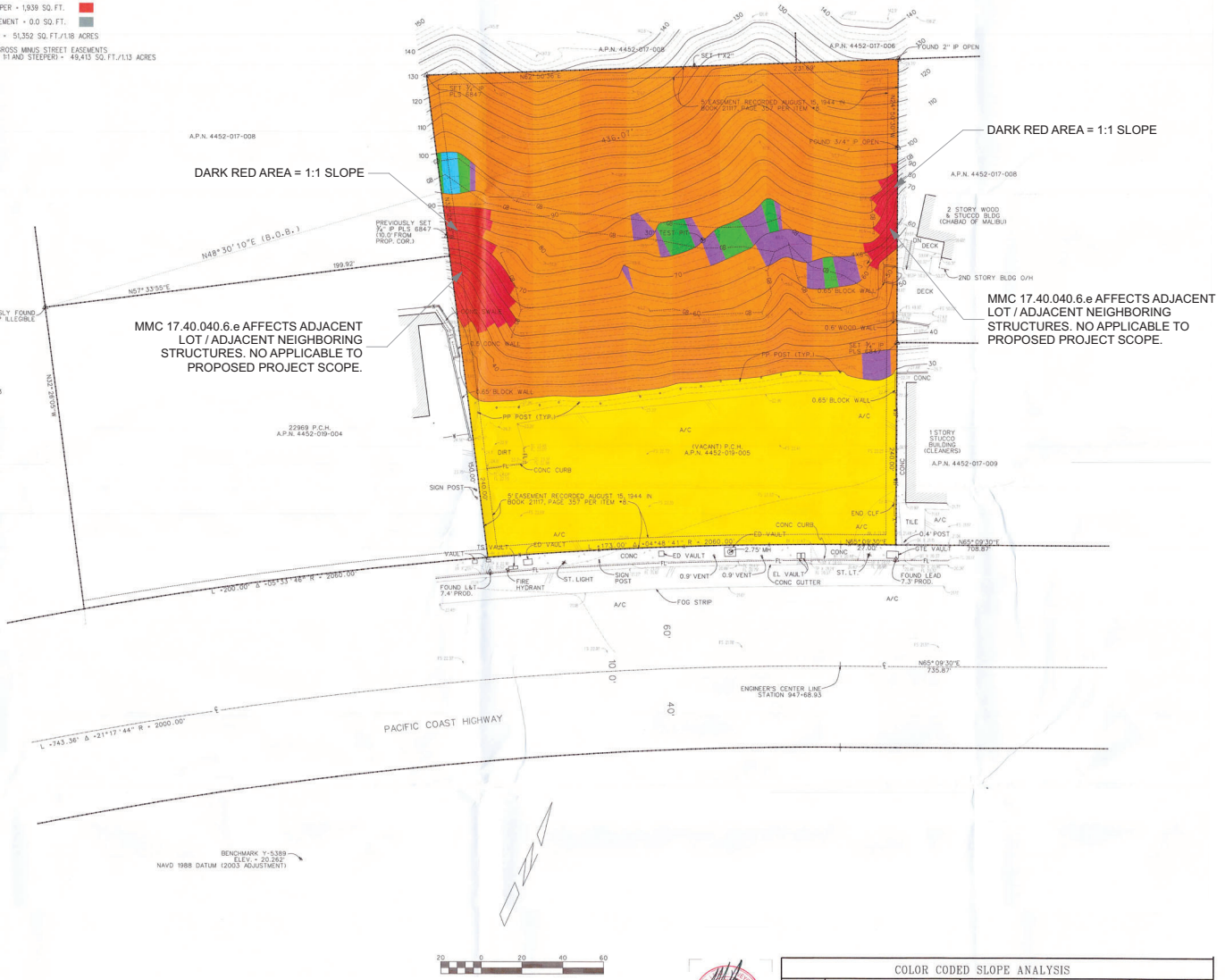
SLOPE ANALYSIS LEGEND:

FLATTER THAN 5:1 =	16,526 SQ. FT.
5:1 TO 4:1 =	163 SQ. FT.
4:1 TO 3:1 =	758 SQ. FT.
3:1 TO 2½:1 =	1,398 SQ. FT.
2½:1 TO 1:1 =	30,568 SQ. FT.
1:1 AND STEEPER =	1,939 SQ. FT.
STREET EASEMENT =	0.0 SQ. FT.
GROSS AREA =	51,352 SQ. FT./1.18 ACRES

NET AREA (GROSS MINUS STREET EASEMENTS AND SLOPES 1:1 AND STEEPER) = 49,413 SQ. FT./1.13 ACRES

DARK RED AREA = 1:1 SLOPE

MMC 17.40.040.6.e AFFECTS ADJACENT LOT / ADJACENT NEIGHBORING STRUCTURES. NO APPLICABLE TO PROPOSED PROJECT SCOPE.



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

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:
GRAVEL:
BRICK (BRK):
MANHOLE (M.H.):
TREES: PINE PALM EUC OAK TREE SYC PEPPER CORK OLIVE

COLOR CODED SLOPE ANALYSIS

REVISIONS: 7/17 ORIG. FIELD UPDATE 12/17 FIELD UPDATE

SURVEYED FOR: HAKIM HOLDINGS, LLC 9350 WILSHIRE BLVD. SUITE 302 BEVERLY HILLS, CA 90212

SURVEYED BY: DS,WF,DS,PR,JP

DRAWN BY: ML,SS,WF,AS

SURVEYING BY: LAND & AIR SURVEYING BOUNDARY - TOPOGRAPHIC - ALTA SURVEYS SUBDIVISIONS - PARCEL MAPS 22969 PACIFIC COAST HIGHWAY MALIBU, CA 90265 TELEPHONE: (310) 456-9080 FAX: (310) 456-9081

SCALE: 1" = 20'

JOB NO.: HAKIM-118

SURVEY DATE: 12-7-16/1-24-17/5-25-17/6-26-17/9-25-17

SHEETS: 1 OF 1

CALCD BY: DS

DRAWN BY: MS

CHK BY:

APP BY: MS

SUBMITTED DATE BY: MS

Licensed Surveyor No. LS 6847 STATE OF CALIFORNIA

5/7/18

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MARK	DATE	DESCRIPTION
1	2/1/24	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS

24911 PACIFIC COAST HWY. MALIBU, CA 90265 TEL. 310-456-9965

SHEET TITLE: COLOR SLOPE ANALYSIS

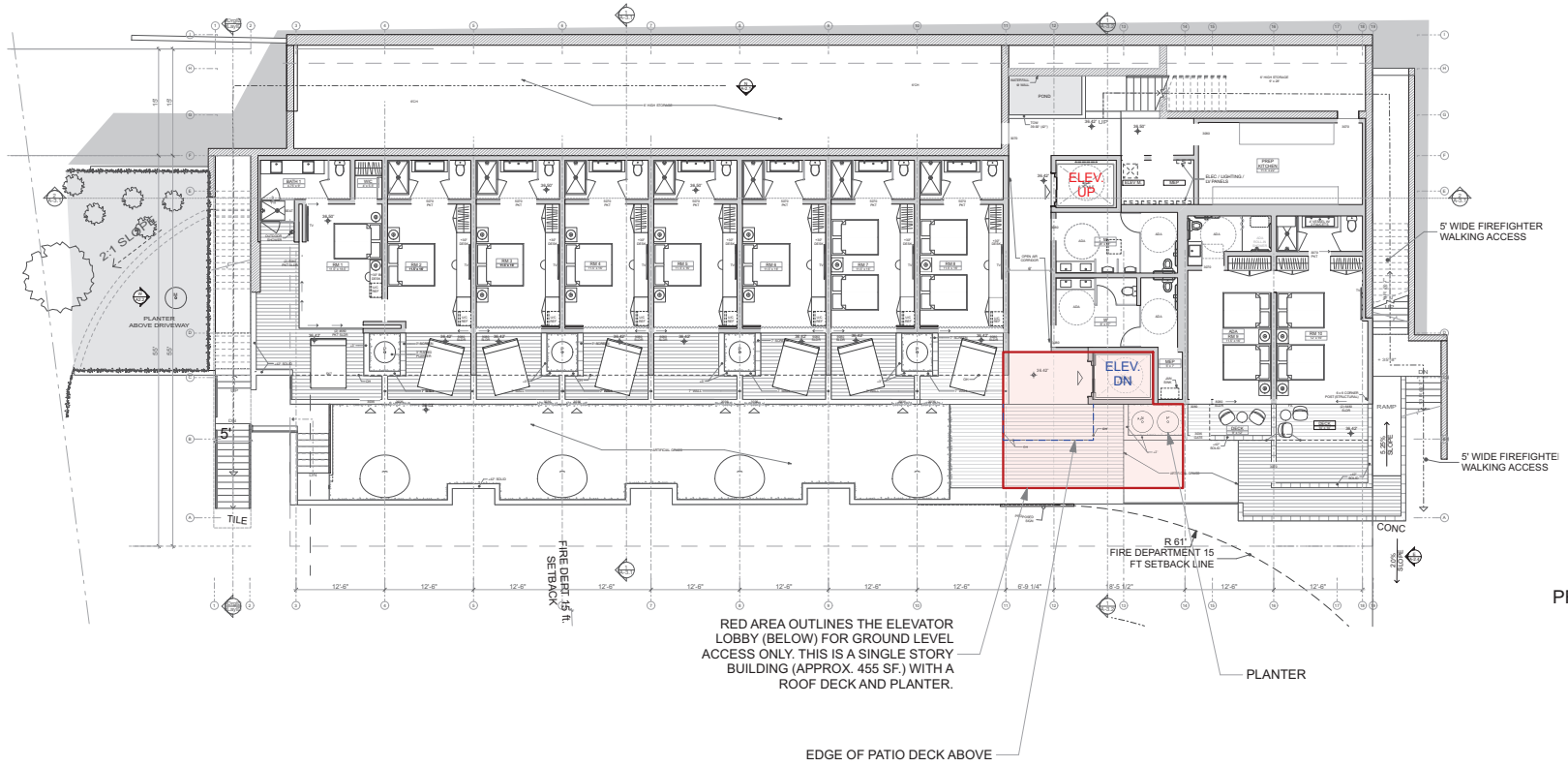
DRAWING NO. A-8.1

PLOT DATE: 2/1/24

SCALE: AS NOTED

DRAWN BY:

EXHIBIT G



PROPOSED MAIN LEVEL

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

PLAN NORTH

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MARK	DATE	DESCRIPTION
1	2/1/24	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS

24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

SHEET TITLE
PROPOSED FLOOR PLAN EXHIBIT

DRAWING NO.
A-8.2

PLOT DATE	2/1/24
SCALE	AS NOTED
DRAWN BY	

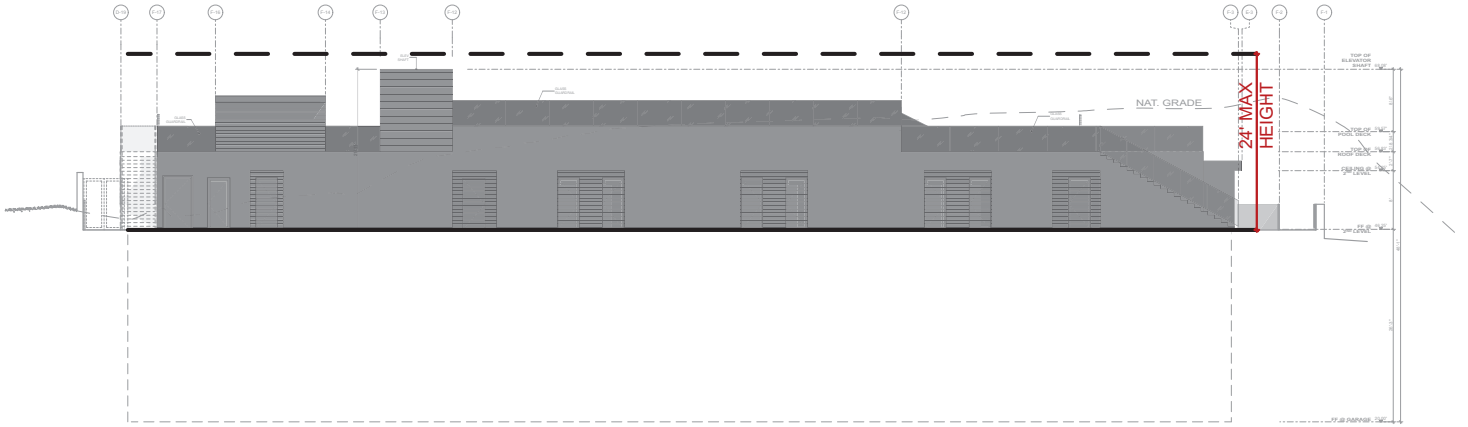


VHICULAR INGRESS

PEDESTRIAN EGRESS

*REFER TO SHEETS A-8.4 AND A-8.5 FOR MAX HEIGHT LIMITS

SOUTH ELEVATION (S)
SCALE: 1/8" = 1'-0"



NORTH ELEVATION (N)
SCALE: 1/8" = 1'-0"

SYMBOL LEGEND

- BUILDING AREA ABV FINISHED FLOOR / GRADE
- AREA BELOW NATURAL GRADE
- NATURAL GRADE
- 24' MAX HT FROM FF/ FG
- FINISHED FLOOR / GRADE

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WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE AND DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION
1	2/1/24	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL

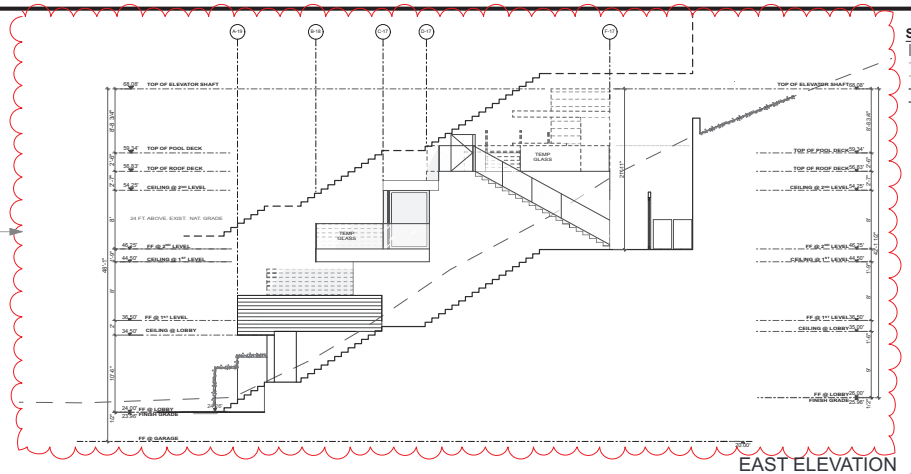
22959 PACIFIC COAST HIGHWAY

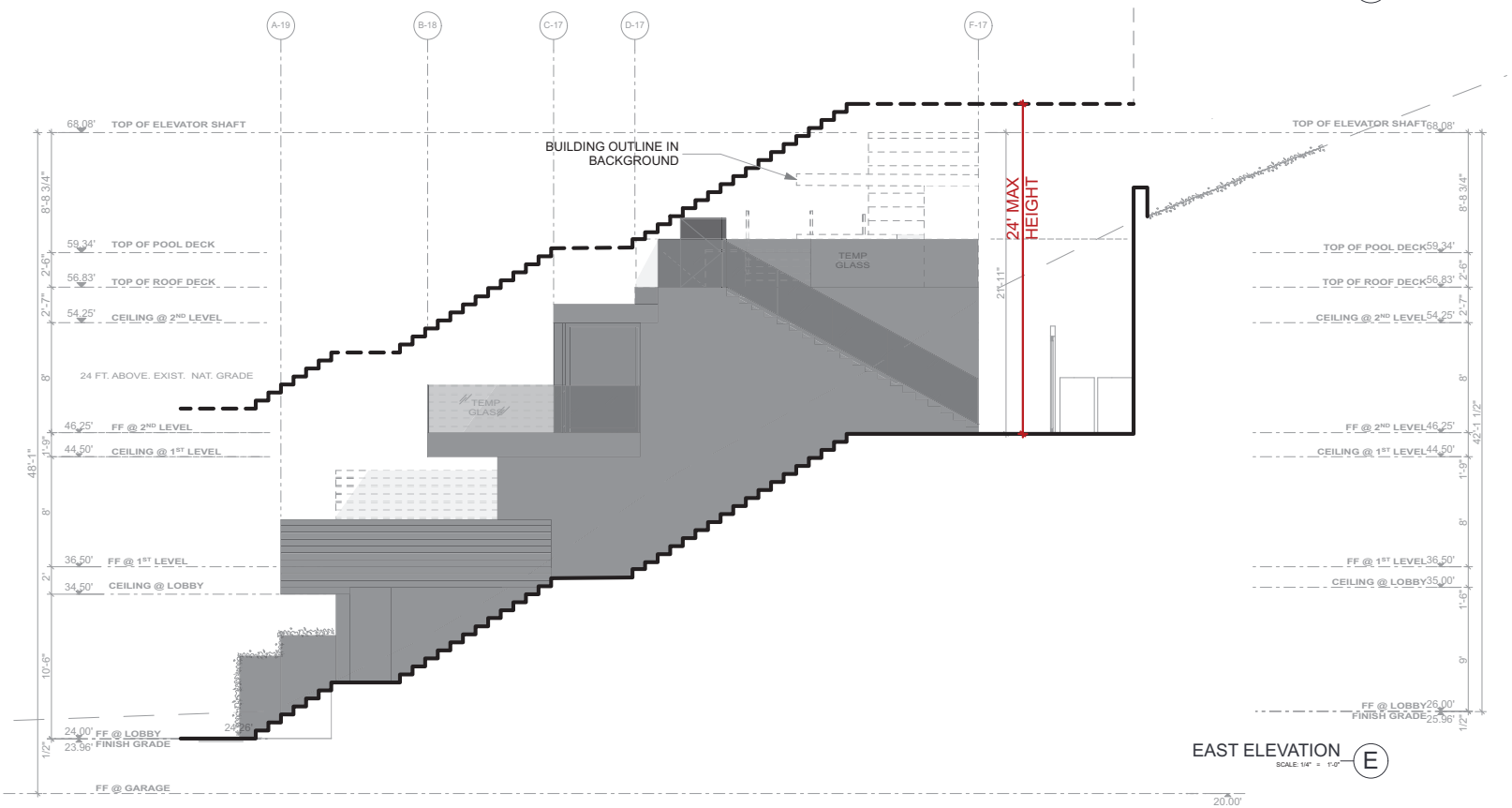
BURDGE ARCHITECTS
24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

SHEET TITLE
PROPOSED NORTH AND SOUTH ELEVATIONS

DRAWING NO.
A-8.3

PLOT DATE	2/1/24
SCALE	AS NOTED
DRAWN BY	





MARK	DATE	DESCRIPTION
1	2/1/24	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS
24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

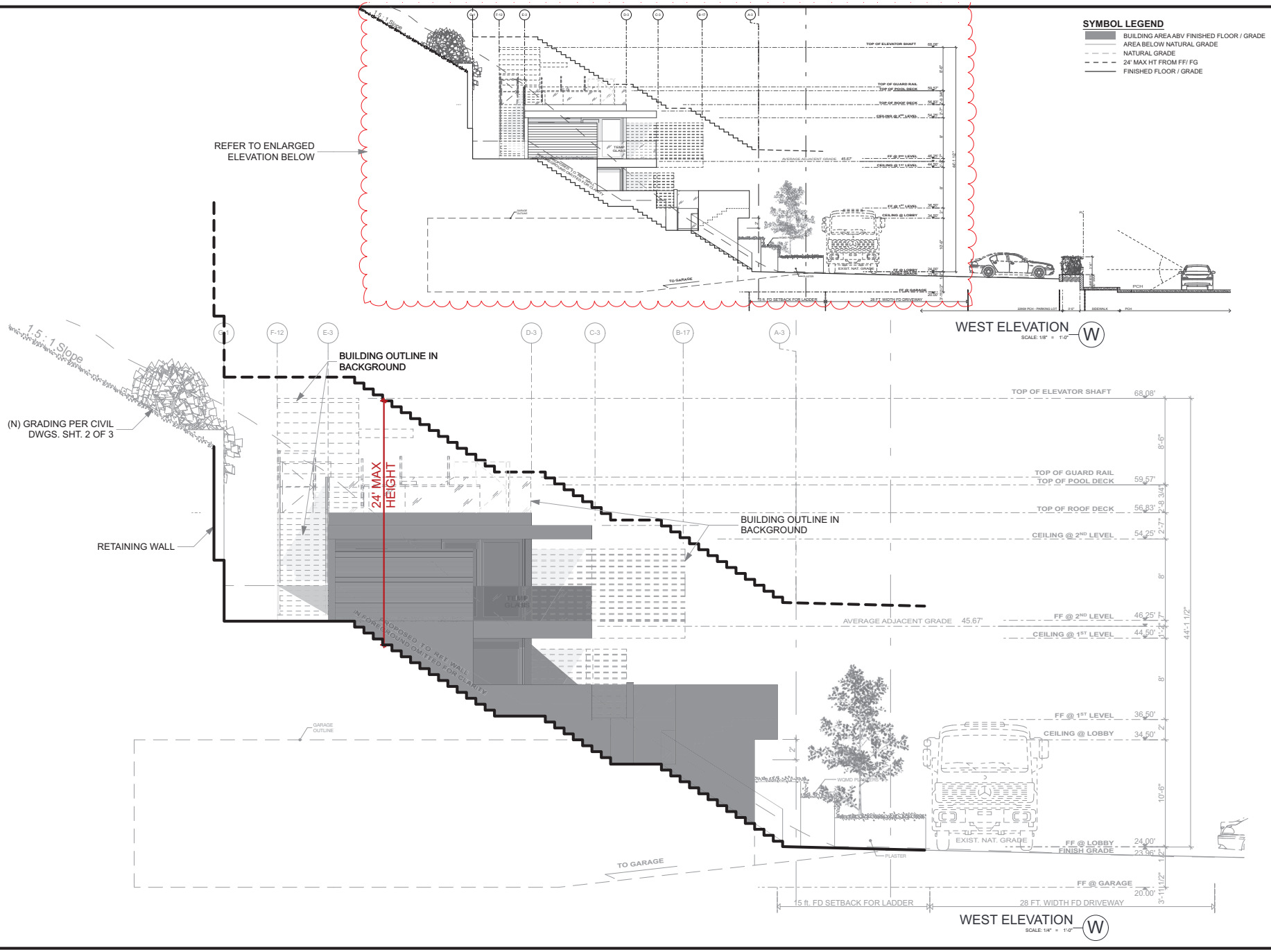
THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF BURDGE AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY WRITTEN AGREEMENT WITH THE ARCHITECT.

WRITTEN DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE AND ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

SHEET TITLE
PROPOSED EAST ELEVATION EXHIBIT

DRAWING NO.
A-8.4

PLOT DATE	2/1/24
SCALE	AS NOTED
DRAWN BY	



THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF BURDGE 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 BY THE CONTRACTOR AND BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION
1	2/1/24	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL

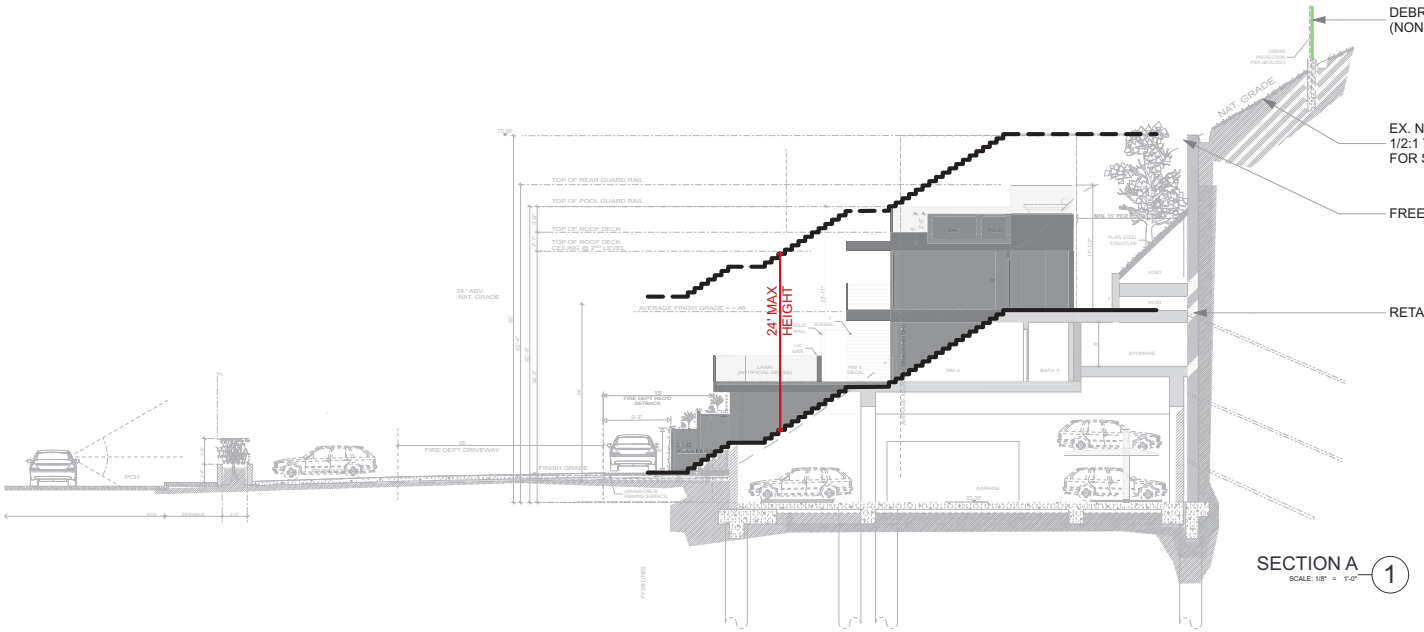
22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS
24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

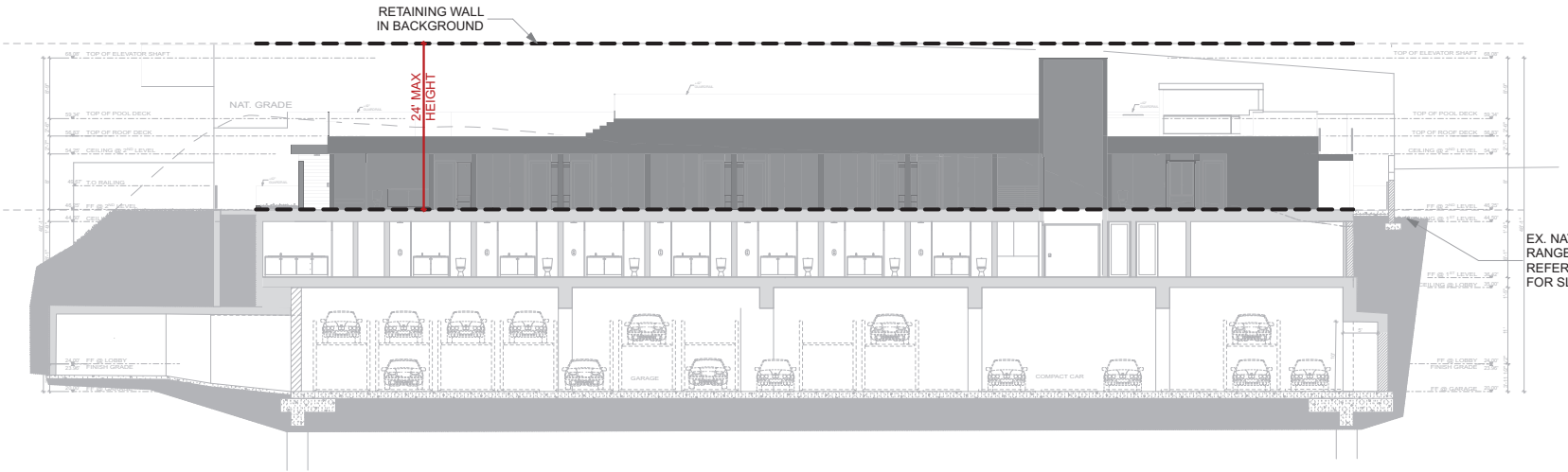
SHEET TITLE
PROPOSED WEST ELEVATION EXHIBIT

DRAWING NO.
A-8.5

PLOT DATE 2/1/24
SCALE AS NOTED
DRAWN BY



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



SECTION B
SCALE: 1/8" = 1'-0" 2

SYMBOL LEGEND

- BUILDING AREA ABV FINISHED FLOOR / GRADE
- AREA BELOW NATURAL GRADE
- NATURAL GRADE
- 24' MAX HT FROM FF/ FG
- FINISHED FLOOR / GRADE

THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF BURDGE 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 AND DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION
1	2/1/24	4 ADDITIONAL PARKING SPACES

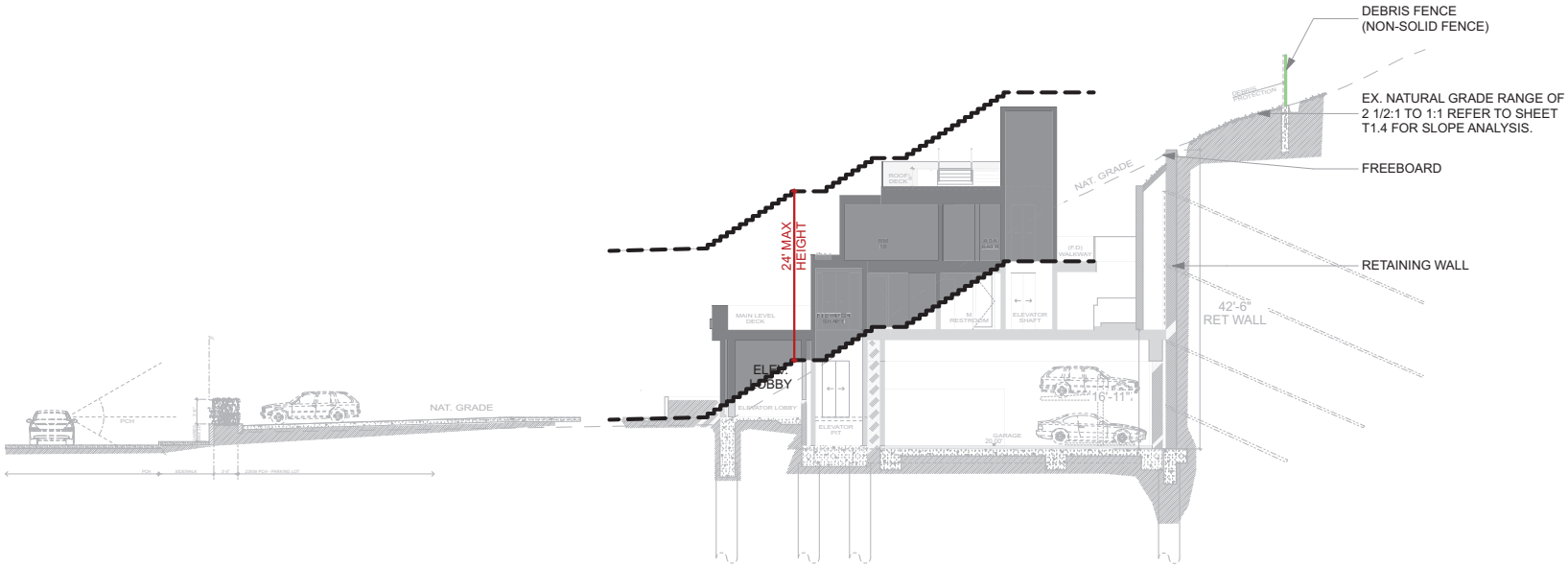
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS
3001 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

SHEET TITLE
PROPOSED SECTIONS
EXHIBIT

DRAWING NO.
A-8.6

PLOT DATE	2/1/24
SCALE	AS NOTED
DRAWN BY	



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

SYMBOL LEGEND

- BUILDING AREA ABV FINISHED FLOOR / GRADE
- AREA BELOW NATURAL GRADE
- NATURAL GRADE
- 24' MAX HT FROM FF/ FG
- FINISHED FLOOR / GRADE

THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF BURDGE ARCHITECTS 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
1	2/1/24	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS
24911 PACIFIC COAST HWY.
MALIBU, CA 90265
TEL. 310-456-5961

SHEET TITLE
PROPOSED SECTIONS
EXHIBIT

DRAWING NO.
A-8.7

PLOT DATE 2/1/24
SCALE AS NOTED
DRAWN BY

February 11, 2022

Steven Hakim
9350 Wilshire Blvd. Ste 300
Beverly Hills, CA 90212
P 310-393-5800 C 310-908-7300
F 310-393-1292
E Steven@HakimHoldings.com

Project: 22959 Pacific Coast Highway
Malibu, California 90265

Kurt Fischer Structural Engineering Inc. KFSE Job No. 18061.00

Subject: Planning Commission Response

At your request, KFSE has created a structural response to the request from the planning commission request for clarification on min setback requirements for descending slopes. The proposed new structure will be subject to the requirements of the California building code. That current code is the 2019 California Building Code. Section 1808.7 Foundations on or adjacent to the slopes provides the requirements for hillside setbacks. All new structures are subject to this requirement unless alternate setback clearances are granted per section 1808.7.5. Figure 1808.7.1 of the California building code provides guidance on the setback requirements. In addition to the California building code figure. Los Angeles department of building and safety has provided a public bulletin P/BC 2020-001 which helps interpret the setbacks. Although the project is not within the jurisdiction of LADBS the document helps clarify section 1808.7 of the California Building Code. Many other adjacent jurisdictional authorities have created a similar information bulletin. We have included that P/BC 2020-001 as appendix A.

Sincerely,

Kurt Fischer Structural Engineering, Inc.

Kurt Fischer, Lic. # S5432

APPENDIX A – P/BC 2020-001

FOOTING/BUILDING SETBACKS FROM SLOPES

The placement of buildings and structures on or adjacent to slopes steeper than 3 horizontal to 1 vertical shall be in accordance with Section 1808.7 of the Building Code. When a geology and/or soils report is required by the Department, the setbacks prescribed by the code shall be considered sufficient only when the report has addressed the following:

1. The static, seismic (when required), and surficial stability of the slope. The factor of safety must meet a minimum of 1.5 for static and 1.0 for seismic.
2. The kinematic stability (when required) of rock slopes. The factor of safety must meet a minimum of 1.5 for potential planar, wedge, and/or topple failures where the kinematic analyses has demonstrated the geometric potential of such failure modes to occur.
3. The erosion potential of the soils. Appropriate mitigation measures must be provided as necessary.
4. The adequate performance of similar slopes in the general area.
5. Appropriate surface water drainage provisions.
6. Debris/mud flow potential.

Figures 1 through 8 show standard methods of providing the code required setback for buildings and footings for all structures except pools.

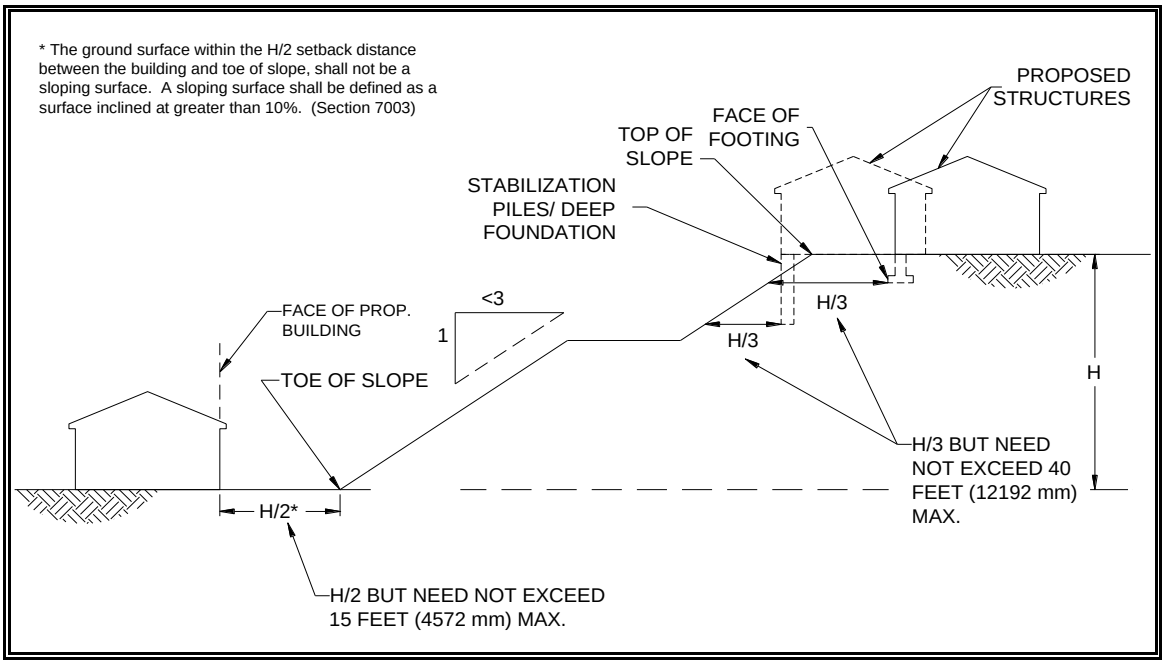


Figure 1 (Section 1808.7.1)

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

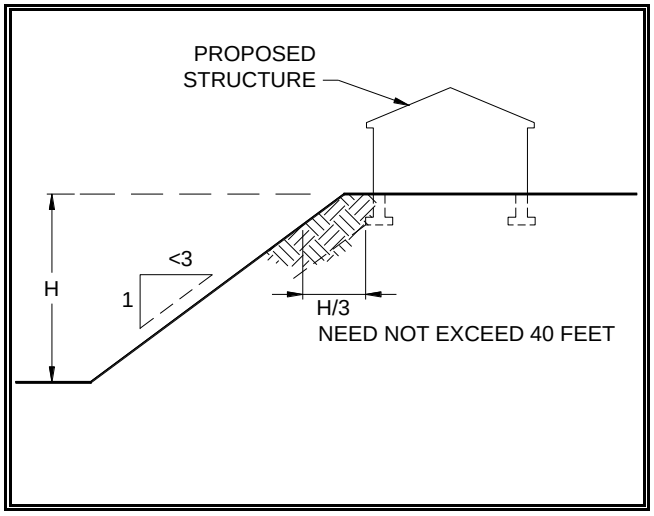


Figure 2 (Section 1808.7.2)

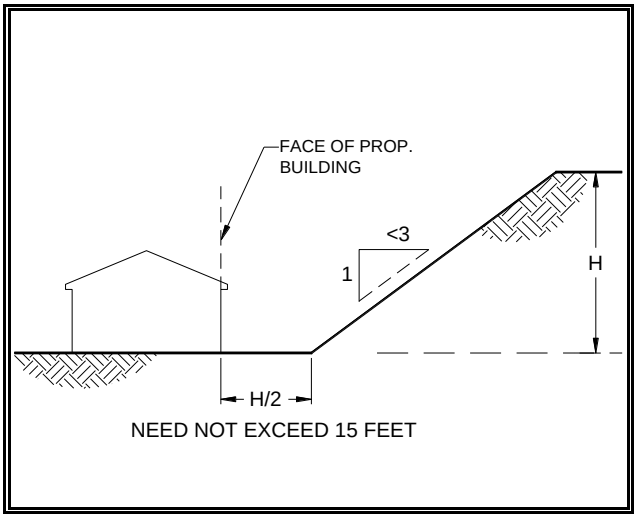


Figure 3 (Section 1808.7.1)

Where the slope is steeper than 1:1 (45 degrees), then the setback is measured from an imaginary line projected at an angle of 45 degrees and tangent to the slope (see Figures 4 & 5).

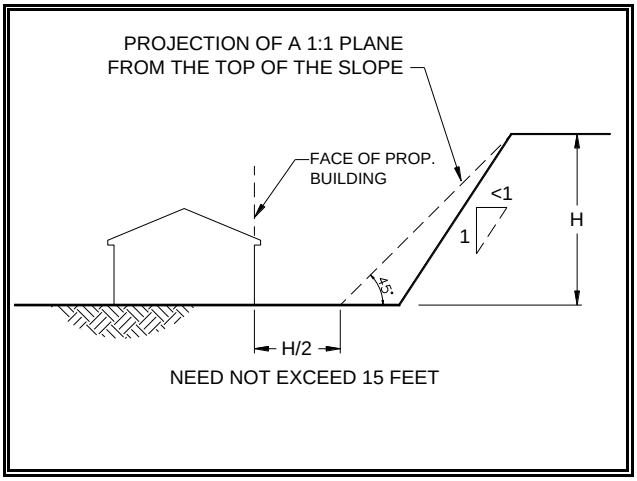


Figure 4 (Section 1808.7.1)

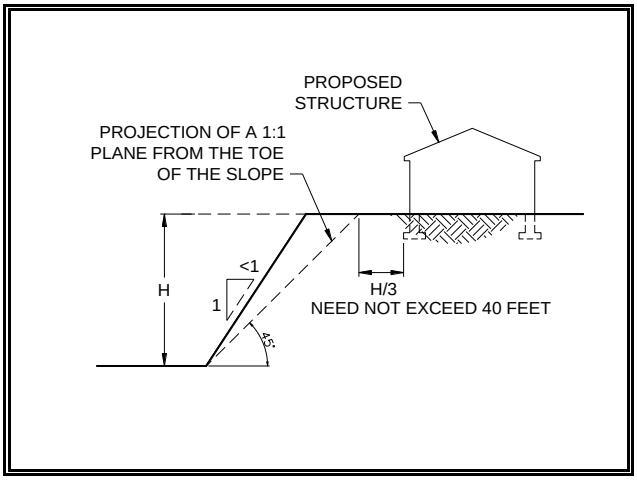


Figure 5 (Section 1808.7.2)

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

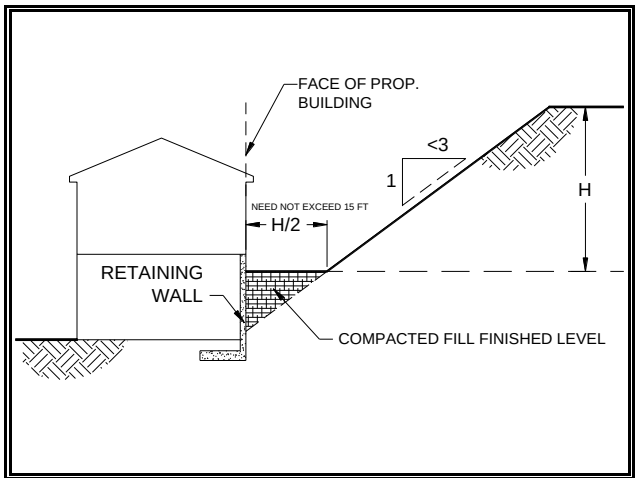


Figure 6 (Section 1808.7.1)

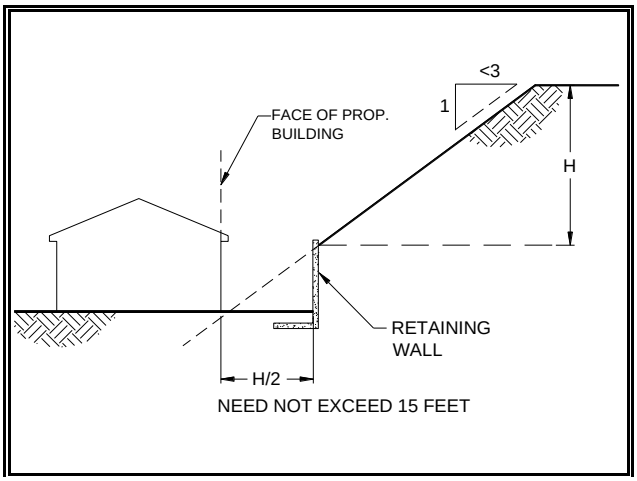


Figure 7 (Section 1808.7.1)

The H/2 level setback may be partitioned into a maximum of two adjoining levels by the use of retaining walls, such that when the two levels are added together they equal the distance H/2 (as shown in Figure 8). Where the H/2 distance is less than or equal to 5 feet, only one level is allowed.

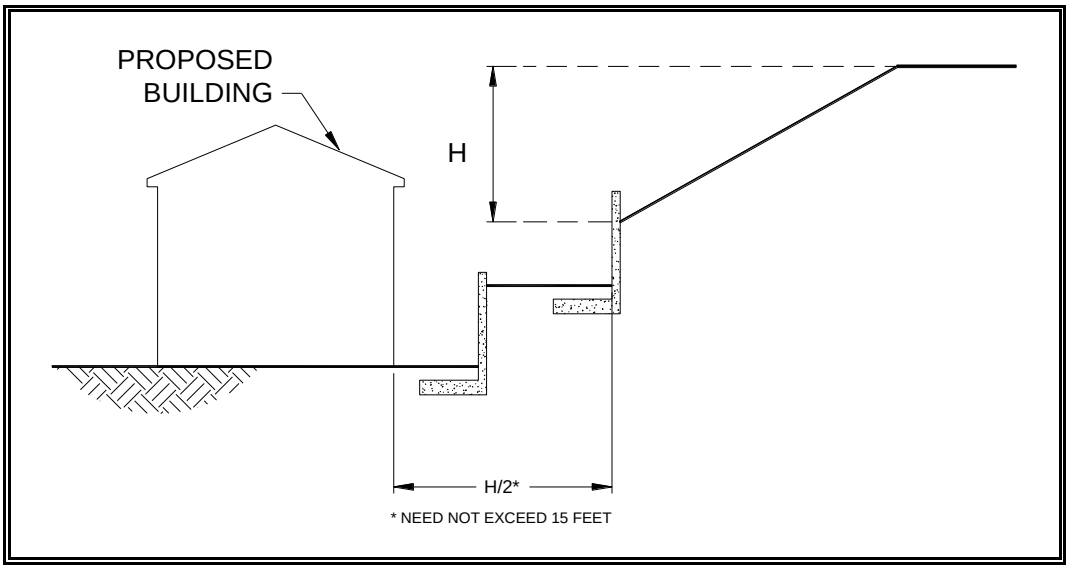


Figure 8 (Section 1808.7.1)

As shown in Figures 6, 7, and 8, the building shall be provided with a level setback area from the ascending slope. The toe of the slope shall not be located against the building wall.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Figures 9, 10, 11, and 12 show how the standard setback can be provided for pools adjacent to a slope steeper than 3 horizontal to 1 vertical but less than 1 horizontal to 1 vertical. Where the slope is steeper than 1:1, the setback shall be measured from an imaginary plane projected at an angle of 45 degrees and tangent to the slope. In addition to the footing setback, any portion of the pool wall within 7 feet of the top of the slope shall be designed for a freestanding condition, without soil support (see Figure 10).

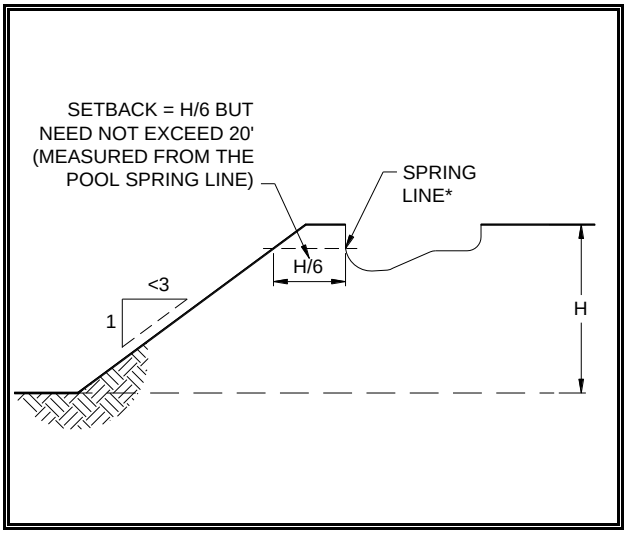


Figure 9 (Section 1808.7.3)

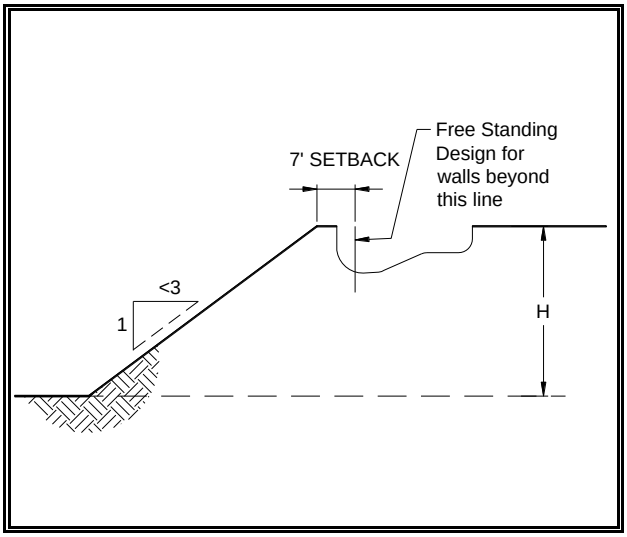


Figure 10 (Section 1808.7.3)

* The spring line is defined as the location on the pool shell where it changes curvature away from the adjacent slope. In addition, the pool clearance dimension is measured to the outside of the pool shell not the inside finished surface.

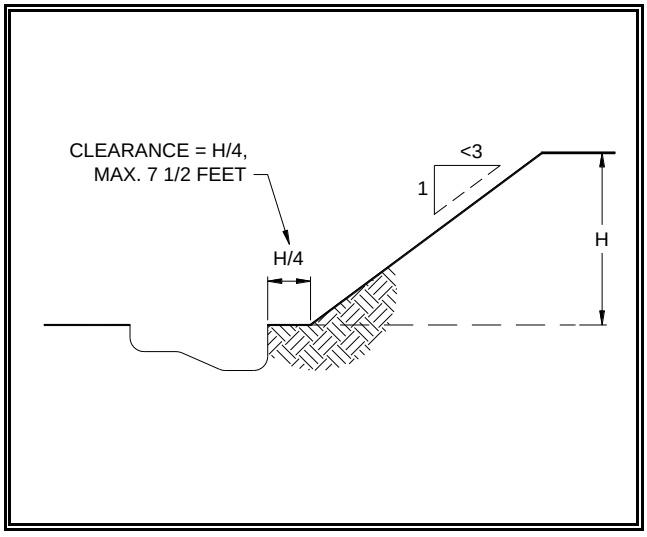


Figure 11 (Section 1808.7.3)

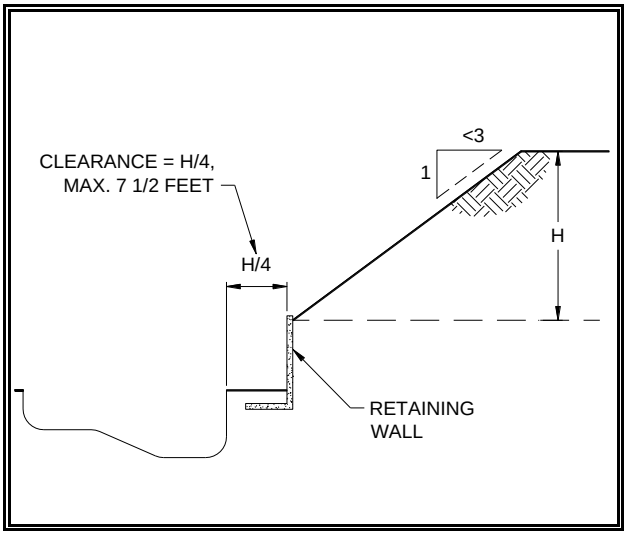


Figure 12 (Section 1808.7.3)

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

TALL RETAINING WALLS ALONG PCH

APPROVED 18 - 41 FT. RETAINING WALLS IN THE CITY OF MALIBU



PROPOSED
22959 PCH.



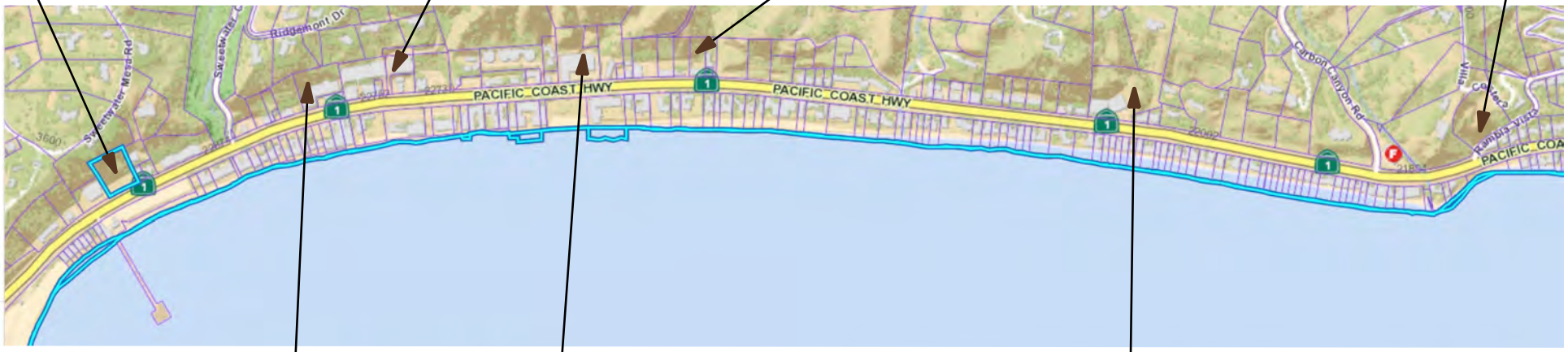
22741 PCH.



22435 PCH.



4451-011-905



22809 PCH.



22601 PCH.



22065 PCH.

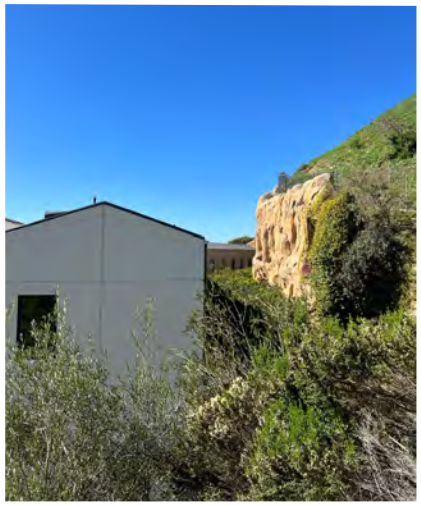


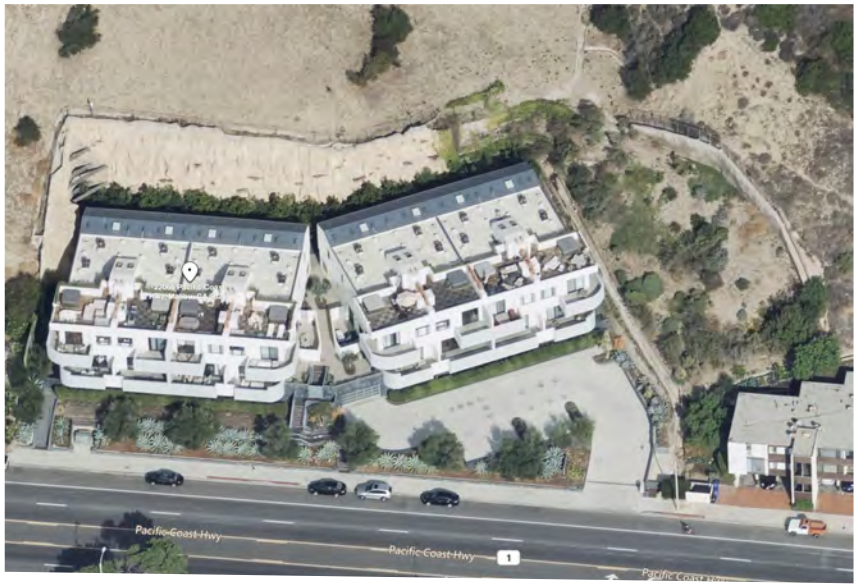
EXHIBIT I

22065 PCH











22065 PCH.

Built in 2006 (Coastal Commission Permit 5-90-265)

Approved by City Council in 2003, up to 41 ft. high retaining walls

13,000 cu. yds. grading (including 5,000 cu. yds. remedial grading for landslide).

22435 PCH.

CE 06-0

SCANNED NOV 06 2006

Notice of Exemption

City of Malibu
Planning Division

RECEIVED
JUN 13 2006
CITY CLERKS OFFICE
CITY OF MALIBU

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: City of Malibu
23815 Stuart Ranch Road
Malibu, CA 90265

☑ County Clerk
County of Los Angeles
P.O. Box 1024
Norwalk, CA 90651-1024

Project Title: Coastal Development Permit No. 05-075, Site Plan Review Nos. 06-006, 06-007, and 06-008, and Variance Nos. 03-013 and 03-014

Project Location – Specific: 22435 Pacific Coast Highway

Project Location – City: Malibu **Project Location** – County: Los Angeles

Description of Nature, Purpose, and Beneficiaries of Project: An application for the construction of a new, two-story, 7,330 square foot single-family residence with a 3,462 square foot basement, not to exceed 28-feet in height. Landscaping, hardscape (including a driveway and fire department turnaround), grading, fences, walls and an alternative onsite wastewater treatment system are also proposed. Site plan reviews are requested for height above 18-feet, construction on slopes greater than 2½ to 1, and remedial grading. Variances are requested for construction on slopes exceeding 2½ to 1 and for retaining wall height over six-feet.

Name of Public Agency Approving Project: City of Malibu

Name of Person or Agency Carrying Out Project: Norman Haynie on behalf of property owner Blue Onyx Design and Engineering, Inc.

Exempt Status: *(check one)*

☐ Ministerial (Sec. 21080(b)(1); 15268): _____
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)): _____
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c)): _____
☑ Categorical Exemption; Type and section number: 15303
☐ Statutory Exemptions; Code number: _____

Reasons why project is exempt: The project consists of a new single-family residence and associated development. As such, the project is consistent with the classes of projects described in CEQA Guidelines Section 15303 (a) and (e) that are considered exempt from further CEQA review. None of the exceptions described in Section 15300.2 apply. No potentially significant impacts will result from the project, either singularly or cumulatively.

Lead Agency Contact Person: Joshua Hart Telephone Number: (310) 456-2489 ext. 250

Signature: Joshua Hart Title: Senior Planner Date: March 21, 2006
Joshua Hart

☑ Signed by Lead Agency
☐ Signed by Applicant

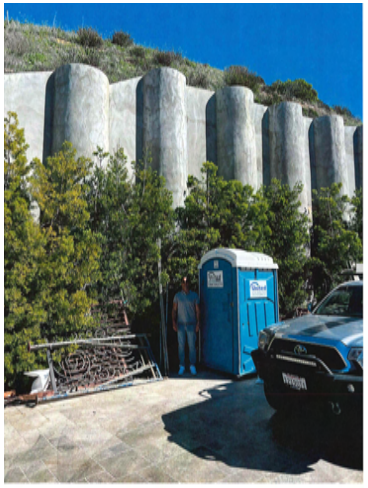
Date received for filing at OPR: _____

FILED
MAY 11 2006
CONNY B. McCORMACK, COUNTY CLERK
M. SMITH DEPUTY

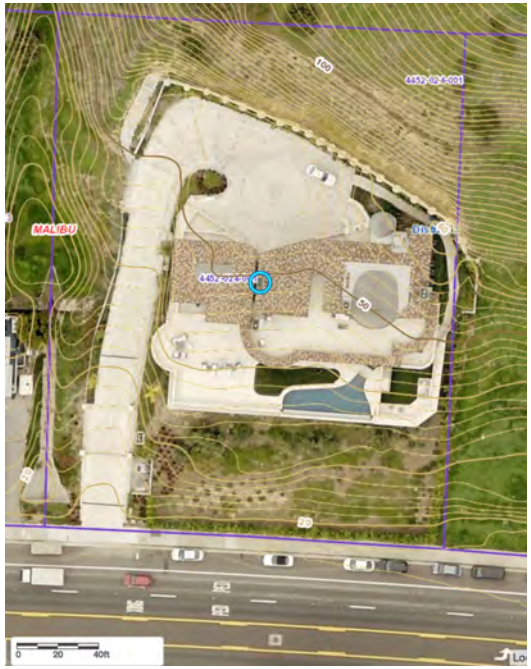
THIS NOTICE WAS POSTED
ON MAY 11 2006
UNTIL JUN 12 2006
REGISTRAR-RECORDER/COUNTY CLERK

06 0020293
C: PL









22435 PCH (CDP 05-075)

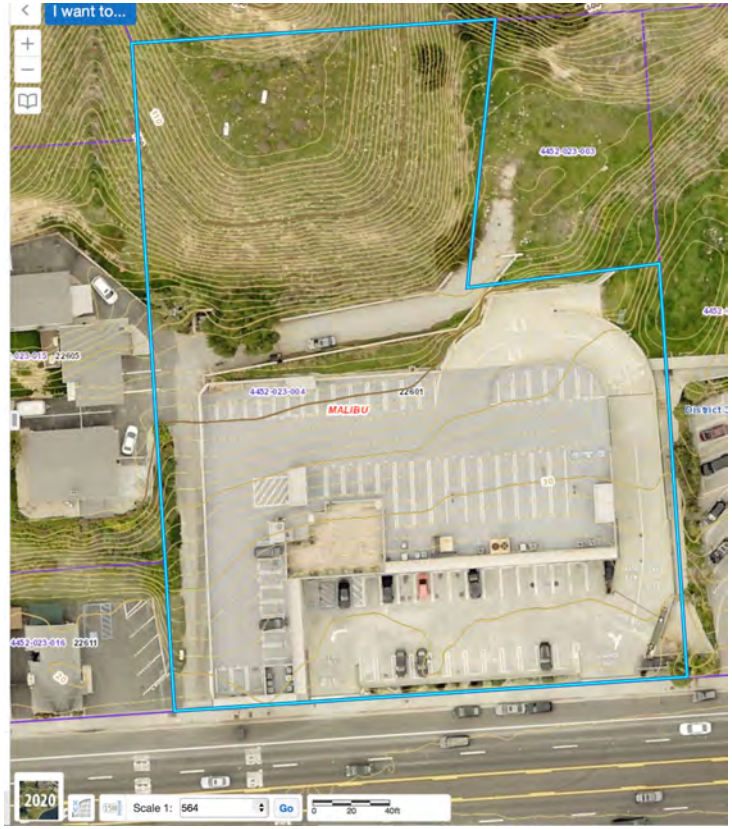
Approved in 2006, 18 ft retaining wall & 30,000 cu. yds. grading, construction on slope exceeding 2 1/2 to 1

22601 PCH.











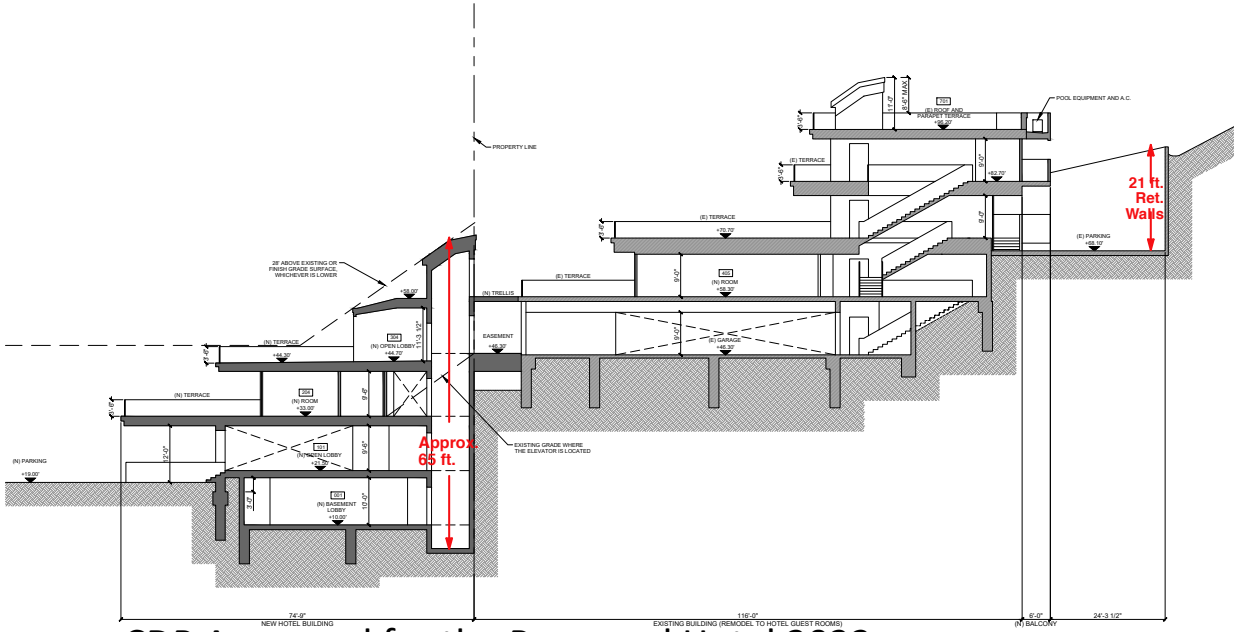
22601 PCH.

Built in 1991. Coastal Commission Permit 5-87-132

35,374 sq. ft. **16,204 cu. yds. grading, 15 ft height retaining walls**

22741 PCH.





Blue Onyx Design & Engineering, Inc.
22741 Pacific Coast Highway, Suite 400, Malibu CA 90265
310-456-5515

MALIBU SEA VIEW HOTEL
22741 / 22729 PCH
MALIBU, CA 90265

ISSUANCE:

DATE	DESCRIPTION	NO
03/04/17	SCHEMATIC DESIGN	
03/29/17	SCHEMATIC DESIGN	
04/04/17	SCHEMATIC DESIGN	
04/14/17	SCHEMATIC DESIGN	
08/17/17	PLANNING DEPT SUB	

PLANNING DEPT. SUBMISSION
NOT FOR CONSTRUCTION

SECTIONS

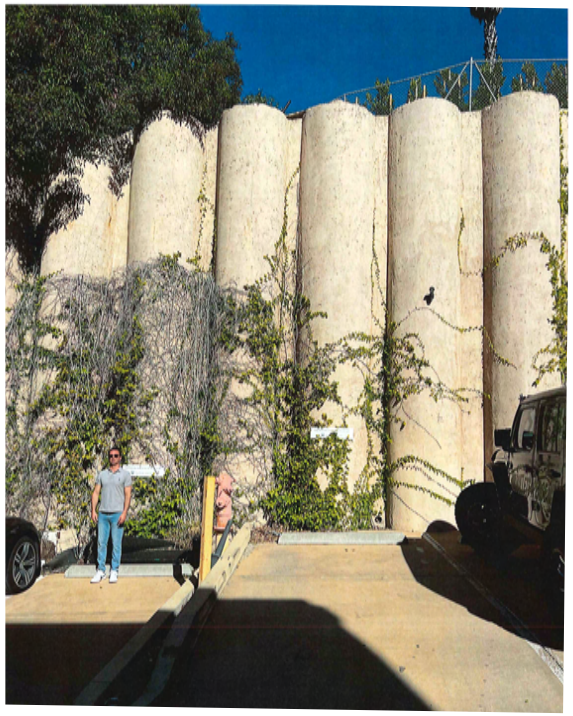
A3.11

8/25/2017 10:20 AM

CDP Approved for the Proposed Hotel 2022

1 SECTION B-B'
1/8" = 1'-0"



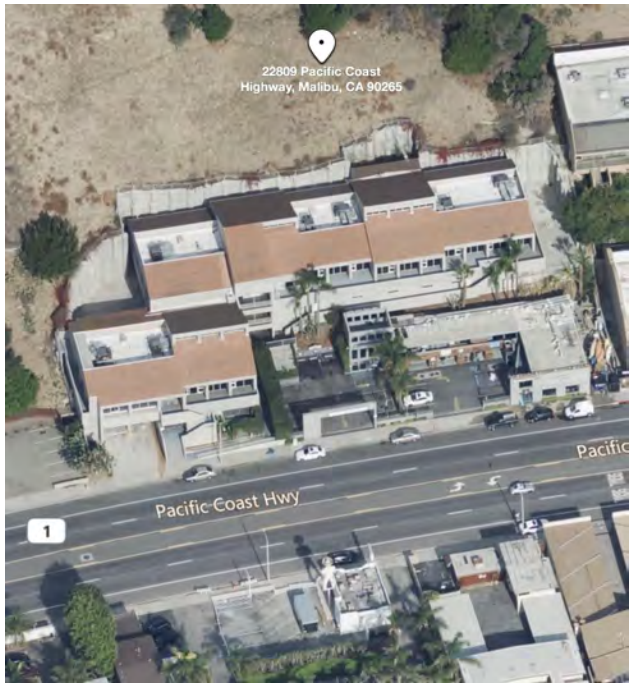


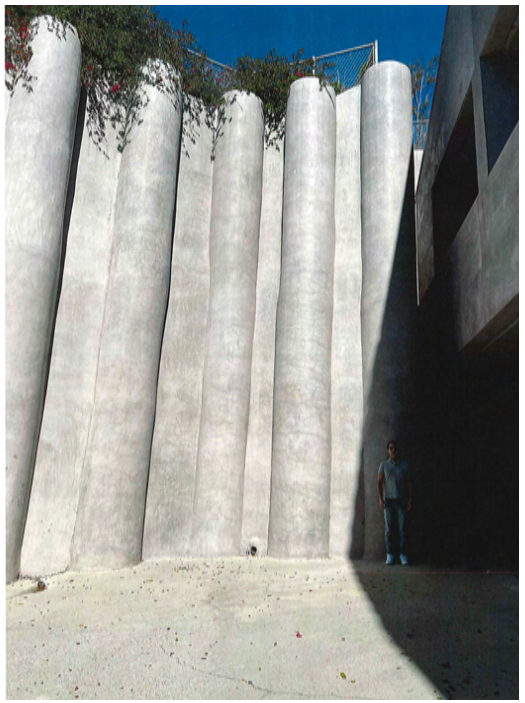


22741 PCH.

21 ft retaining walls

22809 PCH











22809 PCH

26 FT RETAINING WALL

Planning Commission

Subject: Malibu Inn Motel

Received
4/14/23
Planning Dept.

From: Adam Kahan [redacted]
Sent: Friday, April 14, 2023 1:36 PM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Malibu Inn Motel

Dear Planning Commission Members,

I hope this email finds you well. My name is Adam Kahan, and I am a resident of Malibu, living at [redacted] Pacific Coast Highway. As a local, I am writing to express my strong support for the proposed Malibu Inn Motel project.

Malibu is a beautiful city that attracts numerous tourists every year, who come to enjoy our pristine beaches, natural beauty, and vibrant local culture. However, there is a scarcity of high-quality hotel options in the area, which leaves visitors with limited choices for accommodations. The Malibu Inn Motel project promises to address this issue by providing a top-notch lodging option for travelers, thereby fostering tourism and benefitting local businesses.

I am particularly excited about the prospect of having a new hotel in Malibu where my friends can stay when they come to visit. Furthermore, and on a more selfish note the Malibu Inn Motel will finally bring in a new cool venue locals like myself can use to socialize, creating a vibrant and welcoming atmosphere that will enrich our community. As we all know it's not very often something new pops up around here.

I wholeheartedly support the Malibu Inn Motel project and urge the Planning Commission to approve its construction. As a resident of Malibu, I believe this hotel will contribute significantly to our community's economic vitality, create job opportunities, cater to the needs of our visitors, and provide a new gathering place for locals.

Thank you for considering my input on this matter, and I hope you will take into account the numerous benefits that the Malibu Inn Motel can bring to our beautiful city.

Sincerely,

Adam Kahan
[redacted]
Malibu, CA

Date Received 4/14/23 Time 1:36PM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

EXHIBIT J

Received
04/17/23
Planning Dept.

Planning Commission

From: Alina Korsunsky [redacted] >
Sent: Monday, April 17, 2023 1:29 PM
To: Planning Commission
Subject: Malibu Inn Motel

Hi,

My name is Alina Korsunska. I have watched the previous hearings and read the staff report and am in support of this project. As someone who lives close by, I love what the developer is bringing to this community. We need more hotel and motel rooms and this is exactly what the coastal commission keeps asking for. I also read the coastal commissions letter which also shows their support for the project. I see that the property is zoned for this, and I don't see why we wouldn't approve it. I would love to have a place for visitors to be able to stay when they come to visit, and I think everyone is tired of having their neighbors house filled with strangers and new airbnb guests every week. Let's approve this project for its merits. They are staying within the guidelines of the FAR and they should be commended after putting in so much time on a winning project for the City.

Thank you,

Alina Korsunska

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 1:29 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Planning Commission

Subject: Letter re: April 17, 2023 Malibu Planning Commission Meeting - Agenda Item 5.B
Attachments: 2023-04-13 M. Camp Ltr. re Malibu Inn Motel.pdf

Received
4/13/23
Planning Dept.

From: Brittani A. Jackson [redacted]
Sent: Thursday, April 13, 2023 11:29 AM
To: Planning Commission <planningcommission@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>; Trevor Rusin <trevor.rusin@bbklaw.com>; kstecko@malibucity.org; Kelsey Pettijohn <kpettijohn@malibucity.org>; City Clerk <cityclerk@malibucity.org>; Rebecca Evans <revans@malibucity.org>
Cc: Marshall A. Camp [redacted]; Amber Munoz [redacted]
Subject: Letter re: April 17, 2023 Malibu Planning Commission Meeting - Agenda Item 5.B

Chair Smith and City Staff,

Please find attached a letter submitted in connection with the April 17, 2023 meeting of the Malibu Planning Commission, **Agenda Item 5.B (Malibu Inn Motel)**. We respectfully request that this letter be distributed to the Members of the Commission and be made part of the record for the April 17, 2023 meeting.

Thank you,
Brittani

Brittani A. Jackson

HUESTON HENNIGAN LLP

[redacted]

PLEASE NOTE: This message, including any attachments, may include privileged, confidential and/or inside information. Any distribution or use of this communication by anyone other than the intended recipient(s) is strictly prohibited and may be unlawful. If you are not the intended recipient, please notify the sender by replying to this message and then delete it from your system. Thank you.

Date Received 4/13/23 Time 11:29AM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 6

CC: Planning Commission, PD,

Recording Secretary, File

MARSHALL A. CAMP
Partner

[redacted] [redacted]

HUESTON HENNIGAN LLP

April 13, 2023

VIA E-MAIL

Dennis Robert Smith, Chair
Members of the Planning Commission
City of Malibu
23825 Stuart Ranch Road
Malibu, California 90265-4861
planningcommission@malibucity.org

Re: April 17, 2023 Planning Commission Meeting - Agenda Item 5.B – Malibu Inn Motel

Dear Chair Smith and Members of the Planning Commission:

This firm represents Mani Brothers Real Estate Group and affiliated companies that own properties in the vicinity of the proposed Malibu Inn Motel ("Malibu Inn"), including the Malibu Beach Inn, located at 22878 PCH; the former Hertz lot at 22853 PCH; and the multifamily properties at 22640 and 22648 PCH (collectively, the "Mani Brothers").

The Mani Brothers oppose the Malibu Inn, including the entitlements and approvals sought in connection with Agenda Item 5.B. at the April 17, 2023 Planning Commission meeting. Grounds for the opposition include, without limitation, the following:

1. Project Exceeds the Maximum Allowable Height and Stories: The April 4, 2023 Agenda Report prepared by Adrian Fernandez ("Agenda Report") erroneously describes the Malibu Inn as a "two-story motel" when it is in fact four stories. (*See, e.g.*, Agenda Report at 12.) The maximum height allowed for a new commercial building under the Malibu Local Coastal Program ("LCP") Local Implementation Plan ("LIP") is 24 feet and two stories. (LIP § 3.8(A)(1)(b).) The LCP defines a "story" as, "that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above." (LIP § 2.1; *see also* MMC 12.02.060.) The Agenda Report appears to consider the lobby floor below the "finished or natural grade" and thus only considers the two floors above to be "stories" for the purpose of its analysis. (*See* Agenda Report at 12 (noting that the "motel would reach a height of two stories or up to 24 feet above finished or natural grade," with the "subterranean parking . . . to be notched into the hillside").) But the bottom and rooftop floors are "stories" under relevant law, resulting in a project over 40 feet tall.

   First, the bottom floor is a "story." At the base of the Malibu Inn is the entry lobby and reception area, together with an enclosed parking garage. The only justification offered for not considering the bottom floor a story is, as has been noted in prior Agenda Reports, that the bottom story is a

basement[1] excluded from the definition of "story." The LIP defines "basement" as "that portion of a building or an area enclosed by walls located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is *no more than 3 vertical feet at all points* around the perimeter of all exterior walls." (LIP § 2.1 (emphasis added).) Although the proposed motel will be built into the hillside and the lower level is partially below ground, the front (southerly) edge of the ground floor will be fully exposed and "daylighted" to at least a 10-foot height. The architect's failed attempt to simulate a basement condition by flanking the exposed lobby frontage with dirt planters does not change the fact that the lower level includes at least a 10-foot height of exposed frontage and cannot be considered a "basement" as defined by code. Even the Agenda Report referred to the bottom floor as "[t]he ground floor," which by definition must be considered a story and not a basement. (Agenda Report at 8; *See* LIP § 2.1 (defining "ground floor" as "the first floor of a building other than a cellar or basement").)

Second, the rooftop floor is also a story. The top floor contains the pool deck, enclosed elevator box, and a roofed bar area. This floor, which includes roofed areas, is a "story" under the LIP.

2. The Proposed Use is a Hotel Prohibited in the CV-1 Zone: The proposed use is properly classified as a "hotel" under the LCP and Zoning Code, not a "motel" or "bed and breakfast inn." Hotels are prohibited under the site's current CV-1 zoning. As defined in the LIP and Zoning Code, a "motel" is "a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, [and] does not provide accessory uses such as restaurants or meeting rooms," while a "hotel" is "a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants and meeting rooms." (LIP § 2.1; *see also* MMC 12.02.060.) Despite alerting the City of this issue in prior letters, the City has not provided a response.

   The proposed project fails to meet this definition in two significant respects. *First*, there is no direct access from the guest rooms to the parking area. Indeed, none of the guest rooms are on the same level as the parking. Rather, to get from their rooms to the parking garage below, guests will need to travel through common walkways and corridors and use the common elevator or common stairs. *Second*, the project includes a dedicated bar serving the large rooftop deck area, as well as a full commercial kitchen for food service. The rooftop deck and amenities would be used by motel guests on a daily basis, but events that would bring in visitors can be held onsite in the motel subject to City approval of a Temporary Use Permit (TUP), including "weddings, B'nai Mitzvahs, parties, corporate events, and other festivities." (Agenda Report at 15.) These amenities, such as the rooftop bar and lounge, commercial kitchen and special event space, clearly distinguish this project from a "motel" and bring it within the definition of "hotel." (LIP § 2.1; *see also* MMC 12.02.060.)1 Accordingly, this project cannot be approved without a zone change and LCP amendment to redesignate the site from CV-1 to CV-2 to allow a hotel.

[1] The current Agenda Report does not contend that the bottom floor is a "basement." Rightly so. The bottom floor, which has more than 3 vertical feet above the finished floor at certain points of the parameter, cannot be considered a "basement" for the same reasons as described in this section.

However, any decision to grant a variance to permit a hotel in a CV-1 Zone would give the Malibu Inn "special treatment . . . seriously undermin[ing]" the goal of the zoning codes, *Hamilton v. Bd. of Sup'rs of Santa Barbara Cnty*., 269 Cal. App. 2d 64, 69–70 (Ct. App. 1969), because there are no "special circumstances" appliable to the Malibu Inn that would justify a hotel over a motel. *Topanga Assn. for a Scenic Cmty. v. Cnty. of Los Angeles*, 11 Cal. 3d 506, 520 (1974). That a hotel (with a restaurant and more secluded rooms) may be more profitable than an actual 2-story motel does not make the owners entitled to a variance. *See Hamilton*., 269 Cal. App. 2d at 69–70 ("reliance on a 'profit motive,' 'attractive architectural features,' 'benefit to the community' and 'practical difficulty' . . . lack legal relevance."); *Broadway, Laguna, Vallejo Ass'n v. Bd. of Permit Appeals of City & Cnty. of San Francisco*, 66 Cal. 2d 767, 775 (1967) ("We must be careful to distinguish, however, between those circumstances which prevent a builder from profitably developing a lot within the strictures of the planning code and those conditions which simply render a complying structure less profitable than anticipated.").

3. Insufficient Parking for the "Motel": As explained above, the project should be classified as a "hotel" and not as a "motel." Under the LIP and Zoning Code, a hotel requires two parking spaces per room, plus additional spaces for food and beverage serving area and employees. (LIP § 3.14.3; MMC 17.48.030.) This would result in a parking requirement more than twice the 23 spaces provided for the Malibu Inn (47 total onsite, less 23 dedicated for the use of Aviator Nation and 1 surplus space).[2]

   Even if the property were required to provide only the number of spaces required for a "motel," it would still require more than 23 spaces. The Agenda Report memorandum determined that 23 spaces were required based on the "motel" standard of one space per room, plus one space for each employee assuming three employees per shift ("12 [employees] divided by 4 [shifts]") (Agenda Report at 3; LIP § 3.14.3.) But even the Agenda Report concedes that there will likely be four to six employees working at the hotel each day, if not more. (Agenda Report at 3.) Nor does the Agenda Report explain how it arrived at the conclusion that the appropriate calculation was to take the average of all employees per day (4 shifts ranging from 1 to 6 people per shift, with 12 employees total) instead of the guaranteed maximum number of people in any given day (6 people for 6 hours every day). (*Id.*) Moreover, using the more appropriate 6 people per day, in total, this leaves zero to one parking spots for beach parking, in direct violation of the Coastal Act and Malibu Local Coastal Program (LCP). This loss of beach parking also creates a significant impact that must be analyzed in an EIR.

4. General Plan Inconsistencies: The proposed project clearly violates the following policies of the City of Malibu General Plan Land Use Element:

   a. Section 1.1 in the Introduction to the Land Use Element states: "Commercial areas are limited to small neighborhood serving and visitor serving uses interspersed throughout the City …." By

[2] The Planning Commission previously approved a resolution reducing the number of parking spaces required by Aviator Nation. The Aviator Nation and Malibu Inn approvals were one project, in part because the Aviator Nation approval freed up additional parking as a necessary precedent for this Malibu Inn approval, and thus the approvals were improperly split in violation of California law. *See, e.g., Bozung v. Local Agency Formation Com.*, 13 Cal. 3d 263, 284 (1975) ("Where an individual project is a necessary precedent for action on a larger project…with significant environmental effect, an EIR must address itself to the scope of the larger project.").

contrast, the proposed project at four stories would be the tallest hotel approved to date in Malibu, and it would create the third hotel/motel in this immediate area (within approximately 500 feet of the Malibu Pier), which is already congested with restaurants and tourist facilities.

b. LU Implementation Measure 67 requires a commercial planned development permit for any commercial development or change of use of existing development to assure compliance with current codes. The project does not comply with current codes (stories, setbacks, parking, etc.) as documented in this and prior letters.

c. Section 1.5.4 of the Land Use Element states that the CV designation for this site provides for uses that serve visitors and residents, such as hotels and restaurants "which respect the rural character and natural environmental setting." The imposing, four-story structure proposed here to be cut into the hillside would be entirely urban in character and—literally and figuratively—undercut the natural setting and terrain.

5. Inconsistencies with the LCP and Zoning Code: As noted above, the project violates so many provisions of the LCP and Zoning Code (height, setbacks, open space, landscaping, parking standards, retaining wall height, etc.) that it requires multiple variances and discretionary approvals. Many of these inconsistencies are openly identified and admitted by planning staff in its memorandum included in the Agenda Report. Others are identified above in this letter. The required variances are not supported by the required findings.

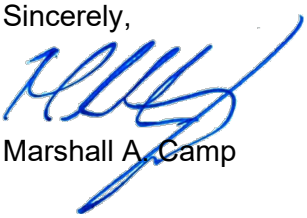
   Indeed, as recognized in the Agenda Report (*see, e.g.*, pp. 24-27), variances are only permitted if there are special circumstances or exceptional characteristics applicable to the subject property, including size, shape, topography, location, or surroundings, and strict application of the zoning ordinance would deprive the Property of privileges enjoyed by other properties in the vicinity and under the identical zoning classification. Here, most of the variances are justified by the "steep slope" on the Property. Those steep slopes, however, are far from "special" or "exceptional" in Malibu. To the contrary, they are the typical condition for most of the inland lots along PCH. Another variance allows for a 46-foot high retaining wall—more than three times the 12-foot maximum. This wall again is needed not for any unique condition of the property, but only because of the applicant's desire to build into the hillside for the purpose of claiming that this four-story structure only has a height of 24 feet by the trick of terracing back the building against the hillside and measuring vertically parallel to the slope. As noted above, justification related to improved aesthetic or profit are not appropriate or permissible reasons to grant a variance. *See Hamilton.*, 269 Cal. App. 2d at 69–70 ("reliance on a 'profit motive,' 'attractive architectural features,' 'benefit to the community' and 'practical difficulty' . . . lack legal relevance."). The variances would thus constitute impermissible special treatment towards the Malibu Inn. *See id.* ("The variance sought by the developer in this case would confer not parity but privilege; to sanction such special treatment would seriously undermine present efforts to combat urban blight and municipal congestion through comprehensive zoning codes.").

6. CEQA Defects: The City has improperly used a mitigated negative declaration for this project, when an EIR should have been prepared in light of the project's stark inconsistencies with the General Plan, LCP and Zoning Code as noted above. The MND failed to address additional traffic impacts that would result from the addition of a new hotel, particularly because of the congestion and greater PCH crossings at this location directly across from the beach, and the shops and restaurants at the Malibu Pier. For example, although the Agenda Report indicates that "[a]s a Project with a motel

use, it is anticipated to generate approximately 68 average daily trips (ADT),” this analysis is faulty because it was conducted under the assumption that the project was a motel rather than a hotel. (Agenda Report at 17.)

The Planning Commission is respectfully urged to deny the proposed approvals for the reasons set forth above, as well as the many other grounds for denial raised in the voluminous public correspondence submitted in opposition to this project, including our own prior letters to the Planning Commission dated August 26, 2021 and December 3, 2021. If the project is to be brought forward again for further consideration, it should first be revised to be consistent with existing City plans and policies, and then evaluated in an EIR before returning to the Planning Commission for additional hearings.

Sincerely,



Marshall A. Camp

cc: Trevor Rusin, Interim City Attorney

Received
04/17/23
Planning Dept.

Planning Commission

From: [redacted]
Sent: Monday, April 17, 2023 12:03 PM
To: Planning Commission
Subject: Malibu Inn Motel

To whom it may concern,

I am writing this letter in **strong** support of the Malibu Inn Motel. It's about time Malibu had some new options for people to stay. We constantly have friends and family coming to visit us from out of town for holidays, and special occasions, and the options are so limited. Neighbors all across Malibu are constantly renting their houses for Airbnb and ruining this city.

The area is zoned for a motel, they meet the code for parking, they are building within the FAR, and this will help the business and beautify the ugly parking lot across the pier that's constantly filled with trash.

I urge you to please APPROVE this motel!

Thank you.
Blake Polisky

[redacted] Broad Beach Rd
Malibu Ca 90265

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 12:03 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Received
04/17/23
Planning Dept.

Rebecca Evans

From: Richard Mollica
Sent: Monday, April 17, 2023 1:21 PM
To: Rebecca Evans
Subject: FW: Item 5B Malibu Inn Motel 4-17-23 - Please Deny
Attachments: 2023-4-17 planning commission-MI Motel.docx

From: Charlotte Frieze [redacted]>
Sent: Monday, April 17, 2023 12:27 PM
To: John Mazza <Res02igz@gte.net>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Dennis Smith <WAS27MILES@GMAIL.COM>; Kraig Hill <kraig.malibu@gmail.com>; Skylar Peak <skylar@peakpowerelectric.com>
Cc: Patricia Salazar <psalazar@malibucity.org>; Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>
Subject: Item 5B Malibu Inn Motel 4-17-23 - Please Deny

Dear Commissioners,

Attached are Malibu Open Space Alliance's comments on Agenda Item

5B Malibu Inn Motel 4-17-23
MOSA requests that you deny this project.

Thank you very much,

Charlotte Frieze
Founding Member

--
Charlotte M. Frieze

Malibu, CA

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 12:27 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 6

Planning Commission
Malibu, CA 90265 April 17, 2023

Re: Item #5B – Malibu Inn Motel – April 17, 2023
PLEASE DENY ITEM #5B Via Email

Commissioners:

Let's start with the height.

The super-sized height is the beginning of a domino effect of serious issues.
If this project were only 24ft high, there would be no need for the 52.5 ft retaining wall.
There would be no need to destroy the bluff.
There would be no need for the extensive grading and
hauling of 581 TO 847 HEAVY TRUCK LOADS of dirt.

HEIGHT:
The plans base their height calculations on their claim that the parking lot is subterranean. It is not. EL 20 is just about the elevation of the southernmost point of the outdoor parking lot that is slightly above the elevation of PCH as seen on the Land Removal Area section. 24ft is the maximum allowed with a flat roof. This appears to be closer to 45 ft which is not allowed. This should be measured from natural or finished grade whichever is lower.

As it is, the structure so substantially alters the existing grade it is necessary to build retaining walls along the east and west sides of the property as well as into the Coastal Bluff.

THE HEIGHT OF THE NORTH RETAINING WALL
The height of the northern retaining wall reveals a flagrant disregard for Malibu, the site's neighbors and its environment. Not only does building this retaining wall require excessive cut into the natural, coastal bluff but at 52.5 FT it also brazenly ignores Malibu's 12 ft retaining wall maximum height.
This project should be denied on this gross violation of building code alone.

This project shamelessly ignores the two-story regulations. In addition to the ground floor lobby and valet parking garage, there are first floor rooms, second floor rooms and a roof deck pool, bar, and spa.

Most importantly this project cuts into the Coastal Bluff and is out of scale with the mostly single-story commercial structures. The project ignores Malibu's height regulations.

Excessive number of stories: Grounds for Denial

CV-1 District
"The CV-1 District is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting."

It is still not clear how this project benefits the residents of Malibu. Nor how it is designed to be consistent with the rural character and natural environment. A project that requires this number of variances is not one that is respectful of Malibu's residents, its rural character and natural environmental setting and its Malibu Building Codes.

It was shocking to read Staff's recommendations for a project that is so obviously in denial of the Malibu Vision and Mission Statement as well as Malibu's rules and regulations.

This Malibu Inn Motel project is proposed for the heart of Malibu. It would benefit the owners of the motel and, presumably, the guests at the Malibu Beach Inn not the residents of Malibu.

The project would have a negative impact on the lives of Malibu residents, local businesses and would deter tourists who bring dollars to the Malibu economy to benefit a relatively few motel guests.

TRAFFIC:
An increase in traffic delays would make Malibu a less desirable place to live. It would affect real estate sales.

Kanan Dume Road would receive more traffic which would challenge an already busy road as drivers attempt to avoid the center of town.

Western Malibu would in effect be cut off from Eastern Malibu during the years of construction. This is not only an inconvenience but a danger to peoples' lives.

Emergency vehicles would be delayed. Every minute counts for a heart attack or stroke patient.

Anyone who experienced the enormous traffic jam during the Woolsey Fire would be terrified of the potential delays when trying to evacuate. I remember all too well not being able to get onto PCH and watching my neighborhood burn from Zuma Beach.

The project needs to be studied in conjunction with the neighboring businesses including but not limited to: Seaview Hotel, Malibu Beach Inn, Nobo, Soho House, Ryokan, Surfrider Motel, Aviator Nation and the businesses on the Malibu Pier.

As it is the PCH heavy traffic and parking lines impacts all these properties. Gridlock is a common occurrence. Most importantly residents are now reluctant to drive on the weekends and their friends refuse to come visit during the summer months.

GRADING:
Anyone driving along PCH during the past 4 months of rain has seen the erosion caused by disturbing the coastal bluff. The mudslides caused enormous delays.

Any alteration of this coastal bluff would cause slope instability.

Just in the past year the bluff adjacent to The Case has eroded onto Malibu Road.

HAULING:
EXCESSIVE GRADING REQUIRES THE UNDERTAKING OF MASSIVE HAULING, HUGE NOISY MACHINERY, GIGANTIC DELIVERY VEHICLES TO DELIVER THE STEEL INFRASTRUCURE, CRANES AND WORKERS' VEHICLES.

(Let's not forget that just within the past weeks a crane overturned on Las Flores and a supply truck overturned on PCH right next to the Zumirez Fire Station.)

This project proposes digging and exporting 11,860 Cubic Yards of dirt.

REQUIRING 581 TO 847 HEAVY TRUCK LOADS IN THE CENTER OF TOWN

These are the types of trucks that might be required to construct this project:











Can you imagine these in the heart of Malibu across from the historic Malibu Pier? Can you imagine how many movie or TV deals could be lost?

581 TO 847 HEAVY TRUCK LOADS should be a good reason to DENY this project.

NOISE
IF YOU HAVE EXPERIENCED THE NOISE CREATED BY THE POST-WOOLSEY FIRE RECONSTRUCTION in your neighborhood, THE NOISE DISTURBANCE from this project would be magnified exponentially. AND it is IN THE CENTER OF TOWN.

EIR
The fact that this project departs significantly from code requirements makes an EIR necessary.

Alternatives including “no project” or a smaller commercial project that doesn’t require these significant, and costly, variances should be considered.

PLEASE DENY THIS PROJECT

By recommending variances for this unconscionable, non-complying project, the City is intentionally undoing the codes that were put in place to protect Malibu's environmentally sensitive habitat, small town ambiance and rural character.

The beautiful setting with majestic mountains, coastal bluffs and ocean views is why people come to Malibu. This is why we live here.

Is this non-complying Malibu Inn Motel project worth setting a precedent that could change Malibu forever?

Thank you,

Charlotte M. Frieze
Founding Member

Aaron Gribben

Subject: 22959 PCH Malibu CA 90265 - Planning Commission Hearing on April 17, 2023 - Malibu Inn Motel/Hotel

Received
4/13/23
Planning Dept.

From: Jo Drummond [redacted]
Sent: Thursday, April 13, 2023 12:40 PM
To: Planning Commission <planningcommission@malibucity.org>
Cc: j[redacted] Patt Healy <healypatt@aol.com>; R. Y. A. N. <[redacted] John Mazza <[redacted] Kraig Hill [redacted] Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>; [redacted] Colin Drummond [redacted] Rebecca Evans <revans@malibucity.org>
Subject: Fw: 22959 PCH Malibu CA 90265 - Planning Commission Hearing on April 17, 2023 - Malibu Inn Motel/Hotel

Honorable Planning Commission,

Please see my note below to Richard Mollica, Paolo Quinto and Dr. Kang at the Water Board who was apparently misinformed on the availability of a 100% future dispersal field on the above proposed plans - there is NO future dispersal field available and there also should be NO septic or leach field available for the current proposed plan as the lot is already in use as the 100% future expansion dispersal field for the adjacent Aviator Nation. A new OWTS therefore cannot be placed on the lot.

See here:

In Env Health Review, as well as in the Resolution:

Date Received 4/13/23 Time 12:40PM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 28

CC: Planning Commission, PD,

Recording Secretary, File

11) **Covenant to Forfeit 100% Expansion Effluent Disposal Area:** A covenant running with the land shall be executed by the property owner and recorded with the City of Malibu Recorder's Office. Said covenant shall serve as constructive notice to any successors in interest that (1) the private sewage disposal system serving the development on the property does not have a 100% expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)) and (2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through an operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair. Said covenant shall be in a form acceptable to the City Attorney and approved by the Environmental Sustainability Department. ***Please submit a certified copy issued by the City of Malibu Recorder.***

11) **Covenant to Forfeit 100% Expansion Efflue**
shall be executed by the property owner and re
covenant shall serve as constructive notice to
disposal system serving the development on th
dispersal area (i.e., replacement disposal field
dispersal area fails to drain adequately, the City
but not limited to, limitations on water use e
upgrades or modifications to the private sewag
and acknowledge that future maintenance and
necessitate interruption in use of the private se
served by the private sewage disposal system
maintenance and/or repair. Said covenant sh
approved by the Environmental Sustainability
***by* the City of Malibu Recorder.**

This is basically an admission that the site is not suitable for its purpose and the conditions cannot be met. It's a shortcoming for a LARGE project that remains unaddressed.

In Paolo's response to me in the email below highlighted in yellow he states that they have been working with the Los Angeles Regional Water Quality Control Board (Regional Board) to satisfy their recommendations for the project which includes:

2. A future dispersal field. A site visit with the designer, the Regional Board, and stakeholders revealed that a 100% leachfield can be provided at the property.

   The City has received the revised design report and plot plans that show the location of the future dispersal field and is currently in review.

This is false information given to the Regional Water Board to hide the fact that their requirements have not been followed.

If there is no future dispersal field available for either site (Aviator Nation or the Malibu Inn Motel) and the project is releasing 4 times the effluent as the fixture count has gone from the original 56 units to

231 units this has to be against the development of the water ban area. The Water Board has NOT been informed of the lack of a future expansion area for the septic and given it will likely fail due to the 10000 gallon tank not being able to limit the effluent to only 1700 gpd after only 4 days of holding it back and would go over the amount of effluent allowed at that point. It makes no sense mathematically and WILL cause excessive contamination to the nearby beaches, etc. This is double, even triple dipping of the lone septic expansion area. The applicant can't on a whim just try and reduce this area for Aviator Nation without re-applying for a new OWTS for this property as well. The approved plans attached below CLEARLY show the entire adjacent lot to be used for the 100% expansion area for Aviator Nation. Please remember a water ban was put in the area for good reason. After seeing this and how the JUPA was handled I am quite sure the ultimate goal is for the applicants to get rid of the historic Malibu Inn/Aviator Nation and expand the hotel to both sites in the future which would be terrible for Malibu but most profitable for them.

Please have the planning department STOP wasting the Planning Commission and public's time by trying to pass a major violation in a resolution. This is COMPLETELY unacceptable and needs to be denied and the Water Board notified officially not just by myself.

Also please note that CV-1 only allows zoning of a "Motel" -

Malibu LIP DEFINITION OF MOTEL:
MOTEL - A facility offering transient lodging accommodations to the public in a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, does not provide accessory uses such as restaurants or meeting rooms, and not otherwise open to the public. Or PRIVATE pools for that matter that are not to be used for the public. This project has proposed not only a rooftop pool but a roof top bar and a commercial kitchen offering room service and food serving gatherings such as weddings and bar mitzvahs. Thus it will operate as a **hotel** which is only allowed in CV-2. There is no direct access from the guest rooms to the parking. None of the guest rooms are on the same level as the parking which is also required for "motel" status. To get from their rooms to the parking garage below, guests will need to travel through common walkways and corridors and use the common elevator or common stairs. Hotels require 2 parking spots per room. This should also cause an instant denial.

The parking lot should just stay there as that is what is needed in the area to prevent further traffic and parking issues in the busiest area of our city. There is already NOT enough parking for the restaurant at aviator nation especially with their over 300 person nightclub events and therefore not enough parking for the motel/hotel especially with their ongoing events and clients. Two extremely high traffic sites - a nightclub and a busy hotel will make backlogs worse than the current soho house/nobu fiasco just up the road. The ND states there will be 20 employees onsite at peak times so right there is all your parking! Since there is no room for the employees to park on site this project should be denied. There is also only a design for a right turn lane into the hotel but no proper design to exit safely - it is already difficult enough trying to navigate the confusing one lane exit out of aviator nation - adding a hotel to exit from there also will be virtually impossible.

The film "21 Miles in Malibu" recently released by Michael Shane (Emily Shane's father) exposes the dangers that many may not realize are happening on our own "Main Street" that is PCH, the primary thoroughfare which is an actual HIGHWAY in Malibu. We hear about accidents constantly on the

highway, but the ugly truth is that since 2015 there have been more than 1000 collisions with 700 traffic injuries on PCH with more than 20 fatalities. This alone should warrant an EIR being the most congested area of Malibu with cars (many looking for parking) and pedestrians daily.

It is also HARDLY affordable housing if 1. it cannot be relied upon to be habitable with its lacking septic system and 2. at a minimum average of $800-$900 per night plus TOT that it will be charging for a studio bedroom.

The variance for the height of the structure and the extremely tall retaining wall is also too lenient for a new construction and huge cutting into a delicate hillside. The story poles are not accurate - the height will be much higher than what is shown if measured properly from grade and you justly include the elevator shaft which is part of the structure. At the base is the entry lobby and reception area, together have an enclosed daylighting parking garage. The second and third levels contain the guest rooms and commercial kitchen. The top floor contains the pool deck, elevator box, and a roofed bar area. Each of these four levels is a “story” under the LCP, which defines a “story” as: “that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above.” (LIP 2.1; see also MMC 12.02.060.) Contrary to the Agenda Report‘s erroneous references to the project as a “two-story motel” (see e.g., p.12, referring only to the second and third levels which contain guest rooms) the first floor lobby/parking levels and the top floor pool and bar are also stories. If you allow this huge cutting into the bluff to maintain a four-story commercial structure it will allow others to continue this type of enormous and risky construction and further traffic and safety problems. This is wholly against our Malibu Vision & Mission Statement. “13,043 cubic yards of excavation would be conducted within the approximate 160 foot length and 50 foot height (of the bluff).” Over 800,000 pounds of grading will be removed from this delicate slope by over 1200 trucks in and out for this ONE project alone. This cannot be the least environmentally damaging option for this project. The original commercial building project would be less damaging especially one of the designs submitted that requires NO retaining wall. At the end of the staff report where several already built projects with hideous retaining walls less than half the size of this one is a reason TO DENY this project to prevent further huge development along this sensitive and high traffic hillside highway area.

There is also the unknown issue of the former Texaco station (prior to Jack in the Box constructed in the 60s) adjacent to Aviator Nation which likely released toxins into the ground that are trapped in there but can possibly migrate to the site and the populated beach area with the extensive digging and grading of the site and with the excess effluent. This needs to be investigated and studied with an EIR before any construction and huge potential excavation of over 11000 cu ft can occur for the “subterranean” garage as the station was removed before the EPA even started.

Please return this item to planning or better yet stop the endless backlogging of other viable resident projects and simply and finally deny this project which cannot proceed with its lack of septic ability which should deem it uninhabitable, overbuilding and over height in a place where it’s actual use is not even zoned for, not enough parking which will cause worse traffic problems than the nobu soho house ongoing issue being at the busiest intersection of the city which is a burden on all residents and also not offering any affordable housing and possibly causing the release of toxins to the public from the former Texaco lot. Planning keeps trying to put through projects that are NOT AT ALL VIABLE or beneficial to residents and it must stop and check these large projects more scrupulously

than small resident projects. The city needs to stop commercializing Malibu for the sake of its tourists and do right by its own residents from now on.

We appreciate your time, in a detailed review of this project with its multitude of code violations and written and oral overwhelming majority opposition, and your responsibility to your fellow residents to deny this project.

Thank you,

Jo Drummond

----- Forwarded Message -----
From: Jo Drummond [redacted]
To: Paolo Quinto <pquinto@malibucity.org>; Richard Mollica <rmollica@malibucity.org>; [redacted]
Cc: [redacted] John Mazza <[redacted]
N[redacted]
Sent: Sunday, April 9, 2023 at 09:35:07 PM PDT
Subject: Re: 22959 PCH Malibu CA 90265 - more information - COMP-52615

Hello Dr. Kang, Paolo and Richard,

Given the Malibu Inn Motel is coming up to the Planning Commission on April 17, 2023 I realized I never did receive an answer to my email dated November 8, 2022 as to whether the future dispersal field, etc. for the Malibu Inn Motel is the same one currently being used by Aviator Nation next door? There is every indication that they are both at the same location.

The April 17, 2023 staff report on page 8 (attached) states: *"A Wastewater Treatment Covenant – There is a covenant recorded on the Project Site for the future expansion of the Aviation Nation Site septic system leachfield."*

And on p 4 of the attached wastewater treatment plan completed by John Yaroslaski of Ensitu engineering for Aviator Nation it states: *"In the event that the existing OWTS (if approved for the proposed use) fails in the future, the 100% future replacement area reserved on the adjacent lot shall be used for dispersal."*

And on p 29 of the current staff report for the Malibu Inn Motel it states: *"The proposed OWTS would comprise of a series of subterranean treatment tanks, a secondary treatment (disinfection) system with ultraviolet (UV) disinfection, equalization tank, a leach field and dispersal area beneath the proposed surface parking lot,"*

The future expansion site and current proposed dispersal field and additional expansion site cannot be held by two different entities at the same time. Since Aviator Nation already has the area under the proposed driveway reserved for their use in an event of a failure this area cannot be used by the Malibu Inn Motel.

[redacted]

March 24, 2010

Mr. Kambiz Hakim
SKA Group LLC
[redacted]

Subject: 498-01 22969 Pacific Coast Highway – Malibu Inn - Proposed Flow Test Work Plan Support Evaluation of Onsite Wastewater Dispersal Field Adequacy

Dear Mr. Hakim,

1. INTRODUCTION

This document presents a flow testing approach to support evaluation of existing onsite wastewater dispersal fields at the above noted site. Presently the site is occupied by a historic restaurant/nightclub with a 565 square foot (sf) retail space. Components of the onsite wastewater treatment/dispersal system (OWTS) are documented in the inspection report by Mosser Plumbing, Inc. dated May 5, 2009, attached as Appendix A and the City of Malibu Environmental Health Approval dated September 28, 2004, attached as Appendix B.

2. SITE OCCUPANCY AND DESIGN FLOW

The site is occupied by a historic restaurant/nightclub with a 565 sf retail space. The restaurant/nightclub occupancy is 340 persons with seating for 94. The estimated flow rate is made according to Malibu Plumbing Code, Table K-3, as shown below:

Malibu Inn Restaurant/Nightclub/Retail Flow Calcs		
94 restaurant seats	50 gpd/seat	4,700 gpd
340 nightclub patrons	5 gpd/person	1,700 gpd
565 sf retail space	1 gpd/10 sf floor space	57 gpd
2 retail employees	20 gpd/employee	40 gpd
Total Flow		6,497 gpd

3. SYSTEM COMPONENTS

3.1. GREASE INTERCEPTOR

According to the above referenced inspection report the site is served by a 10,000 gallon grease interceptor.

According to California Plumbing Code Section K9, Commercial or Industrial Special Liquid Waste Dispersal, Subsection K9(g), grease interceptor sizing is based on the following formula:

AYalÁirYUdfkPvXÁhwMNbPafQWbaj4I2QXrÁgzEÁ19IÁns8kV3scHVQ8loRc4295CaÁLWFBNHcgKhÉÁ2RRÉ2nXk=
PDF Document · 1.6 MB

Attached here are the approved plans clearly showing the future expansion area is already designated on the proposed new OWTS and expansion area for the motel and also the actual site of the motel -

22969 PACIFIC COAST HIGHWAY (OC 13-250)
MALIBU, CA 90265

RESTURANT:	94 Seats - 92 Seats (R)
NIGHTCLUB:	340 Patrons - 300 Patrons (R)
RETAIL:	565 Sq Ft (E)
GREASE INTERCEPTOR:	1 - 10000 Gallon (E)
SEPTIC TANK:	1 - 3000 Gallon (E)
	1 - 3000 Gallon (E)
ACTIVE:	1 - 16' x 100' Drainfield (E)
	1 - 24' x 40' Drainfield (E)
	1 - 20' x 40' Drainfield (E)
FUTURE:	100% (Covenant to use adjacent property)
PERC RATE:	1.94 gpsf (Tested)
REFERENCE:	Ensitu Engineering: Existing OWTS evaluation reports dated 4-28-2010 and 12-6-2013

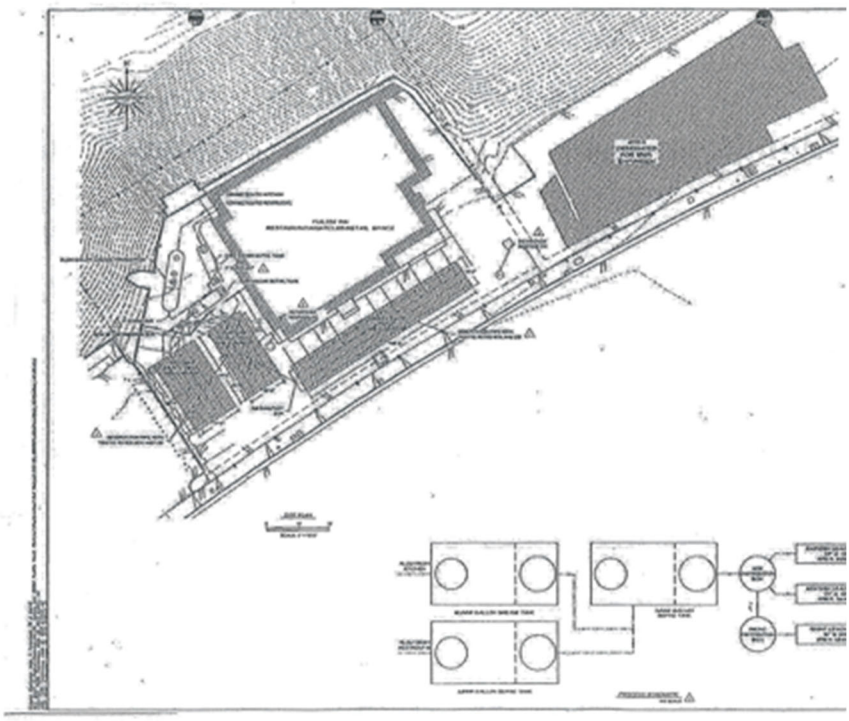
NOTES:

1. This approval is for a tenant improvement (restaurant and nightclub). No renovation of the existing septic tank and drainfield system is required. This work does not represent an expansion, modification or change in the type or intensity of use of the existing onsite wastewater treatment system.

2. This approval relates only to the minimum requirements of the City of Malibu Plumbing Code (MPC) and the Local Coastal Program (LCP), and does not include an evaluation of any geological or other potential problems, which may require an alternative method of wastewater treatment.

3. This approval is valid for one year, or until MPC, and/or LCP, and/or Administrative Policy changes render it noncomplying.

CITY OF MALIBU
ENVIRONMENTAL SUSTAINABILITY DEPT
ENVIRONMENTAL HEALTH
APPROVED
JAN 07 2014
SIGNATURE:
THE APPROVAL OF THIS PLAN & SPECIFICATIONS SHALL NOT BE HELD TO PERMIT OR TO BE AN APPROVAL OF THE VIOLATION OF FEDERAL, STATE, COUNTY, OR CITY LAWS OR ORDINANCES.



AS5D4wtnof4vpaWÁMibDZY6ÁzADRMEwtQwaqxJrEfoxnT94TnGNlePY6iM5BIÁWYh2y4hXuU8qolwKqSN5YqzmU=
PDF Document · 2 MB

Also if the proposed project will produce four times the effluent than what is actually discharged from the 10000 gallon tank (1700 gallons per day) then how is it possible to hold more than three or four days back to only 1700 gpd when there will be more than 15000 gallons held in the tank at that time when it can only hold 10000 gallons? It makes no sense mathematically and WILL cause excessive contamination to the nearby beaches, etc.

And another important issue - has the project engineer or the city biologist weighed in on the possibility of contamination from the former Texaco station that was torn down before current EPA standards for containment were put in place with the construction of Jack in the Box adjacent to Aviator nation? The added effluent flow could cause further pollution from this likely contamination that was never fully cleaned up. It is plausible that the ground would have been subject to some toxic seepage from the neighbor, which could still be there, given that the Jack in the Box went in in the 1960's, when cleanup standards were lower (prior to the existence of the EPA). The still-likely-toxic neighbor could actually be significant. i.e., more and deeper grading would occur, which might release toxins that have been trapped until now; that extra ground water flow from the hotel might go under the Texaco lot, liberating toxins into the groundwater more broadly, and into the ocean causing major pollution at Surfrider Beach, and putting surfers and beach goers at risk. There could be underground cross-flow as the toxins migrate between the lots, in either direction. Especially with the current water ban in the area to prevent further pollution and effluent flow to the ocean this still needs to be heavily investigated. There is no mention of this in the current staff report attached.

malibucity.org

Please advise on all of these issues and if a continuance is in order.

Thanks very much,

Jo Drummond

On Nov 8, 2022, at 6:29 AM, Jo Drummond <[redacted] wrote:

Resending to Dr. Kang's correct address…thx! Jo

On Nov 8, 2022, at 9:26 AM, Jo Drummond <[redacted] wrote:

Hello Dr. Kang, Richard & Paolo,

After receiving this update below on the Malibu Inn Hotel Project from our City's Environmental Health Head (thank you Paolo!) I wanted to request some information from all of you.

It was stated that "A site visit with the designer, the Regional Board, and stakeholders revealed that a 100% leachfield can be provided at the property. The City has received the revised design report and plot plans that show the location of the future dispersal field and is currently in review."

Where exactly is the location of this leach field? We understand that Aviator Nation has its 100 percent dispersal area expansion area under the current undeveloped parking lot therefore it cannot be located where AN already has its dispersal field. The 10-24 22 Aviator Nation staff report says *"As previously*

authorized pursuant to MMC 17.040.080(A)(7), a CUP allows for the site's 100 percent dispersal area expansion area to be located on the adjacent surface parking lot. The subject property is located within Phase 3 of the Civic Center Wastewater Treatment Plant. If Phase 3 is constructed, the existing septic system would be abandoned."

It seems very unlikely that the proposed 100% expansion leach field for the hotel could be located elsewhere so please advise as soon as possible to see if this project, which is 4 times greater in effluent than allowed in the MOU agreement, can indeed not continue to proceed due to this possible error in the proposed leach field area.

Thanks very much, Jo Drummond

Begin forwarded message:

From: Paolo Quinto <pquinto@malibucity.org>
Date: November 7, 2022 at 11:04:10 AM EST
To: Jo Drummond [redacted] Richard Mollica <rmollica@malibucity.org>, Yolanda Bundy <ybundy@malibucity.org>
Cc: John Mazza [redacted]
Subject: RE: 22959 PCH Malibu CA 90265 - more information - COMP-52615

Good Morning Jo,

The City has been working with the Los Angeles Regional Water Quality Control Board (Regional Board) to satisfy their recommendations for the project which includes the following:

1. A 10,000-gallon equalization tank to collect daily flow and meter it at a maximum of 1,700 gallons per day. This was satisfied on the revised plans dated 6/28/22 resubmittal by septic designer of the project.

2. A future dispersal field. A site visit with the designer, the Regional Board, and stakeholders revealed that a 100% leachfield can be provided at the property.

   The City has received the revised design report and plot plans that show the location of the future dispersal field and is currently in review.

3. General WDR Order No. R4-2019-0024 for AOWTS requires discharges from a secondary treatment system to meet the effluent limits as recommended.

   The City has provided a summary of the recommended effluent limits for the project and has been included in the revised design report. The design report is currently in review.

The City continues to work with the applicant effortlessly to satisfy the Regional Board's recommendations and will continue to do so until these recommendations are met. Please let me know if you have other questions pertaining to the project.

Kind Regards,

<image008.jpg>

Paolo Quinto, REHS

Environmental Health Administrator

Environmental Sustainability Department

City of Malibu

310 456 2489 ext. 364

From: Jo Drummond [redacted]
Sent: Saturday, November 5, 2022 10:14 PM
To: Richard Mollica <rmollica@malibucity.org>; Yolanda Bundy <ybundy@malibucity.org>
Cc: John Mazza [redacted] Paolo Quinto <pquinto@malibucity.org>
Subject: Re: 22959 PCH Malibu CA 90265 - more information - COMP-52615

Thank you everyone.

Our fam is great also...although I had to fly to Toronto last minute as my Dad took a turn for the worse in the hospital but he's already on the mend since I arrived.

I look forward to hearing from wonderful Paolo on Monday.

Jo

On Friday, November 4, 2022 at 07:34:57 PM EDT, Yolanda Bundy <ybundy@malibucity.org> wrote:

Goof afternoon Jo,

Paolo Quinto, Our Environmental Health Administrator, will responding to your email Monday morning.

Thank you, Have a great weekend.

<image003.jpg>
Yolanda Bundy, MS, PE, CBO, CFCO

Environmental Sustainability Director / Building Official I City of Malibu

Environmental Sustainability Department

23825 Stuart Ranch Road

Malibu, CA 90265

310 456 2489 ext. 229

www.malibucity.org

From: Richard Mollica <rmollica@malibucity.org>
Sent: Friday, November 4, 2022 3:33 PM
To: Jo Drummond [redacted] Yolanda Bundy <ybundy@malibucity.org>
Cc: John Mazza [redacted]
Subject: RE: 22959 PCH Malibu CA 90265 - more information - COMP-52615

Good Afternoon Jo,

Thank you everyone is doing well and the baby is getting bigger! Hope all is well with you and your family as well.

The LAMP is administered by the ESD Department and they have been in contact with the Regional Water Control Board.

I have copied Yolanda Bundy on this email and she will get you an answer to your question.

Have a nice weekend,

Richard

Richard Mollica / Planning Director / City of Malibu

23825 Stuart Ranch Road, Malibu CA, 90265
Phone: 310.456.2489 ext. 346

Fax: 310.456.7650

Connect with the City of Malibu!

<image004.png>

<image005.jpg>

<image006.png>

From: Jo Drummond [redacted]
Sent: Thursday, November 3, 2022 6:28 PM
To: Richard Mollica <rmollica@malibucity.org>
Cc: John Mazza [redacted]
Subject: Fw: 22959 PCH Malibu CA 90265 - more information - COMP-52615

Good evening Richard, hope you and the fam are well...

I'm following up on the Malibu Inn Motel - I know they are trying to be heard again - as per Dr. Kang's email below has the City referred the case to the Regional Water Board for official review and approval?

"It's City's responsibility under LAMP to process the application, and since the proposed flow exceeds the previously proposed wastewater flow of 1,700 gpd, the City may refer the case to the Regional Water Board for review and approval."

Last we heard was that the Hakims would have to change their plans and keep the wastewater flow the same or less than the original project applied for in 2009 in order to put forward a new application.

Let us know...thanks very much, Jo

----- Forwarded Message -----

From: Adrian Fernandez <afernandez@malibucity.org>

To: Jo Drummond [redacted]

Cc: Richard Mollica <rmollica@malibucity.org>; John Mazza [redacted] Kraig Hill [redacted] Patt Healy <[redacted]

Sent: Wednesday, March 9, 2022 at 05:22:12 PM PST

Subject: RE: 22959 PCH Malibu CA 90265 - more information - COMP-52615

Hi Jo,

Richard and I had a conference call with Dr. Kang from the Water Quality Control Board yesterday. Dr. Kang explained that while the project continues to be on the prohibition exemption list, it is limited to the wastewater flow average estimated at the time the application was added to this list (circa 2009). The current project includes an estimated wastewater flow in excess of that amount. The owners were made aware of the issue and they are working to resolve the matter. Please note that Richard does not intend to add the Malibu Inn Motel project to a Planning Commission agenda until this matter is resolved. Thank you for bringing this matter to our attention.

Adrian Fernandez

Assistant Planning Director

(310) 456-2489, extension 482

From: Jo Drummond [redacted]
Sent: Thursday, March 3, 2022 3:19 PM

To: Kang, Jim@Waterboards <Jim.Kang@Waterboards.ca.gov>; Richard Mollica <rmollica@malibucity.org>

[redacted]

Subject: Re: 22959 pch Malibu CA 90265 - more information - COMP-52615

Thank you for the prompt response Dr. Kang,

I'm sending this reply also to our city Planning Director, Richard Mollica, who was arranging contact with your department regarding this issue. I'm also copying two of the Planning Commissioners, John Mazza and Kraig Hill, and some concerned residents. Richard did only have Lala's and Renee's contact info so now he has yours. Perhaps he did reach out to them?

Hopefully Richard can see our correspondence and continue to refer the case to you at the Water Board for review and approval or denial before the April 4 tentatively scheduled hearing.

Thanks very much and hopefully you'll hear from the City of Malibu soon about this given this is what they were instructed to do so at the last Planning Commission hearing.

Jo

On Thursday, March 3, 2022, 02:56:06 PM PST, Kang, Jim@Waterboards <jim.kang@waterboards.ca.gov> wrote:

Dear Jo,

Please see my response in red below.

Jim

James Kang, Ph.D., P.E.

Groundwater Permitting Unit Supervisor

Senior Water Resource Control Engineer

Los Angeles Regional Water Quality Control Board

320 W. 4th Street, Suite 200

Los Angeles, CA 90013

Tel: (213) 576-6683

Jim.kang@waterboards.ca.gov

Due to COVID-19, I am teleworking on a full-time basis.

E-mail is the best way to reach me for immediate assistance.

<image007.png>

From: Jo Drummond [redacted]
Sent: Thursday, March 3, 2022 2:08 PM
To: Kang, Jim@Waterboards <Jim.Kang@Waterboards.ca.gov>
Cc: Kabadaian, Lala@Waterboards <Lala.Kabadaian@waterboards.ca.gov>; [redacted] Richard Lawrence [redacted] Patt Healy <healypatt@aol.com>; [redacted] K Hill [redacted]
Subject: Re: 22959 pch Malibu CA 90265 - more information - COMP-52615

EXTERNAL:

Thank you for the response Dr. Kang,

As per the attached POLICY FOR ENVIRONMENTAL HEALTH REVIEW OF DEVELOPMENT PROJECTS WITHIN THE CIVIC CENTER PROHIBITION AREA, it states “All other new development projects that include a new sanitary waste discharge through a new OWTS will be referred to the Regional Board for concurrent approval with the development review by the City. Regional Board approval for a project’s wastewater discharge must be obtained prior to any development approvals or permits.” And also added to Phase III, “Existing wastewater flows shall not be increased or exceed the capacity of the existing OWTS.“ The subject property is listed in Table 4-zz of the original MOU and appears in Table 4-15 of the Basin Plan as a project that was already in the entitlement process and was therefore exempt from the new discharge prohibition. According to the Basin Plan, “all new OWTSs are prohibited with the exception of the projects identified in Table 4-15, which shall be deemed existing OWTSs”. A modification of an existing OWTS may be authorized provided that the new OWTS does not expand the capacity of the system and increase flows of wastewater.

Has the city of malibu’s planning department reached you yet for details or a concurrent review on the above as of yet? No. They were supposed to reach out to you about this after the Jan. 11th meeting. Nobody has reached out to me yet regarding the 1/11/2022 meeting. This is why this item was continued until April 4 so that the planning commission can determine if they can approve or deny a permit based on the Water Board’s decision. I am not aware of the 4/4/2022 meeting agenda. I can reply to you copying Richard Mollica - the Malibu city planning director if anything?

Wouldn't these stipulations in the original agreement and the Basin plan not allow this project to move forward with discharge rates more than three times the original plans (very conservatively)? It's City's responsibility under LAMP to process the application, and since the proposed flow exceeds the previously proposed wastewater flow of 1,700 gpd, the City may refer the case to the Regional Water Board for review and approval.

Please advise, thanks very much, Jo

On Mar 3, 2022, at 9:28 AM, Kang, Jim@Waterboards <Jim.Kang@waterboards.ca.gov> wrote:

Dear Jo,

Thank you for your concern about the subject project located at 22959 Pacific Coast Highway, Malibu, CA 90265. In response to your CalEPA Complaint COMP-52615, please see my response below.

On November 5, 2009, the Los Angeles Regional Water Quality Control Board (Regional Water Board) amended the Basin Plan to prohibit new onsite wastewater treatment systems (OWTSs) in the Malibu Civic Center area (Malibu Prohibition) and prohibit the discharge from existing OWTS in the commercial areas by November 5, 2015 and in the residential areas by November 5, 2019. On August 19, 2011, the Regional Water Board, the State Water Resources Control Board, and the City of Malibu entered into a Memorandum of Understanding (MOU) regarding phased implementation of Basin Plan Amendment (BPA), which further defines properties in the Malibu Prohibition area into three phases. The deadlines for completion of Phase One and Phase Two were subsequently extended to September 30, 2018 and November 5, 2024, respectively in the MOU revised on February 2, 2017, which supersedes the MOU originally signed in August 2011 and revised in December 2014. Should connection of Phase one and Phase Two properties to the Civic Center Wastewater Treatment Facility (CCWTF) result in bacteria and nitrogen reduction as specified in the MOU, Phase Three shall be implemented and exclude properties demonstrated to have no contribution to bacteria or nutrient impacts to the Malibu Creek and Malibu Lagoon. By November 5, 2028, Phase Three shall be completed and all non-excluded properties shall be connected to the CCWTF. The subject property is in the Phase 3 area.

The subject property is listed in Table 4-zz of the original MOU and appears in Table 4-15 of the Basin Plan as a project that was already in the entitlement process and was therefore exempt from the new discharge prohibition. According to the Basin Plan, "all new OWTSs are prohibited with the exception of the projects identified in Table 4-15, which shall be deemed existing OWTSs". A modification of an existing OWTS may be authorized provided that the new OWTS does not expand the capacity of the system and increase flows of wastewater.

On September 27, 2011, the Regional Water Board received a letter dated September 13, 2011 from Ensitu Engineering Inc., on behalf of SKA Group, Inc. to develop a commercial project at the subject site. The development included developing the current parking lot into a 7,714 square foot commercial retail/office facility (Surfrider Plaza). The development also included installation of a new advanced OWTS for an estimated wastewater discharge of 1,700 gallons per day (gpd).

We understand that the owner of the subject property has changed the original proposed Surfrider Plaza development plan to a new 20-room motel with an advanced OWTS at an average wastewater discharge of 4,056 gpd exceeding the previously proposed wastewater flow of 1,700 gpd.

On May 25, 2018, the Executive Officer approved the city of Malibu's Local Agency Management Program (LAMP) that specified requirements for the City's management of OWTS within its jurisdiction consistent with the statewide Water Quality Control Policy for Siting, Design, Operation and Maintenance of Onsite Wastewater Treatment Systems, the BPA and the MOU. As you stated in the Complaint COMP-52615, the project has been approved by City of Malibu planning but must go to the Planning Commission for final approval. At the January 11 meeting, we understand that the Planning Commission continued the matter to the April 4 Planning Commission meeting.

Land use and development approval are not within the purview of the Regional Water Board. Should the project be referred to the Regional Water Board for concurrent approval with the development review by the City, the Regional Water Board will take your information and concerns into consideration and assess the new development plan for compliance with the Basin Plan.

Please let me know if you have any questions.

Regards,

Jim

James Kang, Ph.D., P.E.

Groundwater Permitting Unit Supervisor

Senior Water Resource Control Engineer

Los Angeles Regional Water Quality Control Board

320 W. 4th Street, Suite 200

Los Angeles, CA 90013

Tel: (213) 576-6683

Jim.kang@waterboards.ca.gov

Due to COVID-19, I am teleworking on a full-time basis.

E-mail is the best way to reach me for immediate assistance.

<image007.png>

From: Jo Drummond [redacted]
Sent: Tuesday, February 1, 2022 3:16 PM
To: Kang, Jim@Waterboards <Jim.Kang@Waterboards.ca.gov>
Cc: Kabadaian, Lala@Waterboards <Lala.Kabadaian@waterboards.ca.gov>
Subject: Re: 22959 pch Malibu CA 90265 - more information - COMP-52615

EXTERNAL:

Thank you so much for the response.

Look forward to hearing the decision.

Jo Drummond

On Tuesday, February 1, 2022, 03:02:07 PM PST, Kang, Jim@Waterboards <jim.kang@waterboards.ca.gov> wrote:

Hi Jo,

Thank you for your information. The Regional Water Board's staff response is currently under Management review. We will respond to your CalEPA compliant COMP-52615 soon.

Thank you for your patience.

Jim

James Kang, Ph.D., P.E.

Groundwater Permitting Unit Supervisor

Senior Water Resource Control Engineer

Los Angeles Regional Water Quality Control Board

320 W. 4th Street, Suite 200

Los Angeles, CA 90013

Tel: (213) 576-6683

Jim.kang@waterboards.ca.gov

Due to COVID-19, I am teleworking on a full-time basis.

E-mail is the best way to reach me for immediate assistance.

<image007.png>

From: Jo Drummond [redacted]
Sent: Monday, January 31, 2022 5:12 PM
To: Kang, Jim@Waterboards <Jim.Kang@Waterboards.ca.gov>; Purdy, Renee@Waterboards [redacted]
Subject: Re: 22959 pch Malibu CA 90265 - more information - COMP-52615

EXTERNAL:

Hello Mr. Kang, Ms Purdy and Ms. Kabadaian,

I am following up on this email I sent to you a little over two weeks ago regarding the above project in the water ban area of Malibu.

I am sure you have heard from the City regarding this project by now. Have you come to any decision yet upon review or do you require more information? Let me know when the Water Board plans on giving an answer on whether it will deny or approve a septic permit for the new current project in Malibu city planning.

Thanks very much, Jo Drummond

On Wednesday, January 12, 2022, 10:27:43 AM PST, Jo Drummond <jyotidrummond@yahoo.com> wrote:

Dear Mr. Kang & Ms. Purdy,

As with my below correspondence with Lala Kabadaian here are the details about the new project at the above address which many residents and at least two planning commissioners believe it should not be included in Table 4zz of Resolution R4-2009-007. The original retail shopping plaza could not have gone through the appropriate agency's entitlement process with the application being submitted only one day prior to the water ban. As a commercial project it also should have submitted a complete report of waste discharge to the regional board - it has since gone on Nov 4, 2009 from a 56 fixture unit count retail shopping center to on June 11, 2018 a 229 fixture count "motel" which because of its serving food and alcohol, a swimming pool and parking situation should actually not be allowed in this CV-1 zoning area as it is essentially a hotel. This significant change in wastewater and project in 2018 should not allow it to stay on Table 4zz. The current project which does not meet the zoning has not been presented to the RWQCB for concurrent review with the development review by the City which is required as per the Policy For Environmental Health Review of Development Projects Within the Civic Center Prohibition Area revised May 2020.

The attached most recent MOU also has no clear picture on whether Phase Three of the MOU (where this property is located) will ever even go into effect for developed properties. It also does not mention Table 4zz. This land is not even developed yet and should not have any rights of extensions especially given its new project status since the water ban on Nov 5, 2009. The original project, which was never approved or built, had the exemption set to expire on November 5, 2015.
See: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/Table4-zz/Table4-zzResolutionR14-003.pdf

The City of Malibu should be contacting you soon regarding review of this significantly changed project (4 x more water usage) and we hope you do not approve it for the sake of our lagoon, beaches, health and safety.

Thank you,

Jo Drummond

Begin forwarded message:

From: Jo Drummond [redacted]
Date: January 8, 2022 at 4:21:17 PM PST
To: "Kabadaian, Lala@Waterboards" <Lala.Kabadaian@waterboards.ca.gov>
Cc: "[redacted]
Subject: Re: 22959 pch Malibu CA 90265 - more information - COMP-52615

Also please let them know that this project should not be allowed basically because it is a HOTEL not a motel and it is zoned only for a commercial visitor zoning 1. It is also NOT resident serving.

Pls note:

Malibu LIP DEFINITION OF MOTEL:

> **MOTEL - A facility offering transient lodging accommodations to the public in a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, does not provide accessory uses such as restaurants or meeting rooms, and not otherwise open to the public.**

They want a bar on the roof, room service, gatherings… In their oral testimony, applicants Burdge and Hakim have called it a “hotel."

3.3. ZONING DISTRICTS

J. Commercial Visitor Serving - 1 Zone (CV-1)

1. Purpose

The CV-1 District is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting.

It cannot be built in a CV 1 zone only a CV 2 which this area is not zoned for. The different zoning required for such a project shows how different the project is from the original retail shopping center and how much more water usage would be required in an area where septic is banned.

Thanks and let me know what you find out!

Jo:)

On Jan 7, 2022, at 1:27 PM, Kabadaian, Lala@Waterboards <Lala.Kabadaian@waterboards.ca.gov> wrote:

Happy New Year, Jo.

I am following up with our GW Permitting section. As soon as I hear anything, I will let you know.

Thanks,

Lala

Lala Kabadaian

Enforcement Unit

Los Angeles Regional Water Quality Control Board

lala.kabadaian@waterboards.ca.gov

From: Jo Drummond <jyotidrummond@yahoo.com>
Sent: Thursday, January 6, 2022 10:38 PM
To: Kabadaian, Lala@Waterboards <Lala.Kabadaian@waterboards.ca.gov>; Ghazi, Deler@Waterboards <Deler.Ghazi@Waterboards.ca.gov>
[redacted]
Subject: Re: 22959 pch Malibu CA 90265 - more information - COMP-52615

EXTERNAL:

Happy New Year LaLa & Deler!

We are still waiting on an answer to whether the Los Angeles Regional Water Quality Control Board will reject and not allow the permit for water in the current water banned area of the proposed Malibu Inn Motel project at the above address. The project was originally submitted in 2009 one day before the water ban went into place for a retail shopping center and then in 2018 the project substantially changed to this motel project with an increase from 56 to 229 fixture units. The project was apparently added to Table 4zz of the Memorandum of Understanding (MOU) between the city and regional water quality control board for the retail shopping center submission. It has never been updated for the new more environmentally damaging with extreme water usage motel inn project.

We hope LARWQCB will object to the substantial change in the project and not allow septic use on the land that has a current water ban.

The City of Malibu planning commission will be hearing this project on Tuesday, Jan 11 at 6:30p and your decision on this matter will affect their approval or denial of the project.

Please keep the intentions for the land in tact and do not allow this new project, in the busiest section of Malibu, to use any septic system.

Thanks and looking forward to your response,

Jo Drummond

On Dec 8, 2021, at 9:28 AM, Jo Drummond [redacted] wrote:

Hi LaLa!

Thank you for your help again.

In reading the staff report for this potential project it states that "on Nov 5, 2009, the Los Angeles Regional Water Quality Control Board (LARWQCB) approved Resolution No. R4-2009-007, banning the use of OWTS in the area. On September 21, 2010, the State Water Regional Control Board (SWRCB) approved that same resolution, thereby amending the State Basin Plan. The adopted plan for a specific Prohibition Area, which includes the Project Site, included the following mandates: All commercial properties must cease wastewater discharge by 2015; All residential properties must cease wastewater discharge by 2019; and No new wastewater discharge is allowed from any property in the prohibition boundary, except for those listed within the Resolution under Table 4-zz."

A footnote is included that states: "At its February 2, 2017 Board Meeting, the LARWQCB approved an updated Memorandum of Understanding (MOU) with the City that extends the deadlines by which properties must cease discharging from septic systems and connect to the CCWTF. The updated MOU extends the schedule for the Phase 3 area from 2025 to November 2028."

See page 4 of the linked staff report: file:///Users/user/Downloads/mini-packet_Planning%20Commission%20Regular%20Meeting%20-%20December%206,%202021_2021120319123.pdf

On November 4, 2009, the subject application was submitted for a former project consisting of a new commercial plaza providing 7,713 gross square feet of floor area between two buildings and 82 surface and subterranean parking spaces. This former project also included a retaining wall of up to 62 feet, 2 inches in height above finished grade (with a total height of 77 feet, 5 inches above the bottom of the subterranean parking level). It proposed 56 fixture units.

Since an application for the Project Site was submitted prior to the adoption of Resolution No. R4-2009-007, the application is listed on Table 4-zz as being eligible for a new OWTS.

However the applicant submitted a new substantially different project on June 11, 2018, revised plans for a new motel instead of the previously submitted commercial retail plaza. It is for the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop deck with swimming pool, spa and bar area, grading, retaining walls, landscaping, a new onsite wastewater treatment system (OWTS) and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; including Conditional Use Permit (CUP) No. 18-002 for a motel in the Commercial Visitor-Serving-One (CV-1) zoning district and sale of alcohol. It will allow weddings, bar mitzvah's etc. It proposes 229 fixture units, 4 times as much as the original project! The revised project plans were then routed to all applicable City departments and Country agencies for review.

So we need to check if this new project is ineligible to build because of the existing water ban and the substantial change of plans should be counted as a brand new application for the LARWQCB. Do you know who I can contact about this directly? It seems very odd that the former application would be allowed to go on for so long and then suddenly change almost 10 years later in such a restricted area.

Thanks very much! Jo Drummond

[redacted]

[redacted]

March 24, 2010

Mr. Kambiz Hakim
SKA Group LLC
[redacted]

Subject: 498-01 22969 Pacific Coast Highway – Malibu Inn - Proposed Flow Test Work Plan Support Evaluation of Onsite Wastewater Dispersal Field Adequacy

Dear Mr. Hakim,

1. INTRODUCTION

This document presents a flow testing approach to support evaluation of existing onsite wastewater dispersal fields at the above noted site. Presently the site is occupied by a historic restaurant/nightclub with a 565 square foot (sf) retail space. Components of the onsite wastewater treatment/dispersal system (OWTS) are documented in the inspection report by Mosser Plumbing, Inc. dated May 5, 2009, attached as Appendix A and the City of Malibu Environmental Health Approval dated September 28, 2004, attached as Appendix B.

2. SITE OCCUPANCY AND DESIGN FLOW

The site is occupied by a historic restaurant/nightclub with a 565 sf retail space. The restaurant/nightclub occupancy is 340 persons with seating for 94. The estimated flow rate is made according to Malibu Plumbing Code, Table K-3, as shown below:

Malibu Inn Restaurant/Nightclub/Retail Flow Calcs		
94 restaurant seats	50 gpd/seat	4,700 gpd
340 nightclub patrons	5 gpd/person	1,700 gpd
565 sf retail space	1 gpd/10 sf floor space	57 gpd
2 retail employees	20 gpd/employee	40 gpd
Total Flow		6,497 gpd

3. SYSTEM COMPONENTS

3.1. GREASE INTERCEPTOR

According to the above referenced inspection report the site is served by a 10,000 gallon grease interceptor.

According to California Plumbing Code Section K9, Commercial or Industrial Special Liquid Waste Dispersal, Subsection K9(g), grease interceptor sizing is based on the following formula:

22969 PACIFIC COAST HIGHWAY (OC 13-250)
MALIBU, CA 90265

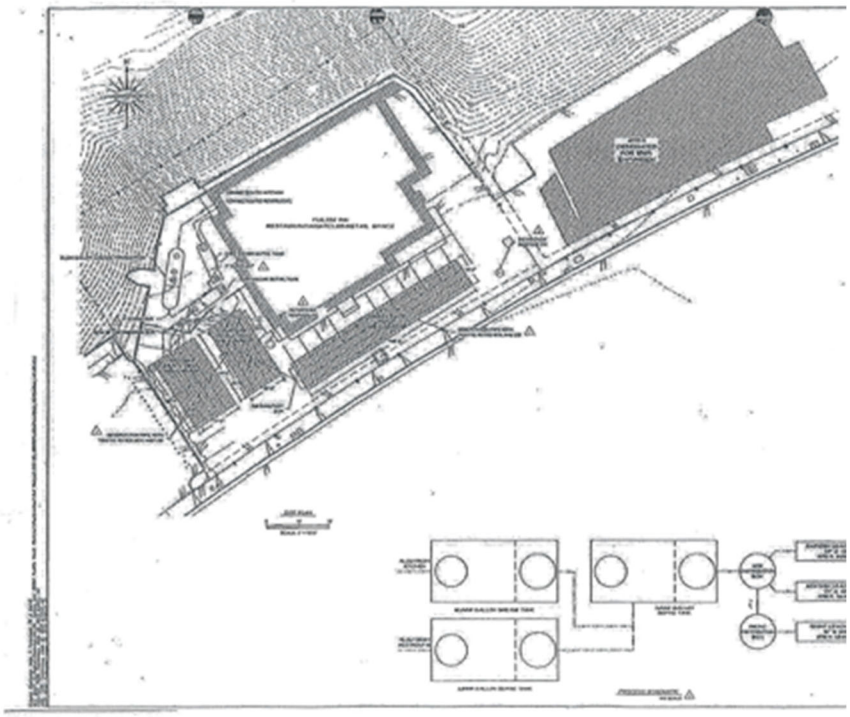
RESTURANT:	94 Seats - 92 Seats (R)
NIGHTCLUB:	340 Patrons - 300 Patrons (R)
RETAIL:	565 Sq Ft (E)
GREASE INTERCEPTOR:	1 - 10000 Gallon (E)
SEPTIC TANK:	1 - 3000 Gallon (E)
	1 - 3000 Gallon (E)
ACTIVE:	1 - 16' x 100' Drainfield (E)
	1 - 24' x 40' Drainfield (E)
	1 - 20' x 40' Drainfield (E)
FUTURE:	100% (Covenant to use adjacent property)
PERC RATE:	1.94 gpsf (Tested)
REFERENCE:	Ensitu Engineering: Existing OWTS evaluation reports dated 4-28-2010 and 12-6-2013

NOTES:

1. This approval is for a tenant improvement (restaurant and nightclub). No renovation of the existing septic tank and drainfield system is required. This work does not represent an expansion, modification or change in the type or intensity of use of the existing onsite wastewater treatment system.

2. This approval relates only to the minimum requirements of the City of Malibu Plumbing Code (MPC) and the Local Coastal Program (LCP), and does not include an evaluation of any geological or other potential problems, which may require an alternative method of wastewater treatment.

3. This approval is valid for one year, or until MPC, and/or LCP, and/or Administrative Policy changes render it noncomplying.



CITY OF MALIBU
ENVIRONMENTAL SUSTAINABILITY DEPT
ENVIRONMENTAL HEALTH
APPROVED
JAN 07 2014
SIGNATURE:
THE APPROVAL OF THIS PLAN & SPECIFICATIONS SHALL NOT BE HELD TO PERMIT OR TO BE AN APPROVAL OF THE VIOLATION OF FEDERAL, STATE, COUNTY, OR CITY LAWS OR ORDINANCES.

Aaron Gribben

Subject: FW: Comment Letter for Malibu Inn Motel - 4/17/2023 Planning Commission Hearing

Received
4/13/23
Planning Dept.

From: Hasbun, Jonathan@Coastal <jonathan.hasbun@coastal.ca.gov>
Sent: Thursday, April 13, 2023 1:55 PM
To: Adrian Fernandez <afernandez@malibucity.org>; Richard Mollica <rmollica@malibucity.org>
Cc: Christensen, Deanna@Coastal <Deanna.Christensen@coastal.ca.gov>; Carey, Barbara@Coastal <Barbara.Carey@coastal.ca.gov>; Gonzalez, Denise@Coastal <Denise.Gonzalez@coastal.ca.gov>
Subject: Comment Letter for Malibu Inn Motel - 4/17/2023 Planning Commission Hearing

Hello Adrian and Richard,

Please see the attached PDF for the California Coastal Commission comments on the proposed development regarding the Malibu Inn Motel that will be reported at the April 17, 2023 Planning Commission Regular Meeting.

Thank you for your time,

Jonathan Hasbun
Coastal Program Analyst
California Coastal Commission
South Central Coast District
89 S California St
Ventura, CA 93001

CALIFORNIA COASTAL COMMISSION

Date Received 4/13/23 Time 1:55PM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 3

CC: Planning Commission, PD,

Recording Secretary, File

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CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT OFFICE
89 SOUTH CALIFORNIA STREET SUITE 200
VENTURA, CA 93001-2801
PH (805) 585-1800 FAX (805) 641-1732
WWW.COASTAL.CA.GOV

April 13, 2023

Adrian Fernandez, Assistant Planning Director
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265-4861

Subject: Malibu Inn Motel - Coastal Development Permit No. 09-067, Mitigated Negative Declaration No. 20-003 and Initial Study No. 20-003, Conditional Use Permit No. 18-002, Variance Nos. 18-030, 18-031, and 20-035, and Site Plan Review No. 18-025

Dear Mr. Fernandez:

Commission staff has reviewed the staff report for the subject permit application that is scheduled to be considered by the City of Malibu Planning Commission on April 17, 2023, and we have several comments. The subject permit application includes the construction of a new 7,693 square foot, 20-room motel above a new subterranean parking garage, surface parking lot, rooftop deck with swimming pool, spa, and bar area, grading, retaining walls, landscaping, and a new onsite wastewater treatment system located at 22959 Pacific Coast Highway. The project also includes a Variance (VAR) No. 18-030 for construction on slopes steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, VAR No. 20-035 for surface parking within the required front yard setback, and Site Plan Review No. 18-025 for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof.

We had previously provided comments regarding this project on August 25, 2021 and would like to reiterate those comments regarding the provision for lower cost overnight accommodations since this significant issue has not been adequately addressed in the City's April 4, 2023 staff report. The staff report states that the applicant has indicated that the proposed accommodations will not meet the definition of luxury overnight accommodations. However, the report also states that should the accommodations be classified as luxury accommodations, the project has been conditioned to provide lower cost overnight accommodations through a payment of an in-lieu fee to the City for deposit into a fund to subsidize the construction of lower cost overnight facilities.

Commission staff is in support of new visitor serving uses including overnight accommodations, particularly if they are lower cost. Among the most important goals and requirements of the Coastal Act and Malibu LCP is the mandate to protect, provide, enhance, and maximize public access, and specifically requires lower cost visitor serving facilities to be protected, encouraged, and where feasible, provided. The Malibu

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LCP states that the City may approve new luxury overnight visitor serving accommodations if the evidence shows, and the City finds, that the proposed project provides a component of lower cost overnight visitor accommodations. Applicants are required to provide lower cost overnight accommodations consisting of 15 percent of the number of luxury overnight accommodations that are approved. The LCP defines luxury overnight accommodations as the point at which the cost of an overnight room exceeds 120 percent of the median cost of an overnight room for all overnight accommodations in the City of Malibu. The staff report fails to include any analysis as to whether the proposed project meets the definition of luxury overnight accommodations. The expected room rates for this motel compared to the median room rates for overnight accommodations in the City of Malibu must be provided to justify the applicant's assertions in the staff report.

We recommend that the staff report include additional information (i.e., proposed nightly room rate, the median cost of an overnight room in the City of Malibu, etc.) and analysis in order to fully address the project's consistency with the policies and provisions of the Malibu Land Use Plan and Chapter 12 (Public Access Ordinance) of the Local Implementation Plan. Before the City's action on the proposed project, the City should determine if the project meets the definition of luxury overnight accommodations, and if so, that the project has been designed to provide for a component of lower cost overnight visitor accommodations consistent with the LCP. The findings should explain the basis for the conclusions and decisions of the City and should be supported by substantial evidence in the record.

Lastly, if the proposed project constitutes luxury overnight visitor-serving accommodations, Commission staff recommends that lower-cost visitor accommodations be provided on-site rather than through the payment of an in-lieu fee given the absence of an identified City program or project to use such fees and the challenges with effectively pooling and using in-lieu fees to subsidize the construction of lower cost overnight facilities. Thank you for your consideration of our comments. Please feel free to contact me if you have questions.

Sincerely,

Jonathan Hasbun

Jonathan Hasbun
Coastal Program Analyst

cc: Richard Mollica, Planning Director, City of Malibu

Received
04/17/23
Planning Dept.

Planning Commission

From: Jenna Parris <[redacted]>
Sent: Monday, April 17, 2023 10:09 AM
To: Planning Commission
Subject: Malibu Inn Motel

To whom this may concern,

My husband and I are in favor of building the Malibu Inn Motel. There are very few affordable options for hotels/motels in the area, and overall I think it would help the community with the airbnb situation. I know this build will be done tastefully, and will fit in beautifully with our seaside neighborhood.

Thank you so much,
Jenna and Neil Parris
[redacted] Paradise Cove Road
Malibu, 90265

Sent from my iPhone

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 10:09 AM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Received
04/17/23
Planning Dept.

Planning Commission

From: Jeff Stibel [redacted] >
Sent: Monday, April 17, 2023 4:22 PM
To: Planning Commission
Subject: Support for upcoming project

Dear Planning Commission,

I am a local resident of Malibu and I also have my business here, walking distance from this the Hakim's proposed motel development adjacent to the Malibu Inn. I am writing to express my support for this motel project. I believe there are a lot of positives that the motel will bring to this city and it fits in nicely with the surrounding area.

Sincerely,

Jeff Stibel
[redacted] Escondido Beach road (home)
Pacific Coast Highway (office)

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 4:28 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Received
04/17/23
Planning Dept.

As a resident of Pt Dume in Malibu and the owner with my wife Helene Henderson of Malibu Farm, I am writing in support of the Malibu Inn project which would be located directly across from us.

We think it's a well designed and modest proposal, compared to the buildings around it and the current dirt lot is an eyesore.

Malibu is in desperate need of well designed motels where we can put up our guests who come to visit.

We expect there will also be great synergy where a group can stay at the hotel, park their cars there for the weekend, and host their event at the hotel, have a rehearsal dinner at Malibu Farm and walk to shop at Cross Creek. The alternative is the guests stay in Santa Monica or over the hill in Agoura and multiple car trips clog PCH and Kanan.

Honestly Malibu does not need any more retail - too much of it sits empty. But it is desperately in need of additional hotel rooms to hopefully bring prices down and reduce the need for short term rentals.

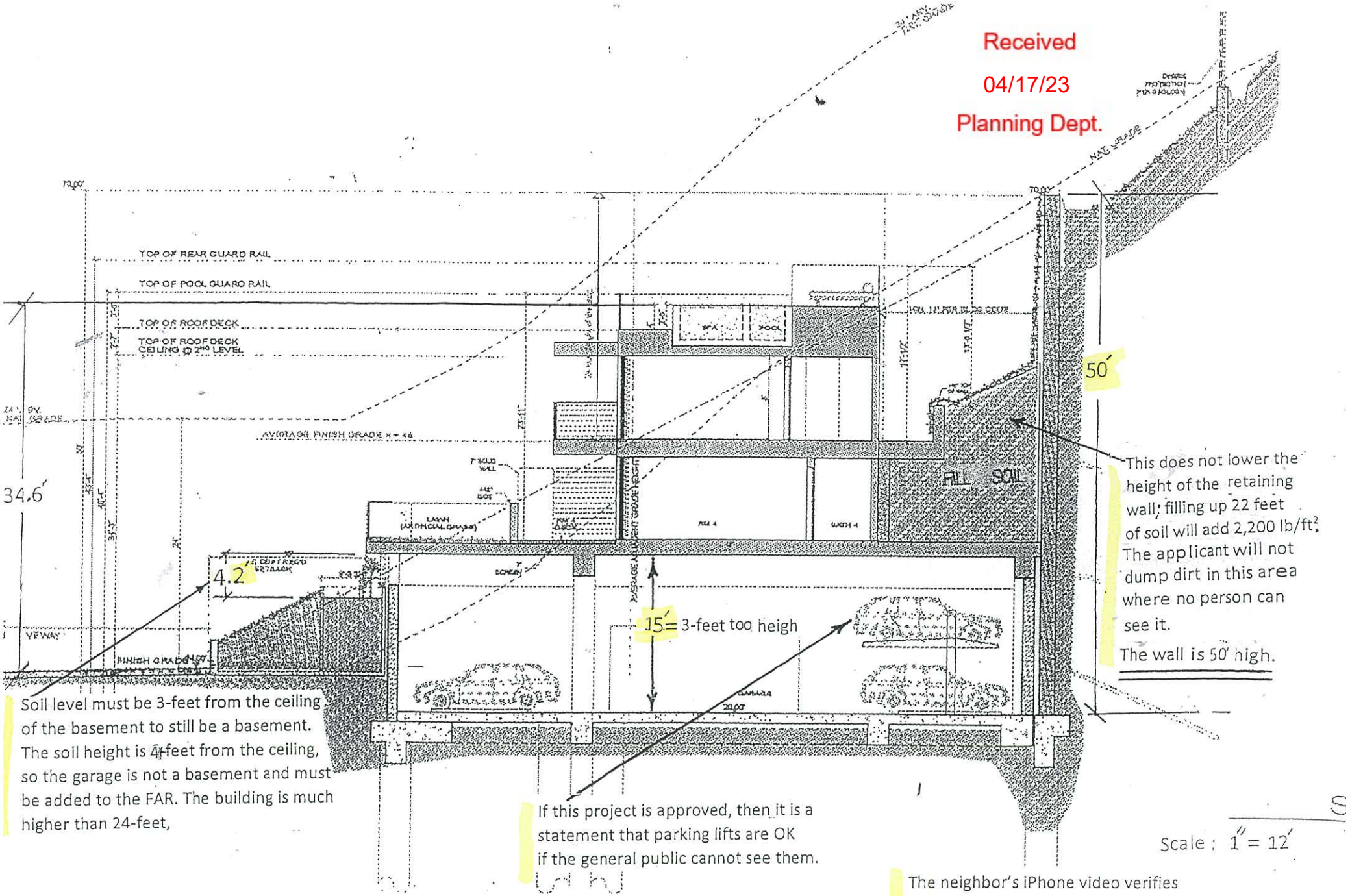
John Stockwell
[redacted] Grayfox Street
Malibu, CA 90265

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 2:02 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
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Received
04/17/23
Planning Dept.



Soil level must be 3-feet from the ceiling of the basement to still be a basement. The soil height is 4-feet from the ceiling, so the garage is not a basement and must be added to the FAR. The building is much higher than 24-feet,

If this project is approved, then it is a statement that parking lifts are OK if the general public cannot see them.

This does not lower the height of the retaining wall; filling up 22 feet of soil will add 2,200 lb/ft². The applicant will not dump dirt in this area where no person can see it.

The wall is 50' high.

The neighbor's iPhone video verifies that the Malibu Inn restaurant serving area is much larger than the applicant has stated.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 7:30 AM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Received
04/17/23
Planning Dept.

Planning Commission

From: Lisa Sockolov [redacted] >
Sent: Monday, April 17, 2023 4:20 PM
To: Planning Commission
Subject: Malibu Inn Motel

Hi,

My name is Lisa Sockolov and I am writing this letter in strong support of the Malibu Inn Motel.

I've been following this project closely.

Having a new motel in Malibu is long overdue. I can't tell you the countless amount of times we have friends and family wanting to come visit us in this great town, yet have nowhere to stay. Malibu Beach Inn and Nobu are very expensive and many times do not have availability. There needs to be more options for people with a lower budget.

The Sea View hotel project which was just approved, is about 4 times the size and much more impactful. Malibu Inn Motel a small 7,000 sq ft project which is staying within the guidelines of its zoning. Sea View changed the zoning entirely. If we can't get behind people applying for a project within its zoning rights, we are not doing our job as a city.

This looks like a beautiful motel project that fits perfectly in the immediate commercial visitor serving area. I am sure it will also help the surrounding businesses as well.
Ownership and planning staff seem to have really done their due diligence and met all the code requirements.

I am tired of looking at that empty abandoned parking lot. It would be so nice to see some life and vitality brought to this section of Malibu, not to mention all the jobs and revenue this project will bring to this great city.

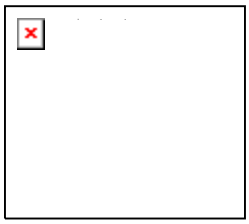
Thank you for your time and energy on this.
Best,
Lisa
[redacted] Heathercliff Rd #[redacted]
Malibu, CA 90265

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 4:20 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 2

Lisa Sockolov
Luxury Lifestyles



Your referrals are the greatest compliments I can receive.


310.849.5758


lisasockolov@gmail.com


9440 Santa Monica Blvd PH | Beverly Hills CA. 90210


carolwoodre.com


DRE 01324484

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Received
04/17/23
Planning Dept.

Rebecca Evans

From: Richard Mollica
Sent: Monday, April 17, 2023 3:46 PM
To: Dawnie Randall; Adrian Fernandez
Cc: Rebecca Evans
Subject: RE: Malibu Hotel

Hi Dawnie,
Thank you for your comments, we will share them with the commission.

Richard

From: Dawnie Randall [redacted]>
Sent: Monday, April 17, 2023 3:37 PM
To: Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>
Cc: Dawn Randall <[redacted]>
Subject: Malibu Hotel

Dear Mr. Mollica and Mr. Fernadez,

We are writing in support of the Malibu Inn project. Throughout the year we have friends and relatives visiting Malibu on a regular basis. More often than not, they have to stay either in Santa Monica or Agoura as the hotel rooms are limited here. From a city revenue standpoint we would like to point out that not only is Malibu lodging revenue lost, but our friends and relatives end up spending a considerable amount of money on retail stores near where they lodge and we often meet them over the hill or in Santa Monica for dinners. I have heard this similar story from neighbors in my condo complex as well as local friends.

Almost always, there are no Malibu hotel or motel reservations when we have visitors and frequently they even come in **off**- peak season. ***This leads us to believe that Malibu definitely needs another hotel.***

Additionally after the Welsley fire we spent 4 weeks in a Ventura Hotel. Having the option of staying in a local hotel with generator power would have been the optimal solution while getting our affairs in order as well as working locally. My husband is a 35 year local business owner here in Malibu and I work in Malibu as well.

Please consider this most necessary addition to our city.

Sincerely,

Mark and Dawn Randall

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 3:37 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Received
04/17/23
Planning Dept.

Rebecca Evans

From: Planning Commission
Sent: Monday, April 17, 2023 1:51 PM
To: Rebecca Evans
Subject: FW: Malibu City

From: Marie Mira [redacted]>
Sent: Monday, April 17, 2023 1:36 PM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Malibu City

Dear Planning Commission,

I live close by to this proposed development and I am in support of this motel being brought to our city. The applicant has gone through many different agencies to get to this point, and staff has vetted this project thoroughly over the past many months and even years and has recommended approval.

I think this motel would fit nicely in the area and fill a much needed void in the community. It's about time Malibu got a new motel. I am sure we've all heard the complaints from so many others in the city how they are tired of neighbors Airbnbing and renting next door to them. We need to keep this to where it belongs, and it belongs here, as it's zoned for it after all as cv1. I for one, would love to book a staycation for myself and family to enjoy a nice break in a new project, especially with the nice pool on the roof top.

Again, thanks for your time and I would support the approval of this project.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 1:36 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 1

Received
04/17/23
Planning Dept.

Planning Commission

From: Tracy Lovric <tracy.lovric@mrca.ca.gov>
Sent: Monday, April 17, 2023 2:01 PM
To: Planning Commission
Cc: Elena Eger; Joseph T. Edmiston; steve.hudson@coastal.ca.gov; denise.venegas@coastal.ca.gov; Mario Sandoval
Subject: MRCA Comment Letter on 4/17/2023 Planning Commission Agenda Item 5B
Attachments: 2023-04-17 MRCA-City.Item5B.Final.pdf

Dear Planning Commission,

Attached please find the MRCA Comment Letter on Item 5B on the 4/17/2023 Planning Commission's agenda: Coastal Development Permit No. 09-067, Malibu Inn Hotel; 22959 Pacific Coast Highway.

Please let me know if you have any questions. Thank you.

Sincerely,

Tracy Lovric
Project Analyst III
Mountains Recreation & Conservation Authority
213.605.2123

https://mrca.ca.gov/coastal-access/

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 2:01 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 4

MOUNTAINS RECREATION & CONSERVATION AUTHORITY
King Gillette Ranch
26800 Mulholland Highway
Calabasas, California 91302
PHONE (818) 878-0886

Via email to planningcommission@malibucity.org

April 17, 2023

Chairperson Dennis Smith
Malibu Planning Commissioners
23825 Stuart Ranch Road
Malibu, California 90265

MRCA Comment Letter on Agenda Item 5B
Coastal Development Permit No. 09-067,
Malibu Inn Hotel; 22959 Pacific Coast Highway

Dear Chair Smith and Planning Commissioners,

The Mountains Recreation and Conservation Authority (MRCA) submits its public comments on the proposed Malibu Inn Hotel development, with approximately 7,693 square feet of floor area, 24-foot tall, two-story motel building fronting Pacific Coast Highway with 20 lodging rooms, a rooftop deck, pool, spa and bar, and subterranean parking, which is Item 5B on your April 17, 2023, agenda, as follows:

The proposed Malibu Inn Hotel development is inconsistent with the City's LUP for Luxury Overnight Visitor Serving Accommodations. Section 2.35 states that "New development of luxury overnight visitor serving accommodations shall be designed to provide for a component of lower cost overnight visitor accommodations (e.g., campground, RV park, hostel, or lower cost hotel/motel) . . ." The applicant shall be required to provide lower-cost overnight accommodations consisting of 15 percent of the number of luxury overnight accommodations that are approved." The payment of an in-lieu fee based on a 20-luxury room hotel into a fund to subsidize the construction of lower-cost overnight facilities per required unit plus inflation is drastically insufficient to realistically supplant the option to provide lower-cost visitor accommodations on-site or off-site in Malibu, one of the highest-priced California coastal real estate areas. The option to pay an in-lieu fee for the future subsidized development of affordable units in a City that has built none to date, while immediately permitting the creation of 20 luxury units in the same jurisdiction, does not meet the LCP objectives for new luxury coastal development to provide lower-cost accommodations.

In its staff report, the City presents no evidence that the proposed development hotel rooms are luxury accommodations. A luxury overnight accommodation is defined in the City's LIP section 12.10 as an overnight stay in a room which exceeds 120% of the median cost of an overnight room for all overnight accommodations in the City of Malibu. The Staff Report summarily states the "applicant has expressed that the exemption would apply, since the accommodations are not going to meet the definition of luxury overnight

accommodations." However, no facts regarding the costs of the room or the median costs of an overnight room in the City of Malibu are provided by the Applicant or the City in the Staff Report.

This failure to provide facts regarding the luxury room status was previously raised in the Coastal Commission's August 25, 2021, Public Comment letter to the Planning Commission for its August 26, 2021, hearing on this Applicant's CDP. In its letter, the Coastal Commission recommended that the Staff Report include additional information ("(i.e., proposed nightly room rate, the median cost of an overnight room in the City of Malibu, etc.) and analysis in order to fully address the project's consistency with the policies and provisions of the Malibu Land Use Plan and Chapter 12 (Public Access Ordinance) of the Local Implementation Plan." However, the April 17, 2023, Staff Report still presents no such facts or analysis, nor any request for the Applicant to furnish them.

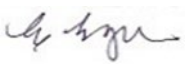
Instead, your staff report states "should the accommodations be classified as luxury accommodations, the lower cost overnight accommodations may be provided, either onsite, offsite, or through payment of an in-lieu fee to the City for deposit into a fund to subsidize the construction of lower cost overnight facilities in the Malibu-Santa Monica Mountains Coastal Zone area of Los Angeles County or Ventura County. A condition has been added for the property owner to pay the in-lieu fee in compliance with LIP Section 12.10."

MRCA supports the Coastal Commission's position in its August 25, 2021 letter that if the City does categorize the Malibu Inn Hotel's rooms as luxury overnight accommodations, then the lower-cost accommodations should be provided on-site rather than through the payment of an in-lieu fee "given the absence of an identified City program or project to use such fees and the challenges with effectively pooling and using in-lieu fees to subsidize the construction of lower cost overnight facilities."

Finally, the City has not established that this project meets the requirements of the LCP and Chapter 3 of the Coastal Act with respect to coastal access. A crucial element of coastal access is affordable coastal accommodations and services. The hotel development here, if categorized as luxury overnight accommodations, does not meet the Coastal Act as the hotel development will serve only a small fraction of the population who can afford the proposed hotel development's high-cost accommodations, spas, and bars. The proposed hotel development does not meet section 30212 of the Coastal Act to provide lower-cost visitor facilities when feasible. In fact, there is nothing in the record here that speaks of the infeasibility of providing a lower-cost hotel instead of the proposed high-cost hotel development.

MRCA requests that the City not apply the exemption because the City's staff report lacks the facts regarding the costs of the proposed project's room and an analysis of these costs to determine if the project's rooms are luxury overnight accommodations. If the hotel rooms are determined to be luxury overnight accommodations, the City should comply with Chapter 3 of the Coastal Act and the City of Malibu LCP for the provision of on-site lower cost accommodations.

Sincerely,



Elena Eger
Coastal Projects Special Counsel

cc: Steve Hudson, District Director, South Central Coast and South Coast, Los Angeles County; Coastal Commission; steve.hudson@coastal.ca.gov
Denise Venegas, Coastal Program Analyst, California Coastal Commission, denise.venegas@coastal.ca.gov

Planning Commission

Subject: SWMSRCC - [City of Malibu, Malibu Inn Motel - 22959 Pacific Coast Highway] Comment Letter
Attachments: 20230412_CityofMalibu_MalibuInnMotel-22959PacificCoastHighway_PC Comment Letter_Signed_Complete.pdf

Received
4/12/23
Planning Dept.

From: Malou Reyes [redacted]
Sent: Wednesday, April 12, 2023 9:44 AM
To: Adrian Fernandez <afernandez@malibucity.org>; Planning Commission <planningcommission@malibucity.org>
Cc: [redacted]
Subject: SWMSRCC - [City of Malibu, Malibu Inn Motel - 22959 Pacific Coast Highway] Comment Letter

Good morning,

Our office would like to submit the attached comment letter for the April 17, 2023 Planning Commission meeting regarding the Malibu Inn Motel.

Please confirm receipt of this email.

Thank you,
Malou

--

Malou Reyes
Paralegal
Mitchell M. Tsai, Attorney At Law
[redacted]

*** Our Office Has Recently Moved. Please Note New Mailing Address ****

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Date Received 4/12/23 Time 9:44AM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 281

CC: Planning Commission, PD,

Recording Secretary, File

[redacted]

Mitchell M. Tsai
Attorney At Law

[redacted]

VIA E-MAIL

April 12, 2023

Adrian Fernandez, Assistant Planning Director
City of Malibu Planning Department
23925 Stuart Ranch Road
Malibu, CA 90265
Em: afernandez@malibucity.org
Em: planningcommission@malibucity.org

RE: City of Malibu's Malibu Inn Motel – 22959 Pacific Coast Highway Project

Dear Adrian Fernandez,

On behalf of the Southwest Mountain States Regional Council of Carpenters ("**Southwest Mountain States Carpenters**" or "**SWMSRCC**"), my Office is submitting these comments for the City of Malibu's ("**City**") April 17, 2023, Planning Commission meeting for the Malibu Inn Motel – 22959 Pacific Coast Highway Project ("**Project**" or "**Malibu Inn Motel Project**").

The Southwest Mountain States Carpenters is a labor union representing 63,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

Individual members of SWMSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Southwest Mountain States Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Southwest Mountain States Carpenters incorporates by reference all comments raising issues regarding the Initial Study and Mitigated Negative Declaration ("**IS/MND**") submitted prior to certification of the IS/MND for the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the Southwest Mountain States Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law ("**Planning and Zoning Law**") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

> reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[2]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

> include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[4] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

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[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[5]

Southwest Mountain States Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. SWMSRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Mountain States Carpenters' experience with safe construction site work practices, SWMSRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social

[5] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be

allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[6]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Mountain States Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to

[6] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

protect themselves and all others during renovation and construction projects in healthcare environments.[7]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

The California Environmental Quality Act is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations ("**CEQA Guidelines**"), § 15002, subd. (a)(1).[8] At its core, its purpose is to "inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

1. Background Concerning Environmental Impact Reports

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Comes* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Assn.*, 47 Cal.3d at p. 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines, § 15002, subd. (a)(2). If the project has a significant effect on the

[7] For details concerning Southwest Carpenters' ICRA training program, *see* https://icrahealthcare.com/.

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 et seq., are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code, § 21083. The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 217.

environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in Public Resources Code section 21081. See CEQA Guidelines, § 15092, subds. (b)(2)(A)-(B).

While the courts review an EIR using an "abuse of discretion" standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Jets*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights Improvement Assn.*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Id.* Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the court stated in *Berkeley Jets*, prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process. 91 Cal.App.4th at p. 1355 (internal quotations omitted).

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the "fair argument" standard under which an EIR must be prepared whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. *Quail*

Botanical Gardens Found., Inc. v. City of Encinitas (1994) 29 Cal.App.4th 1597, 1602; *Friends of "B" St.* v. *City of Hayward* (1980) 106 Cal.3d 988, 1002.

The fair argument test stems from the statutory mandate that an EIR be prepared for any project that "may have a significant effect on the environment." PRC, § 21151; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.App.3d 68, 75; accord *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 884. Under this test, if a proposed project is not exempt and may cause a significant effect on the environment, the lead agency must prepare an EIR. PRC, §§ 21100 (a), 21151; CEQA Guidelines, § 15064 (a)(1), (f)(1). An EIR may be dispensed with only if the lead agency finds no substantial evidence in the initial study or elsewhere in the record that the project may have a significant effect on the environment. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 785. In such a situation, the agency must adopt a negative declaration. PRC, § 21080, subd. (c)(1); CEQA Guidelines, §§ 15063 (b)(2), 15064(f)(3).

"Significant effect upon the environment" is defined as "a substantial or potentially substantial adverse change in the environment." PRC, § 21068; CEQA Guidelines, § 15382. A project may have a significant effect on the environment if there is a reasonable probability that it will result in a significant impact. *No Oil, Inc.*, 13 Cal.3d at p. 83 fn. 16; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309. If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, § 15063(b)(1); see *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1580.

This standard sets a "low threshold" for preparation of an EIR. *Consolidated Irrigation Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207; *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928; *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 580; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754; *Sundstrom*, 202 Cal.App.3d at p. 310. If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect. See *Jensen,* 23 Cal.App.5th at p. 886; *Clews Land & Livestock v. City of San Diego* (2017) 19 Cal.App.5th 161, 183; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Brentwood Assn. for No Drilling, Inc. v. City of*

Los Angeles (1982) 134 Cal.App.3d 491; *Friends of "B" St.*, 106 Cal.App.3d 988; CEQA Guidelines, § 15064(f)(1).

2. Background Concerning Initial Studies, Negative Declarations and Mitigated Negative Declarations

CEQA and CEQA Guidelines are strict and unambiguous about when an MND may be used. A public agency must prepare an EIR whenever substantial evidence supports a "fair argument" that a proposed project "may have a significant effect on the environment." Pub. Res. Code, §§ 21100, 21151; CEQA Guidelines, §§ 15002, subds. (f)(1)-(2), 15063; *No Oil, Inc.*, 13 Cal.3d at p. 75; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 111-112. Essentially, should a lead agency be presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. CEQA Guidelines, §§ 15064, subds. (f)(1)-(2); see *No Oil Inc., supra*, 13 Cal.3d at p. 75 (internal citations and quotations omitted). Substantial evidence includes "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." CEQA Guidelines, § 15384(a).

The fair argument standard is a "low threshold" test for requiring the preparation of an EIR. *No Oil Inc.*, *supra*, 13 Cal.3d at p. 84; *County Sanitation Dist. No. 2 of Los Angeles County v. County of Kern* (2005) 127 Cal.App.4th 1544, 1579. It "requires the preparation of an EIR where there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial[.]" *County Sanitation*, *supra*, 127 Cal.App.4th at p. 1580 (quoting CEQA Guidelines, § 15063(b)(1)). A lead agency may adopt an MND only if "there is no substantial evidence that the project will have a significant effect on the environment." CEQA Guidelines, § 15074(b).

Evidence supporting a fair argument of a significant environmental impact triggers preparation of an EIR regardless of whether the record contains contrary evidence. *League for Protection of Oakland's Architectural and Historical Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 904-905. "Where the question is the sufficiency of the evidence to support a fair argument, deference to the agency's determination is not

appropriate[.]" *County Sanitation*, 127 Cal.App.4th at 1579 (quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317-1318).

Further, it is the duty of the lead agency, not the public, to conduct the proper environmental studies. "The agency should not be allowed to hide behind its own failure to gather relevant data." *Sundstrom*, 202 Cal.App.3d at p. 311. "Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences." *Id*; see also *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1382 (lack of study enlarges the scope of the fair argument which may be made based on the limited facts in the record).

Thus, refusal to complete recommended studies lowers the already low threshold to establish a fair argument. The court may not exercise its independent judgment on the omitted material by determining whether the ultimate decision of the lead agency would have been affected had the law been followed. *Environmental Protection Information Center v. Cal. Dept. of Forestry* (2008) 44 Cal.4th 459, 486 (internal citations and quotations omitted). The remedy for this deficiency would be for the trial court to issue a writ of mandate. *Id.*

Both the review for failure to follow CEQA's procedures and the fair argument test are questions of law, thus, the de novo standard of review applies. *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435. "Whether the agency's record contains substantial evidence that would support a fair argument that the project may have a significant effect on the environment is treated as a question of law. *Consolidated Irrigation Dist.*, 204 Cal.App.4th at p. 207; Kostka and Zischke, Practice Under the Environmental Quality Act (2017, 2d ed.) at § 6.76.

In an MND context, courts give no deference to the agency. Additionally, the agency or the court should not weigh expert testimony or decide on the credibility of such evidence—this is one of the EIR's responsibilities. As stated in *Pocket Protectors v. City of Sacramento*:

> Unlike the situation where an EIR has been prepared, neither the lead agency nor a court may "weigh" conflicting substantial evidence to determine whether an EIR must be prepared in the first instance. Guidelines section 15064, subdivision (f)(1) provides in pertinent part: if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR

> even though it may also be presented with other substantial evidence that the project will not have a significant effect. Thus, as *Claremont* itself recognized, [c]onsideration is not to be given contrary evidence supporting the preparation of a negative declaration.

(2004) 124 Cal.App.4th 903, 935 (internal citations and quotations omitted).

In cases where it is not clear whether there is substantial evidence of significant environmental impacts, CEQA requires erring on the side of a "preference for resolving doubts in favor of environmental review." *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 332 "The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language. *Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal.3d 247, 259.

B. <u>The Project Would be Approved in Violation of CEQA as the IS/MND Fails to Support Its Findings on Transportation Impacts with Substantial Evidence</u>

CEQA Guidelines § 15064.3(b) requires analysis of a Project's vehicle miles traveled (VMT) impacts as part of the environmental document's transportation impacts analysis.

The Project claims that the trips generated would have a less than significant impact on the traffic based on a total daily Vehicle Miles Traveled ("**VMT**") of 28.4. IS/MND, p. 85. However, the IS/MND only discusses a VMT analysis of the operation of the Project but fails to indicate what the trips generated would be from the *construction* of the Project. *Id.* Therefore, the transportation analysis is deficient and fails to adequately analyze the Project's potential impact on traffic and transportation.

Even further, the very nature of the Project, which proposes to construct a new 7,693-square-foot motel with twenty (20 rooms and forty-seven (47) new parking spaces, indicates that the Project would result in increased traffic. Finally, the Project's construction may result in road closures and detours. Therefore, the Project may have significant traffic impacts which should be assessed in an EIR pursuant to CEQA Guidelines section 15064.3.

C. The IS/MND Omits Evidence in its Findings on Air Quality and Greenhouse Gases

CEQA Guidelines section 15064.4 allows a lead agency to determine the significance of a project's greenhouse gas ("**GHG**") impact via a qualitative analysis (e.g., extent to which a project complies with regulations or requirements of state/regional/local GHG plans), and/or a quantitative analysis (e.g., using model or methodology to estimate project emissions and compare it to a numeric threshold). So too, CEQA Guidelines allow lead agencies to select what model or methodology to estimate GHG emissions so long as the selection is supported with substantial evidence, and the lead agency "should explain the limitations of the particular model or methodology selected for use." CEQA Guidelines section 15064.4(c).

The IS/MND indicates that the emissions from construction would consist of mobile sources such as haul trucks, excavators and other construction equipment. IS/MND, p. 51. However the IS/MND fails to consider the GHG emissions from the workers and the trips generated from the workers travelling to and from the Project Site. *Id.*

Additionally, the IS/MND states that sensitive receptors would not be exposed to pollutants due to prevailing winds. However, the IS/MND does not explain whether or not prevailing winds will occur at the same time as construction or what will happen when there are no winds. IS/MND, p. 33. In addition, the IS/MND fails to account for the possibility of exposure to sensitive receptors when there are no winds. *Id.*

Therefore, the IS/MND fails to provide substantial evidence that the Project will not result in a significant impact on air quality and GHG emissions. Accordingly, an EIR should be prepared that fully analyzes these potential impacts.

D. IS/MND Noise Mitigation Measures are Inadequate

Section 15126.4(a)(1)(B) of the CEQA Guidelines states "[f]ormulation of mitigation measures shall not be deferred until some future time." While specific details of mitigation measure may be deferred, an agency is required to (1) commit itself to mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. *See Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671.

The IS/MND states that it would implement a noise mitigation measure, NOI-1, that will designate a noise control coordinator who will reply to all construction noise-related questions and inform residents about the construction. IS/MND, p. 79. However, this mitigation measure fails to demonstrate how the significant effects of noise would be mitigated simply by having the noise control coordinator speak to residents and merely having an individual handle noise complaints. Such mitigations would not achieve the goal of reducing the potentially significant noise impact.

In addition, the IS/MND states that the Project will include a rooftop bar and pool area which would potentially generate noise, especially during the evenings. IS/MND, p. 78. The Project proposes to implement Mitigation Measure NOI-2 to "prohibit the use of amplified sound and require a noise study before allowing any amplification at the project site." *Id.* The IS/MND therefore concludes that with the implementation of the mitigation measures, including Mitigation Measure NOI-2, the potential impacts would be reduced to less than significant with mitigation. *Id.* However, the IS/MND's reliance on its implementation of Mitigation Measure NOI-2 is insufficient, as it relies on the preparation of a *future* noise study after the Project has already been constructed if amplified sound is proposed outdoors at the property. *Id.* at 79. However, the City cannot rely on a future noise study as a mitigation measure. Instead, the City should prepare an EIR that fully assesses the Project's potential noise impacts before the Project has been approved and constructed.

IV. THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY'S GENERAL PLAN

A. Background Regarding the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal.App.4th 763, 773), and serves as a "constitution" or "charter" for all future development. *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.App.3d 531, 540.

General plan consistency is "the linchpin of California's land use and development laws; it is the principle which infused the concept of planned growth with the force of law." See *Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or "horizontally" consistent: its elements must "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." See, Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal.App.3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. See *DeVita*, 9 Cal.App.4th at 796 fn. 12.

Second, state law requires "vertical" consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. See, Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be "compatible with the objectives, policies, general land uses, and programs specified in the [general] plan."]; see also *Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. See *Lesher*, 52 Cal.App.3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal.App.3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is "fundamental, mandatory, and clear," regardless of whether it is consistent with other general plan policies. See *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal.App.4th 1332, 1341-42 ("*FUTURE*").

Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan's policies and objectives. See *Napa Citizens*, 91 Cal.App.4th at 378-79; see also *Lesher*, 52 Cal.App.3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

B. <u>The IS/MND is Required to Review the Project's Consistency with Regional Housing Plans, Sustainable Community Strategy and Regional Transportation Plans</u>

CEQA Guidelines section 15125(d) requires that an environmental document "discuss any inconsistencies between the proposed project and applicable general

plans, specific plans and regional plans. *See also Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 543. The IS/MND should thoroughly evaluate the consistency of this Project with the City's General Plan, City's Regional Housing Needs Assessment targets, Sustainable Community Strategy and Regional Transportation Plan. Here, the IS/MND fails to analyze the Project's consistency with any of these applicable plans.

C. The City Improperly Piecemealed the Prjoect and Failed to Consider the Whole of an Action

CEQA forbids piecemeal review of the significant impacts of a project. *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1222. Piecemealing is "[t]he process of attempting to avoid a full environmental review by splitting a project into several smaller projects which appear more innocuous than the total planned project". *East Sacramento Partnerships for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 293.

CEQA provides that a public agency may not divide a single project into smaller individual subprojects to avoid responsibility for considering the environmental impact of the project as a whole. *Orinda Ass'n v Board of Supervisors* (1986) 182 Cal. App. 3d 1145, 1171. CEQA "cannot be avoided by chopping up proposed projects into bite-sized pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial." *Tuolumne County Citizens for Responsible Growth, Inc. v City of Sonora* (2007) 155 CalApp.4th 1214; *Association for a Cleaner Env't v Yosemite Community College Dist.* (2004) 116 Cal.App.4th 629, 638; *Plan for Arcadia, Inc. v City Council* (1974) 42 Cal.App.3d 712, 726.

Here, according to the City's website, the Project at hand, i.e. the Malibu Inn Motel Project, was set for hearing before the City of Malibu Planning Commission to be heard in tandem with a Conditional Use Permit Amendment ("**CUPA**") that related to the conversion of an existing restaurant space called Aviator Nation Dreamland to retail space for the Malibu Inn Motel and a Joint Use Parking Agreement ("**JUPA**").[9] However, per the City's website, the Project applicant requested that the CUPA and JUPA hearings be rescheduled to April 4, 2022, and both entitlements were subsequently approved by the Planning Commission for Aviator Nation.[10] Thus, the

[9] City of Malibu, *Malibu Inn Motel* (Apr. 5, 2022), *available at* https://www.malibucity.org/810/Malibu-Inn-Motel (accessed on Apr. 5, 2023).
[10] *Id.*

Planning Commission's separate approval of the CUPA and JUPA for Aviator Nation on April 4, 2022 was improper piecemealing as the CUPA and JUPA should have been heard concurrently with the subject Malibu Inn Motel Project.

This piecemealing fact is further critical since it enlarges the scope of the doubt as to whether the Project is or is not exempt from CEQA, requiring that all doubts be resolved towards requiring an EIR. Any "doubt whether a project is ministerial or discretionary should be resolved in favor of the latter characterization." *Protecting Our Water & Envtl. Res. v. Cty. of Stanislaus* (2020) 10 Cal.5th 479, 497. Accordingly, the City's approval of the CUPA and JUPA for Aviator Nation improperly piecemeals the Project, fails to consider the entire Project, and creates doubt as to the impacts of the whole to be resolved in favor of a discretionary review. As such, a CEQA exemption for the Aviator Nation portion of the Project is legally unsupported.

One California court required an agency to look into the past and consider the cumulative impacts of piecemealed or related projects as part of the challenged project's environmental review. *See, Arviv Enterprises, Inc. v. South Valley Area Planning Com.* (2002) 101 Cal.App.4th 1333, 1350-1351 (requiring the developer to prepare an EIR for all previously approved projects, some of which were already built). Accordingly, the City must look back at its prior approvals of the CUPA and JUPA for Aviator Nation and consider the environmental impacts of those approvals in its CEQA review for the subject Malibu Inn Motel Project here, as both the Malibu Inn Motel Project and the Aviator Nation project entitlements are part of the same Project.

V. THE PROJECT DOES NOT QUALIFY FOR A COASTAL DEVELOPMENT PERMIT

A. The Project is Inconsistent with the City's General Plan

The Project seeks a Coastal Development Permit. Pursuant to the City of Malibu Municipal Code ("**CMMC**") section 17.62.060, all development projects requiring a coastal development permit and that propose a structure that is more than eighteen (18) feet must obtain a site plan review. For a site plan review to be approved, CMMC section 17.62.060 further requires the project to meet each of the following:

> (1) [t]he project is consistent with the city's general plan and local coastal program; and

> (2) The portion of the project that is greater than eighteen (18) feet in height does not 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 . . .

According to Policy 1.1.2 of the Land Use ("**LU**") Element of the City of Malibu General Plan, "[t]he City shall ensure that land uses avoid or minimize adverse impacts on water quality and other natural resources, such as undisturbed watershed and riparian areas." However, the proposed Project Site sits adjacent to the Pacific Coast Highway ("**PCH**"), which is directly next to the shoreline of the Pacific Ocean. Furthermore, although the IS/MND states that the "[P]roject site is 2,000 feet from the sensitive natural communities within the Malibu Creek and Malibu Lagoon, and would not drain to this creek and wetland," the IS/MND admits that the "Project runoff into offshore waters could reach Malibu Lagoon, . . ." which the IS/MND states is one of "[t]he closest major riparian and wetland and habitats that are also sensitive natural communities . . ." IS/MND, pp. 36-37. Therefore, the Project could result in an adverse impact on water quality and on the Malibu Lagoon, which is a natural resource and a riparian area. Accordingly, the Project as proposed is inconsistent with LU 1.1.2 of the General Plan. Furthermore, an EIR should be prepared that fully assesses the Project's potential impacts on water quality and natural resources.

Furthermore, LU Policy 1.3.2 states that "[t]he City shall require proposed development to avoid geologic safety hazards created by development." Here, the Project is located along the Pacific coastline and would sit several hundred feet away from the shoreline. Furthermore, in its environmental analysis on Geology and Soils, the IS/MND notes that the Project Site "is located within an area susceptible to liquefaction" and that "[t]he onsite hillside and slopes to [the] north of [the] site area are located in a designated landslide hazard zone . . ." IS/MND, p. 46. Therefore, the Project's proposed location could result in a geologic safety hazard. Furthermore, the Project Site could have the potential for landslides. Therefore, the Project as proposed would violate LU Policy 1.3.2 of the General Plan.

For the foregoing reasons, the Project is inconsistent with the General Plan and therefore does not qualify for a Coastal Development Permit.

VI. **CONCLUSION**

Based on the foregoing, the City should deny the Project's proposed entitlements and require that an Environmental Impact Report be prepared pursuant to CEQA.

Sincerely,



Stephanie Papayanis
Attorneys for Southwest Mountain
States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4103	1.4103
2	**12-1-2021**	**2-28-2022**	1.3613	1.3613
3	**3-1-2022**	**5-31-2022**	1.1985	1.1985
4	**6-1-2022**	**8-31-2022**	1.1921	1.1921
5	**9-1-2022**	**11-30-2022**	1.1918	1.1918
6	**12-1-2022**	**2-28-2023**	1.0774	1.0774
7	**3-1-2023**	**5-31-2023**	1.0320	1.0320
8	**6-1-2023**	**8-31-2023**	1.0260	1.0260

9	**9-1-2023**	**11-30-2023**	1.0265	1.0265
10	**12-1-2023**	**2-29-2024**	2.8857	2.8857
11	**3-1-2024**	**5-31-2024**	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-1-2021**	**11-30-2021**	1.4091	1.4091
2	**12-1-2021**	**2-28-2022**	1.3329	1.3329
3	**3-1-2022**	**5-31-2022**	1.1499	1.1499
4	**6-1-2022**	**8-31-2022**	1.1457	1.1457
5	**9-1-2022**	**11-30-2022**	1.1415	1.1415
6	**12-1-2022**	**2-28-2023**	1.0278	1.0278
7	**3-1-2023**	**5-31-2023**	0.9868	0.9868
8	**6-1-2023**	**8-31-2023**	0.9831	0.9831

9	**9-1-2023**	**11-30-2023**	0.9798	0.9798
10	**12-1-2023**	**2-29-2024**	2.8757	2.8757
11	**3-1-2024**	**5-31-2024**	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

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Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

Planning Commission

Subject: MALIBU INN MOTEL

Received
4/13/23
Planning Dept.

From: nicholas eliopoulos [redacted]
Sent: Thursday, April 13, 2023 3:12 PM
To: Planning Commission <planningcommission@malibucity.org>
Subject: MALIBU INN MOTEL

Dear Planning Commission,

I would like to express my support for the proposed motel at 22959 PCH across from the Malibu Pier.

I have lived in Malibu and worked in Malibu. I have always been surprised at how few lodging rooms there are in Malibu.

Laguna Beach for instance has over 30 motels and approximately 2,000 rooms with a population of 23,000 while Malibu has only about 109 total lodging rooms with a population of 13,000. It is very surprising that Malibu has so few rooms.

When friends and family come visit, they always comment on the lack of lodging.

Malibu is such a beautiful location that desperately needs more lodging.

The rendering of the proposed motel is beautiful and well thought out and it is perfectly located across from the Malibu pier and beach.

The project is very well designed and includes subterranean and grade level parking.

Date Received 4/13/23 Time 3:12PM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 2

CC: Planning Commission, PD,

Recording Secretary, File

There is a traffic signal across from the hotel that makes crossing to the pier and beach easily accessible.

Having more lodging will help alleviate the often-unwelcome Airbnb use and help small business in Malibu severely affected by the Woolsey Fire and Covid.

This project needs to be approved and will be a welcome addition to Malibu.

Best,

Nick Eliopoulos

Aaron Gribben

Subject: item 5B malibu Inn motel 4-17-23
Attachments: pc - malibu Inn motel 4-17-23.docx

Received
4/14/23
Planning Dept.

From: [redacted]
Sent: Friday, April 14, 2023 10:56 AM
To: [redacted] Jeffrey D Jennings [redacted] Dennis Smith <[redacted] Kraig Hill <[redacted] Skylar Peak [redacted]
Cc: Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>; Patricia Salazar <psalazar@malibucity.org>
Subject: item 5B malibu Inn motel 4-17-23

Commissioners, attached are the Malibu Coalition For Slow Growth's Comments on the above agenda item. Please let me know if you have questions. Thank you , Patt

Date Received 4/14/23 Time 10:56AM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 17

CC: Planning Commission, PD,

Recording Secretary, File

To: Members of the Planning Commission
From: Malibu Coalition for Slow Growth (MCSG) by Patt Healy
Re: Malibu Inn Motel
Re: item: 5B Malibu Inn Motel 4-17-23

OPPOSE – deny project.

Honorable Commissioners,

Deny Project

The Malibu Coalition for Slow Growth asks you deny this project for many reasons. A few of them are:

Wastewater Conflict

The Commission can't hear this project until it is determined if the project's waste water system can actually use the area below the proposed parking lot. The evidence clearly points to the fact they can't.

On p 29 of the current staff report for the Malibu Inn Motel it states: *"The proposed OWTS would comprise of a series of subterranean treatment tanks, a secondary treatment (disinfection) system with ultraviolet (UV) disinfection, equalization tank**, a leach field and dispersal area beneath the proposed surface parking lot,"***

The staff report on page 8 without further explanation states what appears to be an innocent statement. But it isn't.
"A Wastewater Treatment Covenant – There is a covenant recorded on the Project Site for the future expansion of the Aviation Nation Site septic system leachfield."

What the staff report fails to tell you that Aviator Nations future expansion is at the same location as the proposed motel's under the proposed motel's surface parking lot. . *The 10-24 22 Aviator Nation staff report says* ***"As previously authorized pursuant to MMC 17.040.080(A)(7), a CUP allows for the site's 100 percent dispersal area expansion area to be located on the adjacent surface parking lot. The subject property is located within Phase 3 of the Civic Center Wastewater Treatment Plant. If Phase 3 is constructed, the existing septic system would be abandoned."***

The Aviator Nation future expansion site and the current proposed dispersal field and additional expansion site cannot be granted to/held /used by two different entities at the same time. **Since Aviator Nation already has the preexisting right to use the area under the proposed motel's surface parking lot this area is reserved for their use in an event of a failure of its current disposal area.**
Hence this area cannot be used by the Malibu Inn Motel for the motel wastewater. **Unless this project finds another area to meet its wastewater needs this project can't go forward until this area is hooked up to the civic center treatment plant.**

There is another discrepancy in the staff report that has to be explained. It states:
The associated estimated wastewater discharge rate for the proposed motel uses is an average of 1,700 gpd, ***and includes a 100 percent dispersal area expansion.***
However, the resolution tells different story. Condition 79 states. *A covenant running with the land shall be executed by the property owner and recorded with the Los Angeles County Recorder's Office****. Said covenant shall serve as constructive notice to any successors in interest that: 1) the private sewage disposal system serving the development on the property <u>does not have</u> a 100 percent expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)),*** *and 2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in the use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair. Said covenant shall be in a form acceptable to the City Attorney and approved by the City Environmental Sustainability Department*

Project Harms Residents

Malibu residents Quality of Life is not enhanced by this project but degraded. This project doesn't benefit the residents of Malibu. The response to comments on the Negative Declaration (ND) states it brings revenue to the city of Malibu as a

benefit as is putting up an occasional resident's visitor in a local hotel is hardly an amenity that can be enjoyed by the majority of Malibu's residents. This project doesn't in anyway benefit residents.

Instead, the city staff, by recommending numerous variances for this outrageously over ambitious non complying project and a CUP the city is intentionally undoing the codes that were put in place to protect to Malibu's environmental sensitive habitat, small town ambiance and rural character. This is a very dangerous precedent and can not be allowed.

Geology

This following fact is being ignored.

The ND states: *"As the project site is located within the seismically active Southern California region, there is the potential for regional seismic events to cause strong ground shaking at the project site. There is also a possibility that there could be trace of previously unidentified faults somewhere onsite.* ***The residential structure located north of and above the slopes on and adjacent to the project site has been identified on top of a potentially unstable slope, and excavation of the toe to this slope for the new hotel, subterranean parking and retaining wall have the potential to cause slope failure if exacerbated by rainfall"***

Why would the ND state this if it isn't accurate? This situation is a reason in itself for denial.

Coastal Bluff

The ND states: *''The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern bluff into the project site (Appendix B).''* This description meets the definition of a Coastal Bluff''

Elsewhere in the ND it states *''the Project would only alter the lower approximately 50 feet of the slope, while the upper 130 feet remain unaltered.''* This would be accomplished by cutting into/ excavating a massive amount of the slope/ bluff. The excavation area would be more than 160 ft wide, 50 feet high and of a undisclosed depth.

Nowhere in the code is there a provision allowing cutting into a bluff or step slope Therefore, it is not allowed. Even if it is allowed the amount of destruction is far too great.

The LIP states regarding bluff development. ***No permanent structures shall be permitted on a bluff face,*** *except for engineered stairways to accessways to provide public beach access. Such structures shall be designed and constructed to not contribute to further erosion of the bluff face and to be visually compatible with the surrounding area to the maximum extent feasible.*

The majority of excavated soil will have to be exported off site causing further traffic problems at this location.

12,649 cu yds of cut into this bluff is an enormous amount of cutting into an admittedly unstable bluff.

Why was the removal of most of the cut dirt off site estimated to be only 600-800 cu. yds when a normal dump truck carries 10 cu. yds. of dirt ? A more realistic calculation is (1200- 1600 cy) double this estimated amount truckloads have to be hauled off site.

The hauling of the dirt off site will make the traffic gridlack at this location even worse than it is today. This situation needs to be studied in an EIR.

Grading Plan

According to the staff report *the Net Lot Area* 51,352 square feet (1.18 acres) excavation of .77 acres will take place. The Project requires a total of 12,648 cubic yards of grading, with excavation of approximately 11,921 cubic yards of soil. Approximately 61 cubic yards of the excavated soil would be used as fill material Project development requires grading and excavation of approximately 0.77 acre of the existing lower portion of the slope and existing parking lot to accommodate the project*

The slopes proposed for grading and construction of a retaining wall are steeper than a 3 to 1 slope..
A proposed **retaining wall** would be installed at the north side of the motel structure to retain the graded slope and would extend up to ***46 feet in height above the surface parking lot (and 52.5 feet above the finished floor elevation*** **of**

the subterranean parking level), constructed to secure the slope following excavation and to provide a 15-foot structural building setback from the slope.

Retaining Wall

Instead of recommending the denial of this variance shockingly staff report is recommending approval. It is not staff's job to make a clearly an outrageously non-conforming project acceptable by making such an extreme violation of the code acceptable. A 52.5 ft retaining wall when the maximum allowed is 12 feet is a major change. A retaining wall of this height is so egregious this project must be denied .

The fact that only 11ft. 10 in.is visible is not a valid reason to allow such an extremely high retaining wall. This proposed retaining wall height makes a mockery of our codes and if approved sets a dangerous precedent.

Scale of Structure

The ND is justifying this project by stating it is the same height as the oversized county approved clock building when the Municipal Code and MLCP were enacted to prevent the continuation of this oversized **urban** county allowed type of construction . Besides the Clock Building is higher than our codes allow. As is the proposed project. The building to the east and Aviator Nation to the west are one story and much smaller in size and will be overwhelmed by this project.

Height

The project 's height is far in excess of the 24 ft. Height**. Under the code height is measured from natural or finished grade whichever is lower.** This project grade is not being measured from its lowest point as required by code.
If the project was only 24 ft high as staff asserts, there would be no need to have a 52.5 ft. high retaining wall. We estimate the project is 44+ ft high at a minimum.

Nowhere in the code does it allow one to cut into a bluff and then measure the height from the bluff cut.

The current staff report states: ***The*** **ground floor** ***of the building consists of the lobby and a valet parking garage. The main and upper floors accommodate the rooms and suites****. A rooftop deck with swimming pool, spa and bar is proposed.*

This statement that the ground floor lobby and a parking garage clearly shows the structure is 3 stories when only 2 stories is allowed and the parking lot is not subterranean.

The first-floor lobby/parking lot and the top floor pool and bar are also stories. Indeed, the top floor portions are roofed (the elevator box and bar), and these roofed portions squarely meet all aspects of the code definition for a fourth "story."

Even the April 2020 Traffic Study Introduction states that this is a 3 story building. *"The site is currently used for parking and the proposed development will construct a **new three-story motel building**. **The ground floor of the building consists of the lobby and a valet parking garage.** The main and upper floors accommodate 20 motel rooms and suites."*

*The referenced OWTS design report and OWTS plans were reviewed by the City from a geotechnical perspective. The revised project includes constructing a 7,703 square foot **three-level motel.***

To measure grade from several feet up the slope instead of from ground level is a misinterpretation of the code and then to call the obviously above ground lobby and parking structure subterrain is creating a fiction which is an abuse of the code. Fictions of this nature are clearly deceptive should never be condoned or allowed.

To repeat, the so-called subterranean parking isn't subterrain since most of it is at ground level. Building a berm around the above grade parking structure doesn't make it subterrain which is what the applicant is proposing. This above grade portion of parking structure must be added to the height of the structure and has to be included when measuring the height.

Please See **https://www.malibucity.org/DocumentCenter/View/27710/Malibu-Inn-Motel_Renderings**
The first picture clearly indicates that the so called subterrain parking lot is above grade and not subterrain.

On page 8 /48 of the January 11,2022 Staff report it states there are 18 at grade parking spaces. Then it states there are 29 subterrain spaces. Looking at an illustration of the project one will note that the so called subterrain parking

spaces are clearly mostly entirely above grade. Placing a berm around an above grade structure, like this project does doesn't make it subterrain.

Two stories is the maximum allowable height of a commercial structure. This project is 3 ½ - 4 stories high including the above grade parking structure, the 2 story 24ft high motel and the roof deck with the 23ft.8in. elevator shaft and the guard rail around the roof deck and bar roof, all of which are not excluded when determining height under the code.

If you grant the retaining wall variance and site plan review as to height, it will set a dangerous precedent for the reconstruction of older buildings along the east end of PCH. It will also create a dangerous precedent for hillside residential development who following this interpretation of the code will allow 3 story high structures throughout Malibu with the above grade garage being called subterrain.

Parking

Staff report states *The Project Site would continue to be subject to a JUPA with the Aviation Nation Site, under which the Project Site is required to provide enough parking spaces to support land uses on both properties. The number of spaces allocated to the adjacent Aviation Nation Site is 23. The Project would provide 47 parking spaces, as detailed in Table 5, Proposed Parking Program. Page 12 of 47 Agenda Item 5.B. Table 5 – Proposed Parking Program.*
This statement is misleading. Aviator Nation had more parking spaces. prior to the current JUPA. They were taken away to give this project enough spaces to technically proceed with this project. Hence Aviator Nation has less much needed spaces than it had before. The reality is that both this proposed project and Aviator Nation do not have enough onsite parking to meet their needs.

Employees are required to park on site.The employee parking needs of Aviator Nation's employees have not been considered in this report. And this has to be studied in an EIR.

More than 3 employee parking spaces are needed on site for this project. The applicant says 6 employees are needed in one of the shifts. At the very least 6 employee parking spaces are needed for this project and it doesn't include the required valet parking attendant in this count.

Slow Growth estimates 8-12 during the daytime shift will be needed. Where will the unaccounted-for employee's park. Minimally, we estimate 2 maids, a desk clerk, a bartender, a waiter, a bus boy, room service waiter, a parking valet , a stacked parking operator and a motel manager. At one point the ND says only 3 additional parking spaces are needed for employees. Later on it says there will be 20 employees onsite at peak times. Since there is no room for all the employees to park on site as required this project should be denied.

If the applicant disagrees with MCSG on the number of employees the applicant should tell the Planning Commission and public what the 3 employees' position will be and condition the project to the 3 named three employees positions with a prohibition of against hiring additional personnel.

It should be noted there are no parking spaces allotted to the different suppliers who will be delivering goods to the project. How will they unload their goods without an onsite place to park?

The staff report says there will be stacked parking in the future. which requires a full time operator which was not included in the employee count.

The motel with a TUP can be used for 6 events, such as weddings, a year Where will the caterers Park on site ? Motels do not allow these special events and should be denied a TUP.

Stacked Parking

Staff report says eventually stacked parking is to be part of the project,. If this is the case it has to be part of the current proposal. Otherwise, the project is being piecemealed in which is not allowed under CEQA.

In an emergency, stacked parking is a very bad idea because of the time needed to get cars out of the lot and on to the driveway how long a delay will there be if the stacked cars and their owners need to be evacuated?

Even if there is no stacked parking in an evacuation situation it will take an enormous amount of time to get all the cars and their occupants off site. A EIR needs to analyze this situation because if there is an emergency, a very dangerous situation is being created.

Joint Use Parking

The joint use parking agreement with the Aviation Nation doesn't provide for sufficient onsite parking even when Aviator Nation is not at capacity.

How many employees will be employed by the Aviator Nation's restaurant, its event venue and shop? Where will these employees and Aviator Nation's customers park? Certainly, they can't all park on site. This needs to be analyzed in a EIR.

Public Access

Today, this site provides much needed parking for visitors to the Malibu Pier and vicinity. This amenity will be lost and not replaced if this project is allowed to go forward. Visitors to the area will have fewer places to park.

The denial/loss of parking provided for visitors to the Malibu Pier will be significant and is not mitigable. This loss of parking is not acknowledged or analyzed in the ND and must be analyzed in an EIR.

The loss of public parking will negatively impact the existing business on the pier and surrounding area.

Evacuation Plan

PCH is a major evacuation route and the ND states the incremental increase in traffic is not an evacuation problem and the impact is not significant. Obviously, the preparer of the emergency impacts has never been on PCH in an emergency situation or when an ambulance is trying to get to Santa Monica on a summer day when traffic is gridlocked. Even this incremental increase in traffic is significant.

If you want to approve this project, prior to such approval the applicant should be required to submit a credible evacuation plan in case of an emergency such as a wildfire or earthquake. In an emergency, stacked parking is a very bad idea because of the amount of time needed to get cars out of the lot and on to the driveway.

Even if there is no stacked parking in an evacuation situation it will take an enormous amount of time to get all the cars and their occupants off site. A EIR or further study is needed to analyze this situation because in an emergency a very dangerous situation is being created if you approve this project.

The expectation in the ND is the evacuation will go perfectly without real consideration of an overcrowded after dark smoke-filled gridlocked highway, with non-functioning traffic lights and unpredictable human behavior to name just a few of the many safe evacuation impediments. The worst-case situation has to be analyzed in an EIR.

Traffic

The ND traffic analysis doesn't reflect the reality of the traffic problem on this part of PCH. It talks around it. Realistically, there is traffic gridlock and severe traffic backup on a regular and continuing basis during rush hour, on weekends and in the summer and it is significant and not mitigable. This project will create additional car trips which should not be allowed since it will make the traffic situation incrementally worse.

These so-called incremental impacts have to be studied along with the incremental impacts of all of the earlier approved projects mentioned below under the heading of 'Cumulative Impacts'.

There is no real analysis in the ND. Statements are simplistically made and expected to be accepted as true.

Not a Motel But a Hotel.

As defined in the LCP Local Implementation Plan (LIP) and Zoning Code, a "motel" is "a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, [and] does not provide accessory uses such as restaurants or meeting rooms". (LIP 2.1; see also MMC 12.02.060.)

This project does not meet the LIP definition of a motel. None of the rooms have a separate entrance leading to an automobile parking space since none of the guest rooms are on the same level as the parking.

Motels don't have bars which serve alcohol beverages, a kitchen and food service. Motels do not have events for outside guests and TUP are not allowed for such events in a motel. Outside guest attending weddings etc. are allowed in hotels but not motels.

Also, the project includes a dedicated bar serving the large rooftop deck area, as well as a full commercial kitchen for food service. The rooftop deck and amenities would be used by motel guests on a daily basis, but events that would bring in visitors can be held onsite in the motel subject to City approval of a Temporary Use Permit (TUP), including "weddings, and other festivities which are not are not allowed in motels. These amenities, such as the rooftop bar, commercial kitchen and special event space, bring this project within the definition of "hotel," i.e., "a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants and meeting rooms."

Hotels require 2 parking spaces per room and this project as designed can't meet this requirement.

Low Income Accommodations

What percentage of the rooms will be low income accommodations? Why isn't this addressed? If it is because this is not a luxury facility, a condition of approval should be added that if room rates rise to meet this luxury threshold then the require number of rooms will be set aside for low cost accommodations. A condition should be added to this effect if you approve this project.

Cultural Resources

This condition is deficient and designed not to find culture resources A condition of approval is included in the resolution which states *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*. Why doesn't the condition require work ceasing if a cultural resource is found during grading or excavation?

It is highly likely that significant cultural resources or a Chumash burial could be found on this site. According to a knowledgeable supporter of Slow Growth when the clock tower building 2 properties to the east were under construction a Chumash burial site was found and excavated. All along this area east of the Malibu Creek at various times Chumash artifacts and burials have been found. It is therefore likely that this site could harbor a Chumash burial ground or in the very least Chumash artifacts. Therefore, a phase one study needs to be done and

a qualified Chumash monitor and archeologist must be on site during any demolition, soil disturbance including , grading orexcavation. Please add this as a condition if you are going to approve this project.

Environmental Impact Report Required

An impartial EIR is needed and required, The ND is both insufficient and deficient.

EIR Must Study Cumulative Impacts

As required by CEQA, why didn't this ND take into account the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct?

Why aren't the cumulative impacts of this project being studied in light of all the traffic congestion and parking impacts from recently approved development which residents are constantly upset about?

The project needs be studied in conjunction with the traffic circulation and offsite parking impacts created by the Sea View Hotel, the Malibu Beach Inn, Nobu, Soho House, Malibu Pier,The Farm Restaurants on the Pier Malibu R~tpfs, Surfrider Motel,Aviation Nation as well as Surfrider beach parking east of the Adamson house. The traffic and the PCH parking impacts of allof these projects should be factored in when considering the impact of this project. This is a major reason why an EIR is needed**.** It is not right to add another project that will further impede traffic flow and take up street parking**.**

It is well known to that there is not enough parking in the vicinity for the users of these facilities and their employees.

And despite what individual traffic studies state, this area of PCH is highly congested. During rush hour westbound traffic often backed up all the way to Carbon Canyon. On a good day traffic is backed up during rush hour from the Malibu Beach Inn to Cross Creek Rd.

On summer weekends and even during summer weekdays traffic doesn't move in this area. It is gridlocked. The city's traffic studies do not reflect reality.

This project as well as the many others in this vicinity have/are being piecemealed through with no thought given to the cumulative traffic, parking and other environmental impacts such as aesthetics, increased groundwater, urbanization

of Malibu, safe evacuation and the failure to construct projects that meet the development criteria/standards set forth in the Municipal Code and MLCP.

Since the cumulative impacts are not being studied in relation to recently past piecemealed projects and potential future projects, this ND is fatally flawed.

EIR Required

Under CEQA, If there is substantial evidence that the effect of this may be significant. If there are one or more "Potentially Significant Impact" when the determination is made, an EIR is required. In addition, as mentioned herein, other studies also are needed to be done.

The ND failed to indicate any potentially significant impacts but there are some that are significant , not mitigable such as traffic. An EIR needs to be done and if the city council desires this project, it would have to make a finding of overriding consideration.

The very fact that this project is a significant departure from the code requirements makes an EIR necessary. In the EIR more environmentally protective alternatives have to be analyzed such as “no project “and a smaller commercial project that doesn’t need all these monumental variances have to be analyzed.

In this instance the parking impacts are significant and they are glossed over in the ND. The current site during the day provided parking for visitors to the pier and the Farm restaurants on the pier. This needed parking is being lost to the detriment of the existing surrounding businesses.

Findings

In good faith the necessary findings can’t be made to justify this project. If the staff findings are made it will open the door for other projects of this nature further eroding the rural nature of Malibu and creating more gridlock.

For a Coastal Development Permit the following finding must be made

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

The project is the least environmentally damaging alternative

Both of these findings in good faith can't be made and a coastal development project must be denied.

Staff is recommending you make these 2 findings regarding the mitigated negative declaration which the Commission in good faith can't make.

1.The Planning Commission finds that the Project does not have the potential to significantly degrade the quality of the environment, nor does it have impacts which are individually limited but cumulatively considerable. The cumulative impacts of this project are significant for many reasons, including, the traffic impact at this location, parking, project height, retaining wall height, unallowable wastewater disposal are all significant impacts.

***2.The Planning Commission further finds that less than significant impacts on the environment are expected from the Project, with implementation of mitigation measures. Based on the record as a whole, there is no substantial evidence that the Project, as conditioned, will have a significant effect on the environment*.** The unallowable environmental destruction of a bluff face alone will have a significant effect on the environment. This environmental devastation is unheard of in the City of Malibu and is not allowed or acceptable.

Staff states*: The Project is consistent with the LCP's zoning, grading, cultural resources, water quality, and wastewater treatment system standards requirements. With the inclusion of the proposed discretionary requests, 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*.

To make something that is clearly an extreme and not allowed by city codes allowable by changing what's permissible with so many discretionary approvals is not acceptable. It is a betrayal of the residents and their faith in the local government to allow what should definitely be an unallowable project allowable.

So many of the findings are fictiitous, flawed and are not accurate, it would take pages to name and explain them all. The ones mentioned above should suffice.

Environmental Review Board

Staff Report denies ERB review of the motel/ hotel is required despite the fact a shopping plaza at this location was required. This project has far greater potential impacts and yet for some odd reason staff is not requiring it. The ERB review of the shopping plaza raised legitimate concerns about this project traffic impacts.

Why is staff glossing over this very important item especially since there is often gridlock and not enough parking at this very location.

Furthermore, the negative impact of 52.5 ft high cuts into this coastal bluff is being totally ignore by staff.

Alcohol

The staff report states : *ABC License: The applicant will later submit an application to the California Department of Alcoholic Beverage Control (ABC) for a license to sale alcoholic beverages for onsite consumption. ABC will not issue the license until the proposed CUP is approved. Therefore, a condition of approval has been included stating that the owner would be required to submit a copy of the ABC license to the Planning Department prior to alcohol sales. It is unknown at this time whether a Letter of Public Convenience or Necessity will be required prior to the issuance of the ABC license. In case this letter is required, the resolution authorizes the Planning Director the ability to issue it.*

This is obligating the city to aid this project in obtaining a license to sell Alcoholic Beverages. The impacts of selling these beverages on the roof top deck have to be studied in an EIR especially since there is a religious school directly east of the project and this could create a nuisance

Furthermore,Motels do not sell Alcoholic Beverages. Hotels do.

Film Permit and TUP Parking

Condition 50. States The property owner / tenant shall not use the parking lot for any use other than the uses and activities explicitly permitted for the subject parcel or as permitted by a temporary use permit or filming permit. For obvious reasons his condition should not allow any parking on site for filming or for large events. Without its impact being fully studied in an EIR.

.**Additional Conditions**

If the Commission is considering approving this project, please add the following:

Trash Storage Areas

Please add a condition that all trash receptacles will comply with the Lid Lock ordinance.

Laundry

Please add a condition that all laundry will be done off site.

Potable Water

Condition 10 says the project *will provide the public benefit of a potable water supply for domestic use and fire protection.* Is this project participating in the water up grade along with the Seaview Hotel? If so, how much is the motel's dollar contribution to this water upgrade? If not, it needs to participate

Conclusion

Please deny this project for the reasons stated above. No project should be approved that require so many negatively impactful and extreme extreme discretionary approvals. If you are not going to deny this project and the Commission is considering approving this project, prior to approval an EIR and various other studies have to be done in order for you to make the right decision. Thank you for considering these comments.

Received
04/17/23
Planning Dept.

Rebecca Evans

From: R Y A N [redacted] >
Sent: Monday, April 17, 2023 6:16 PM
To: Rebecca Evans; res02igz; Kraig Hill
Cc: R Y A N; Patricia Salazar; Richard Mollica; Adrian Fernandez
Subject: Malibu Township Council Comments to Malibu Planning Commission for April 17, 2023 Item 5.B.
Attachments: 4-17-23 PC Malibu In Hotel.pdf

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 04/17/23 Time 6:16 PM
Planning Commission meeting of 04/17/23
Agenda Item No. 5B
Total No. of Pages 6

MALIBU TOWNSHIP COUNCIL

April 17, 2023

Honorable Planning Commission,

Since its incorporation in 1947, Malibu Township Council (MTC) has represented its members in the Malibu area and remains a strong advocate for reasonable governance, responsible environmental public policy, and responsible development. As such, we are very concerned about the propriety and validity of commercial development of the land parcel identified as 22959 Pacific Coast Highway, the parcel for which a hotel is proposed and named Malibu Inn Motel ("Hotel" or "22959"). The 22959 parcel is owned by, or a controlled asset of, the Hakim family ("Applicant") and abuts a separate land parcel to the west at 22969 Pacific Coast Highway ("22969") upon which, currently, a single-story wood-frame commercial building with primary tenant as a historic bar/nightclub/restaurant formerly known as Malibu Inn, but whose business is currently named Aviator Nation and/or Dreamland ("Aviator Nation", or "AN"), both located within the lawful jurisdiction of the City of Malibu ("City") and subject to the laws of the State of California's ("State") Local Coastal Plan as approved by the State's Coastal Commission and administered by the City for project conformance amongst the City's own building, zoning, and municipal codes. The Applicant for the Hotel project intends to engage in the sale of alcoholic beverages for which local "necessity" finding is required before a State-issued alcoholic beverage license is considered.

Malibu Township Council submits notice to the City that this Hotel application on its face is ineligible for City approval because of its fatal conflict with Malibu Municipal Code ("MMC") Title 17, in definition, as expressly stated. There is no need to further need to evaluate the impermissible 52-feet-high retaining wall, unsafe head-in parking prohibited in front yard setback near public sidewalk, rooftop pool, rooftop bar, alcohol sales, or variances to waive height exceedance, minimum parking requirements contained in MMC Title 17.

The configuration and design of the proposed project constitutes a "hotel" by definition in MMC Title 17, and DOES NOT conform to the definition of "motel" in Title 17.

Malibu Township Council enters into the record the following facts and objections. Should the Planning Commission continue to hearing this application, despite the Hotel's non-conformance to City zoning law and its definitions, and impermissibly pretend the Applicant's Hotel is simply a "motel", or effect defacto spot zoning by issuance of variances for which findings cannot be met, the absurdity and abuse of this public hearing process would be a serious transgression of public policy and law. Regardless, Malibu Township Council opposes the proposed Hotel project for multiple reasons, including the following:

1. The Zone for 22959 is CV1. CV-1 Zoning disallows the proposed use as designed, configured, and proposed structure, and in the USES proposed in the application. The Commercial Visitor Serving 1 Zone ("CV-1") of the City prohibits a hotel by exclusion in defined allowable uses within CV-1.

Staff has improperly continued to process the Hotel application despite the obvious non-conformance with the underlying Zoning. CV-1 excludes can only accommodate a "motel" as defined in Title 17 WITHOUT kitchens in rooms, food service, valet parking, a bar, and rooftop swimming pool. As proposed, the Hotel would cater to destination use other than overnight accommodation and engage in sales to patrons other than registered overnight guests. The proposed Hotel's configuration, with subterranean parking, food service, bar, valet parking, and other services and amenities constitute "hotel" uses as defined in City Zoning codes, and further precludes application or review as a "motel" use in CV1 zone. The current application is, thus, not approvable in form because the proposed USE is <u>prohibited</u> by definition under Title 17, and further, is NOT conditionally approvable for construction as configured.

The impermissible Hotel uses fail the basic requirement of existing zoning definition of “motel” for all guest rooms lead to the parking lot space and thus preserving lower-cost scenario of self-parking rather than the Hotel amenities of valet parking, on-site food service or restaurant, alcoholic beverage bar service, or recreation facilities open to the general public, room service, kitchen/s, and requires parking allocation necessary to provide for, and accommodate, the aforementioned amenities and general public uses. As proposed, Malibu Inn comprises a Hotel operation and fails to provide requisite number of parking spaces for the uses proposed.

2. The Advanced Onsite Wastewater Treatment System (“AOWTS”) is ineligible for construction location because the required 100% expansion area for 22959 is area already allocated the 100% expansion area for the adjacent 22969 commercial building which includes AN. The 22969 AN building parcel is deficient for its own required 100% AOWTS future expansion.

3. The proposed AOWTS’ includes a 10,000 gallon storage/buffer tank (“Tank”) that is insufficient in capacity to buffer release of only 1,700 gallons per day (“GPD” effluent yet provide for the extended summer weekend sewage generation of the proposed hotel use. Wastewater generation exceedance of permissible disposal capacity occurs at approximately 60% room occupancy (14 rooms). The number of rooms must be reduced to no more than 14.

Full occupancy is known and expected to recur as a result of the massive influx of approximately 16 million annual tourist visitors to the Malibu region, with peak convergence occurring during summer weekends, 3-day holiday weekends, and in response to recurring Special Event attractions such as the annual Chili Cook Off, Malibu Arts Festival, Chumash Day, Cars and Coffee-type events, and Pepperdine University’s Graduation and Songfest. Exceedance of system design capacity or diminished operating capacity due to age, wear, or build-up of solids negatively impacts actual operating capacity of the AOWTS. Above-average human attendance would cause AOWTS failure, sewage overflow, and/or sewage system back-up and create immediate public health and safety hazard for 22959 and potentially adjacent parcels and publicly-owned Pacific Coast Highway (“PCH”). Sewage overflow into public storm water course leads directly to the Pacific Ocean approximately three hundred feet away. Periods of peak occupancy for 22959 are predictable to occur on summer weekend and extended holiday weekends – days that the City of Malibu (“City”) is legally “closed” due to ordinance and City response for inspection, compliance, and enforcement is thereby compromised and/or overtaxed by other simultaneous needs.

4. City response time “after hours” and Summer vacation days, hot weather days in the general Los Angeles region, summer weekends, holidays, extended holiday weekends, and extended holiday summer weekends result in historic and foreseeable influx of tourists, visitors, and beachgoers that arrive by motor vehicle conveyance, compete for inadequate private and public parking, and cause traffic congestion that exceeds the design capacity PCH between Topanga Canyon Boulevard (near Maestro’s Ocean Club restaurant) and Morning View Drive in Malibu – a distance of 15 miles – which comprises the majority of the City of Malibu’s commercially zoned land fronting PCH. The result is stop-and-go traffic congestion that negatively-impacts Malibu residents’ (“Residents”) ability to efficiently travel within the City. Further, the traffic jams, which routinely result in rear-end or turning-movement crashes that can shut down PCH in both directions for several hours, hold Residents hostage from Fire Department emergency response, emergency medical services, Sheriff law enforcement, and mutual aid resources in the event of unforeseeable circumstances such as Fire, Earthquake, mass-shooter, or utility interruption (water, electricity, municipal sewage system and treatment, etc.). Evacuation of persons during peak attendance/sewage generation is nearly impossible when PCH is jammed with traffic or “closed” due to a resulting or concurrent emergency. The “perfect storms” now occur regularly, as evidenced by State Department of Transportation (“CALTRANS”) engineers statements, on record, that “rush hour” for weekday morning and afternoon commuters has extended earlier and later to include several more hours daily for each time period. Those commuters are not the typical destination tourists looking to park at and patronize a boutique commercial hotel/bar with rooftop pool attraction.

5. EMERGENCY RESPONSE

Timely Emergency Response is negatively-impacted by the resultant, predictable, and recurring stop-and-go PCH traffic back-up that extends for miles in each directions from Topanga Canyon Boulevard to Morning View Drive – a distance of 15 miles. The applicant's ability to perform an environmental clean-up of sewage release in a timely manner under traffic-induced constraints in summer, on weekends, on summer weekends, holiday weekends, and extended summer holiday weekend conditions is impractical when relying on regional resources emanating beyond the City limits – especially if PCH must close one travel lane in response to sewage overflow, emergency vehicle staging or parking, "containment" barricade, or "clean-up" site boundaries.

6. The 22969 and/or 22959 parcels front PCH in an area of historic and ongoing traffic congestion and high traffic collision rate. Said area includes adjacent PCH frontage to parking for the State of California's Malibu Pier (State Park) and PCH public parking near world-famous Surfrider Beach. The State's historic Adamson House museum, adjacent to Surfrider Beach, is a location for summer week-end weddings and a source of revenue to maintain the structure. The Serra Canyon neighborhood's primary fire egress is out a non-signalized, private intersection of Serra Road to PCH opposite the Adamson House Museum. CALTRANS painted the asphalt intersection "Keep Clear" in response to recurring traffic back-up and blockading Residents from real-world traffic approximately 1,200 west of 22959.

7. Inadequate Traffic Mitigation
Existing traffic requires mitigation which the proposed Hotel's additional destination uses create and exacerbate, and are deficient by failing to effectively mitigate. In particular, on-site parking for the Hotel / 22959 exacerbates parking deficiency for 22969 which impermissibly relies upon public parking on PCH for existing operations. AN bar/nightclub operations rely upon, and cause, off-site parking to occur on PCH to the detriment of existing uses of Malibu Pier, Adamson House Museum, and beachgoers to Surfrider Beach. The parking deficit exacerbates the negatively-impacts to traffic flow from traffic signal stoppage of PCH traffic for pedestrian crossing at the existing Malibu Pier traffic signal for AN and/or Hotel patrons due to existing AN use, and/or for both AN combined with the Hotel use's deficient on-site parking. Further, uncontrolled pedestrian crossing is known to occur despite the near-proximity of the existing Malibu Pier traffic signal. Average Daily Traffic exceeds 50,000 vehicle trips during week-day, mid-day business hours – not the evening rush hour when Hotel and existing AN uses would peak, or on weekends or holiday-extended weekends – or during Summer peak beach attendance. By relying on the 22969 parcel, but not mitigating its traffic and parking deficiencies – and actually exacerbating them by taking SEVEN parking spaces away from 22969 and attributing same to 22959, the proposed project application ignores neighborhood impacts which it causes and hides behind the separate 22969 parcel's flexible boundary line to disown and dismiss those impacts, yet the proposed 22959 project applicant DOES own 22969. The proposed project fails to adequately mitigate traffic turning movements with PCH to safe levels.

8. DETRIMENT TO LIFE SAFETY
PCH's existing Fatality Rate is indisputably high in the general Eastern-Malibu commercially-zoned area which includes Carbon Beach westerly to Cross Creek Road, per numerous PCH Safety and Turning-Movement Studies funded by Metropolitan Transit Authority and/or the State of California over the last twenty-eight years. The adjacent region's Fatality Rate is inadequately addressed, analyzed, and mitigated for the proposed use. Given the ongoing fatalities and high fatality rate, the unmitigated parking deficit for the proposed uses on 22959 that match "hotel" in City zoning codes, the proposed Hotel project at 22959 decreases Public Safety by making it worse for vehicles and pedestrians by addition of traffic and turning movements without sufficient mitigation.

9. EXPECTATION OF RELIANCE ON EXPIRED EXEMPTION FROM RWQCB DISCHARGE PROHIBITION FOR DISSIMILAR PROJECT PROPOSAL

The applicant failed to file for extension to the conditions imposed by the State's Los Angeles Regional Water Quality Control Board ("RWQCB") for development on the 22959 parcel as commercial storefront office/retail space compliant with Malibu's Zoning. RWQCB conditions limit subsurface wastewater discharge to 1,700 GPD – AND -- directly to the 22959 parcel -- and never contemplated the water-intensification for use a "hotel", or "motel", as defined in Malibu Municipal Code ("MMC"). The completely-

different proposed project of today, as a “hotel” with amenities, by definition in MMC and/or national standards, lacks any nexus to the previously-proposed structure and uses as conditioned 13 years ago in 2009. The over-riding conditional maximum limit of 1,700 GPD discharge for 22959 is THE basis and upper limit for any exemption – expired or not – from the RWQCB’s Prohibition on subsurface septic discharge (“Prohibition”) currently in effect. The 1,700 maximum GPD discharge rate – expired (or not) condition of approval for exemption from the Prohibition excluded environmental impact analysis, or Public Hearing, for a contrived mitigation to warehouse sewage in the Tank to buffer the sewage generated by an alternative development project that is prohibited, as described and contained in the alternative project’s proposal/drawings/description/public notice.

10. The applicant failed to comply with the conditions for exemption from the Prohibition. The applicant impermissibly withheld from RWQCB the applicant’s alternative proposal for a Hotel and sought to spring-load changes for approval after-the-fact, and impermissibly so, by violating expressly stipulated conditions comprising exemption from the Prohibition in 2009, by exclusively applying for zoning permits for a completely-different proposed project containing a Hotel. Said non-compliant submission of application violated the terms of RWQCB’s conditional exemption from the RWQCB discharge Prohibition. The applicant’s exclusive submission directly to the City of Malibu constitutes serial development approval by *sequential, delayed, and concealed* development application as the proposed project of a Hotel envisions off-site/expansion to 22969 parcel, an existing structure and permit holder for subsurface sewage discharge within the defined Prohibition area.

11. The proposed new project requires a new project application and failing to comply with uses conducive to the RWQCB’s 1,700-gallon daily maximum and without a Tank, ostensibly necessary, to justify the water-intensive use proposed by the Hotel with amenities. The extent and scope of AOWTS system proportional to the maximum 1,700 GPD limit imposed for exemption from the Prohibition in 2009, never contemplated extraordinary work-around concoct an AOWTS to somehow “fit” the criteria required for a completely-different proposed project, and for subsurface discharge only to the 22959 parcel.

12. The now-proposed Tank fails to address the limited, and unproven, capacity of the 22959 land to carry on-site subsurface discharge where located so close to the water table and sea level of the Pacific Ocean. The complexity of adding the Tank as an essential link in the chain of treatment to subsurface discharge unnecessarily complicates both the design and operation of the AOWTS and injects another component which increases the likelihood and frequency of potential failure – all in this complicated work-around quest to put a size 13 foot into a size 5 shoe. The “numbers” game-designed AOWTS with Tank would not increase the limited carrying-capacity of the land. Further, the RWQCB’s conditions for its 2009 exemption from Prohibition for a small, single-story strip mall is such a completely-different intensity of sewage generation from the 2009 project that permit modification is impermissible public policy – and that is IF the 2009 project permit has not expired (the over-riding factor seemingly undetermined).

13. Further, if ever approved, enforcement of the 1,700 GPD limit would be difficult or impossible and likely negatively-impact the adjacent 22969 parcel and others, or cause surface “daylighting” of AOWTS discharge near the Pacific Ocean, PCH, and established storm water course which lead to State beaches and area open to the public.

14. The existing, non-conforming business uses at 22969 include deficient onsite parking. Combined with the misapplication of “motel” parking requirements for this Hotel at 22959 further conceal pertinent facts from the record, and cumulative effects, for which mitigation is excluded. This project, as proposed, is ineligible as submitted: a “motel” in contravention to Malibu Municipal Code Zoning definition, and fails to comply with eligible use criteria, and zoning of 22959. The special circumstances of the Fatality Rate, high traffic congestion, and peak-traffic congestion necessitate and Environmental Impact Report analysis for general traffic mitigation.

14. NON-COMPLIANCE WITH RWQCB TERMS OF MEMORANDUM OF UNDERSTANDING
RWQCB’s specifically restricted 22959 to 1,700 GPD discharge. The City is a party to the memorandum of understanding (“MOU”) with RWQCB to implement application for development at 22959.

Development criteria is limited to the correlation of sewage generation based on USE and number of FIXTURES to preclude exceedance.

15. PERMIT EXPIRATION
The City should have closed this project application for expiration or inactivity for nearly 10 years. GeoConcepts report dated June 20, 2018 it states that “the proposed commercial development project was approved from a geotechnical perspective in the CDP review stage on May 31, 2016. The revised plans for the motel project were submitted over two years later on June 11, 2018. The fixture count also going to 4 times the amount from 56 units to over 229 units shows two extremely different projects and a new application should have been filed. Especially given the water issues at the site.

16. The negative declaration it states that when fully occupied there would be 20 employees and 40 guests. Parking for the each employee, guests, and the public uses exceeds 50 onsite parking Improper variances, joint parking agreements (“JPA”), and valet parking combine to failure at nearby Nobu and SoHo House's lot, which causes traffic back-ups on PCH. Such variances, JPAs, and valet parking do not enable a hope that 1 + 1 = 4 parking spaces.

17. The granting of the variances for the project does constitute a special privilege as no properties in the immediate vicinity are built into the slope with a unallowable giant over 50 ft tall retaining wall, and inadequate parking.

18. Construction and maintenance of a 52 ft tall retaining wall with excavation of 58 ft x 60 ft, to unknown subsurface depth, puts the homes above and below at risk. The variance for retaining wall height exceedance should be DENIED to protect private property and ensure public safety.

ENVIRONMENTAL IMPACTS

19. Groundwater was encountered during geotechnical exploration that was not studied in the private sewage report in 2012 or subsequent septic reports. The proposed construction piles will encounter groundwater per the project’s June 20, 2018 geotechnical report. The last percolation test completed for the property was twenty years ago -- April 17, 2003. Climactic conditions and sea level rise has occurred after the 2003 study for which new tests are needed. completed. Groundwater level data and beach deposits data in the latest geotechnical reports complete prior to RWQCB discharge prohibition in 2009. The wastewater analysis study was based on 56 fixture units and comports to the 1,700 GPD maximum permissible limit -- the new 231 fixture units proposed for a Hotel. Peak sewage generation flow stated in the 2014 Ensitu report analysis was nearly 2,000 GPD at 56 units. At more than FOUR TIMES the fixture count, wastewater generation of 8,000 GPD is conservative, further evidence to DENY the project for failure to comply with regulatory limits.

20. California Environmental Quality Act non-conformance. The City improperly issued a mitigated negative declaration (“MND”) for this project instead of an Environmental Impact Report to address the regional, neighborhood, and unmitigated negative impacts at 22959. The MND failed to address additional traffic impacts and safety risks associated with the most congested section of PCH. These include increased nighttime trips, increased nighttime pedestrian crossings of PCH by hotel guests, and increased nighttime left turns into and out of the unsignalized/uncontrolled driveways.

The owners of the land also own the adjoining parcel. That is an incredible development opportunity being squandered here.

Sincerely,

Malibu Township Council

Planning Commission

Subject: Malibu Inn Project

Received
4/12/23
Planning Dept.

-----Original Message-----
From: Suzannah Owens [redacted]@gmail.com>
Sent: Wednesday, April 12, 2023 9:31 AM
To: Planning Commission <planningcommission@malibucity.org>
Subject: Malibu Inn Project

To Whom it May Concern,

I am emailing regarding the current Malibu Inn Motel project. I believe this will be a great addition to the area. We really need more hotel options in Malibu.

I think this project will be a great asset to the city and I look forward to referring family members from out of town.

Best,
Suzannah

Sent from my iPhone

Date Received 4/12/23 Time 9:31AM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Aaron Gribben

Subject: FW: Malibu Inn Motel - Letter to Planning Commission re COAs(71224529.1) [JMBM-LA.82420.0001]
Attachments: Malibu Inn Motel - Letter to Planning Commission re COAs(71224529.1).pdf

Received
4/12/23
Planning Dept.

From: Seena Samimi [redacted]
Sent: Wednesday, April 12, 2023 1:22 PM
To: Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>
Cc: Steven Hakim <[redacted]>
Subject: FW: Malibu Inn Motel - Letter to Planning Commission re COAs(71224529.1) [JMBM-LA.82420.0001]

Dear Richard and Adrian,
In connection with the April 17 hearing, please see the attached letter addressing the Conditions of Approval. We look forward to hearing from you very soon, so that we can see which items will be addressed in advance of the hearing, and which items we should be prepared to focus on in our presentation. Thank you.
Best,
ss

Best Lawyers BEST LAW FIRMS USNews 2021

Seena Max Samimi | Attorney at Law
[redacted]

JMBM Jeffer Mangels Butler & Mitchell LLP jmbm.com

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Date Received 4/12/23 Time 1:22PM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 6

CC: Planning Commission, PD,

Recording Secretary, File

Seena Max Samimi
[redacted]

[redacted]

April 12, 2023

VIA EMAIL
Richard Mollica, Planning Director
Adrian Fernandez, Assistant Planning Director
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265

Re: Malibu Inn Motel – Conditions of Approval
Planning Commission Hearing for April 17, 2023, Item 5.B

Dear Mr. Mollica and Mr. Fernandez:

We represent Surfrider Plaza LLC, the applicant for the Malibu Inn Motel Project ("Project"), in connection with its planning and land use issues. We have reviewed the staff report and resolution for Item 5.B for the April 17, 2023 Planning Commission hearing, and are grateful for the City's thorough analysis of the pertinent issues.

Staff has recommended 122 Conditions of Approval for the project, and the applicant has no issues with the vast majority of them. However, there are some Conditions of Approval that are not compatible with the proposed Project, and the applicant is requesting modification or removal of those conditions. We wanted to send you this list as early as possible to see which items can be taken care of in advance of the hearing by staff, and which items would need to be heard by the Planning Commission itself. After we collaborate regarding the below Conditions of Approval, we would be happy to send a final list of outstanding items (the ones that we were unable to resolve in advance) to the Planning Commissioners, or we could even use this same letter to distribute the Planning Commissioners, but direct their focus to only those last remaining Conditions of Approval.

Below, please find a list of each of the problematic Conditions of Approval, in italics, followed by the applicant's explanation for why it is problematic, and recommendation for how to address it (with proposed deletions ~~stricken~~, and additions shown in ***bold underlined italics***):

A Limited Liability Law Partnership Including Corporations / Los Angeles • San Francisco • Orange County
71224529v1

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial compliance with plans on-file with the Planning Department, date-stamped May 18, 2020. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event the Project plans conflict with any condition of approval, the condition shall take precedence.

Issue: Some modifications were made to the plans, and submitted to the City after May 18, 2020. If the City considers these changes as being in "substantial compliance" with the May 18, 2020 plans, there is no problem. If these are not considered to be in "substantial compliance", the additional dates of the modified plans should be included.

Solution #1: No change, if City sees the changes as being in "substantial compliance."

Solution #2: If the revised plans are not considered to be in "substantial compliance", the provision should be modified to read: "*…plans on-file with the Planning Department, date-stamped May 18, 2020 and* ***March 10, 2023****…"*

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

Issue: Night lighting is contemplated for the pool, as set forth in the plans.

Solution: The Condition of Approval should be modified to read: "***Except for pool and deck lighting that must be compatible with the Dark Sky Ordinance,*** *night lighting for sports courts or other private recreational facilities shall be prohibited."*

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 12:00 p.m. to 10:00 p.m., Sunday through Thursday, and 12:00 p.m. to 11:00 p.m., Friday and Saturday.

Issue: These hours are too restrictive, and do not allow alcohol to be served for brunch, and at the bar in the late evenings.

Solution: The Condition of Approval should be modified to read: "*The approved hours of operation for the sale or serving of alcoholic beverages are limited to* ~~*12:00 p.m. to 10:00 p.m.*~~ ***10:00 a.m. to Midnight****, Sunday through* ***Wednesday*** ~~*Thursday*~~*, and* ~~*12:00 p.m. to 11:00 p.m.*~~ ***10:00 a.m. to 2:00 a.m.****,* ~~*Friday and*~~ ***Thursday through*** *Saturday****, and long weekends and holidays****."*

33. No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.

Issue: Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted and is at page 383-400 of the staff report attachments packet.

Also, the reference to Condition No. 38 is wrong (the condition is about signage), and applicant does not know what was intended by that reference.

Solution: The Condition of Approval should be modified to read: "*No live entertainment ~~or amplified sound~~ is permitted on the property except in compliance with an approved temporary use permit ~~provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event~~.* ***Low-level ambient music is permitted in the common areas****."*

43. None of the parking spaces may be used as public parking.

Issue: There is no reason why the Motel should not be permitted to open the parking for public use. This would be a benefit to the community on days where the motel is not at full capacity and additional spaces are available. Also, the Applicant intends to invest in lifts for the underground parking lot, but that only makes sense if the parking can be made available to the public.

Solution: Delete this condition entirely.

44. No more than six employees can be at the site at any one shift.

Issue: There is no reason to restrict the number of employees. Needs of the Motel may change over time, and the Applicant wants to provide a pleasant experience and good service. If employee numbers are to be restricted, they should be restricted to 8 employees at any one time, as there is one additional parking space available on-site beyond the code requirements.

Solution #1: Delete this condition entirely (preferred).

Solution #2: The Condition of Approval should be modified to read: "*No more than ~~six~~* ***eight*** *employees can be at the site at any one shift."*

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

51. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.

Issue: This should be clarified to include a reference to valet parking.

Solution: The Condition of Approval should be modified to read: "*The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.* ***Valet services and underground lift parking can be utilized to facilitate additional parking at the site. The additional spaces created through the valet and lift parking services, upon approval by the Planning Director, shall be deemed to count towards the total number of parking spaces for the Project."***

52. The conditional use permit may be modified by the City without the consent of the property owner or operator if the Planning Commission finds that the use is creating a nuisance.

Issue: This violates due process, and contradicts the Malibu Municipal Code's procedures regarding permit modification and permit revocation. It also contradicts Conditions of Approval numbers 49 and 55, which are consistent with the Malibu Municipal Code.

Solution #1: Delete this condition entirely.

Solution #2: The Condition of Approval should be modified to read: "*The conditional use permit may be modified by the City ~~without the consent of the property owner or operator,~~* ***pursuant to the procedures set forth in the Malibu Municipal Code, and Conditions of Approval numbers 49 and 55,*** *if the Planning Commission finds that the use is creating a nuisance."*

121. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited from occurring at the property. In the case that amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses.

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

Issue: Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted and is at page 383-400 of the staff report attachments packet.

Solution #1: Delete this condition entirely.

Solution #2: The Condition of Approval should be modified to read: "*Prohibition of Amplified Sound.* ***Except low level ambient music, which is expressly permitted in the common areas, including the outdoor pool area,*** ~~A~~***a****mplified sound outdoors is prohibited from occurring at the property. In the case that* ***any other*** *amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses."*

Thank you for your attention to these matters. Please do not hesitate to reach out to discuss any of these items in further detail. Of course, we will also be present to answer questions at the April 17, 2023 hearing.

Sincerely,

SEENA M. SAMIMI of
Jeffer Mangels Butler & Mitchell LLP

CC:
Trevor Rusin, Assistant City Attorney
Steve McClary, City Manager

Aaron Gribben

Subject: April 17, 2023 hearing - Malibu Inn Motel - Item 5b [JMBM-LA.82420.0001]
Attachments: Malibu Inn Motel - Letter to Planning Commission re COAs(71224529.1).pdf

Received
4/13/23
Planning Dept.

From: Seena Samimi [redacted]
Sent: Thursday, April 13, 2023 6:30 PM
To: Planning Commission <planningcommission@malibucity.org>
Cc: Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>; Steven Hakim [redacted]
Subject: April 17, 2023 hearing - Malibu Inn Motel - Item 5b [JMBM-LA.82420.0001]

Dear Ms. Evans,

We represent Surfrider Plaza LLC, the applicant for the Malibu Inn Motel Project ("Project"), in connection with its planning and land use issues. Please see that attached letter regarding the Conditions of Approval for the project.

While the applicant has no issues with the vast majority of the Conditions of Approval, there are some that are not compatible with the proposed Project, and the Applicant is requesting modification or removal of those conditions. We originally sent the attached letter to staff to see which items can be taken care of in advance of the hearing, and which items would need to be heard by the Planning Commission. Because we are now approaching the hearing date, and it is unclear whether any of these items can be resolved before the hearing, we are now sharing the letter with the Commissioners, so that they will have full knowledge of the Applicant's requests (relating the Conditions of Approval) before the hearing itself.

Please confirm receipt of the attached letter, and its distribution to the Planning Commissioners.

Best,
ss

Best Lawyers BEST LAW FIRMS U.S.News 2021

Seena Max Samimi | Attorney at Law
Jeffer Mangels Butler & Mitchell LLP | JMBM
[redacted]

JMBM Jeffer Mangels Butler & Mitchell LLP jmbm.com

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Date Received 4/13/23 Time 6:30PM
Planning Commission meeting of 4/17/23
Agenda Item No. 5B
Total No. of Pages 6

CC: Planning Commission, PD,

Recording Secretary, File

Seena Max Samimi
[redacted]

[redacted]

April 12, 2023

VIA EMAIL
Richard Mollica, Planning Director
Adrian Fernandez, Assistant Planning Director
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265

Re: Malibu Inn Motel – Conditions of Approval
Planning Commission Hearing for April 17, 2023, Item 5.B

Dear Mr. Mollica and Mr. Fernandez:

We represent Surfrider Plaza LLC, the applicant for the Malibu Inn Motel Project ("Project"), in connection with its planning and land use issues. We have reviewed the staff report and resolution for Item 5.B for the April 17, 2023 Planning Commission hearing, and are grateful for the City's thorough analysis of the pertinent issues.

Staff has recommended 122 Conditions of Approval for the project, and the applicant has no issues with the vast majority of them. However, there are some Conditions of Approval that are not compatible with the proposed Project, and the applicant is requesting modification or removal of those conditions. We wanted to send you this list as early as possible to see which items can be taken care of in advance of the hearing by staff, and which items would need to be heard by the Planning Commission itself. After we collaborate regarding the below Conditions of Approval, we would be happy to send a final list of outstanding items (the ones that we were unable to resolve in advance) to the Planning Commissioners, or we could even use this same letter to distribute the Planning Commissioners, but direct their focus to only those last remaining Conditions of Approval.

Below, please find a list of each of the problematic Conditions of Approval, in italics, followed by the applicant's explanation for why it is problematic, and recommendation for how to address it (with proposed deletions ~~stricken~~, and additions shown in ***bold underlined italics***):

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial compliance with plans on-file with the Planning Department, date-stamped May 18, 2020. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event the Project plans conflict with any condition of approval, the condition shall take precedence.

Issue: Some modifications were made to the plans, and submitted to the City after May 18, 2020. If the City considers these changes as being in "substantial compliance" with the May 18, 2020 plans, there is no problem. If these are not considered to be in "substantial compliance", the additional dates of the modified plans should be included.

Solution #1: No change, if City sees the changes as being in "substantial compliance."

Solution #2: If the revised plans are not considered to be in "substantial compliance", the provision should be modified to read: "*…plans on-file with the Planning Department, date-stamped May 18, 2020 and* ***March 10, 2023****…"*

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

Issue: Night lighting is contemplated for the pool, as set forth in the plans.

Solution: The Condition of Approval should be modified to read: "***Except for pool and deck lighting that must be compatible with the Dark Sky Ordinance,*** *night lighting for sports courts or other private recreational facilities shall be prohibited."*

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 12:00 p.m. to 10:00 p.m., Sunday through Thursday, and 12:00 p.m. to 11:00 p.m., Friday and Saturday.

Issue: These hours are too restrictive, and do not allow alcohol to be served for brunch, and at the bar in the late evenings.

Solution: The Condition of Approval should be modified to read: "*The approved hours of operation for the sale or serving of alcoholic beverages are limited to* ~~*12:00 p.m. to 10:00 p.m.*~~ ***10:00 a.m. to Midnight****, Sunday through* ***Wednesday*** ~~*Thursday*~~*, and* ~~*12:00 p.m. to 11:00 p.m.*~~ ***10:00 a.m. to 2:00 a.m.****,* ~~*Friday and*~~ ***Thursday through*** *Saturday****, and long weekends and holidays****."*

33. No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.

Issue: Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted and is at page 383-400 of the staff report attachments packet.

Also, the reference to Condition No. 38 is wrong (the condition is about signage), and applicant does not know what was intended by that reference.

Solution: The Condition of Approval should be modified to read: "*No live entertainment ~~or amplified sound~~ is permitted on the property except in compliance with an approved temporary use permit ~~provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event~~.* ***Low-level ambient music is permitted in the common areas****."*

43. None of the parking spaces may be used as public parking.

Issue: There is no reason why the Motel should not be permitted to open the parking for public use. This would be a benefit to the community on days where the motel is not at full capacity and additional spaces are available. Also, the Applicant intends to invest in lifts for the underground parking lot, but that only makes sense if the parking can be made available to the public.

Solution: Delete this condition entirely.

44. No more than six employees can be at the site at any one shift.

Issue: There is no reason to restrict the number of employees. Needs of the Motel may change over time, and the Applicant wants to provide a pleasant experience and good service. If employee numbers are to be restricted, they should be restricted to 8 employees at any one time, as there is one additional parking space available on-site beyond the code requirements.

Solution #1: Delete this condition entirely (preferred).

Solution #2: The Condition of Approval should be modified to read: "*No more than ~~six~~* ***eight*** *employees can be at the site at any one shift."*

51. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.

Issue: This should be clarified to include a reference to valet parking.

Solution: The Condition of Approval should be modified to read: "*The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.* ***Valet services and underground lift parking can be utilized to facilitate additional parking at the site. The additional spaces created through the valet and lift parking services, upon approval by the Planning Director, shall be deemed to count towards the total number of parking spaces for the Project."***

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Issue: This violates due process, and contradicts the Malibu Municipal Code's procedures regarding permit modification and permit revocation. It also contradicts Conditions of Approval numbers 49 and 55, which are consistent with the Malibu Municipal Code.

Solution #1: Delete this condition entirely.

Solution #2: The Condition of Approval should be modified to read: "*The conditional use permit may be modified by the City ~~without the consent of the property owner or operator,~~* ***pursuant to the procedures set forth in the Malibu Municipal Code, and Conditions of Approval numbers 49 and 55,*** *if the Planning Commission finds that the use is creating a nuisance."*

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JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

Issue: Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted and is at page 383-400 of the staff report attachments packet.

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Thank you for your attention to these matters. Please do not hesitate to reach out to discuss any of these items in further detail. Of course, we will also be present to answer questions at the April 17, 2023 hearing.

Sincerely,

SEENA M. SAMIMI of
Jeffer Mangels Butler & Mitchell LLP

CC:
Trevor Rusin, Assistant City Attorney
Steve McClary, City Manager

Received
05/01/23
Planning Dept.

Planning Commission

From: Jo Drummond [redacted] >
Sent: Saturday, April 29, 2023 11:47 AM
To: Rebecca Evans; John Mazza; Kraig Hill; Planning Commission; Richard Mollica
Cc: Patt Healy; [redacted]
Subject: Malibu on The Rocks same day and time as Malibu inn motel hearing

Is it possible to change the hearing date and time to one that doesn't conflict with this important event? Thx! Jo Drummond

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fmalibuontherocks.com%2f&c=E,1,_GubDYSb2AvVhqKcwtM94w-xyS7Ygrn-8SX24ZCyd6163ohsKFkqsV6Nwn6lxyn_org6fpOkoo2D8XE2GxJ3BRVPltg-YbGVMapAD4Pxnjp5FXbh&typo=1

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/01/23 Time 7:30 AM
Planning Commission meeting of 05/01/23
Agenda Item No. 2A
Total No. of Pages 1

Received
05/01/23
Planning Dept.

Planning Commission

From: Jo Drummond [redacted] >
Sent: Saturday, April 29, 2023 4:23 PM
To: Planning Commission; Richard Mollica; Kraig Hill; John Mazza
Cc: Rebecca Evans; Patt Healy; [redacted]; Christopher Cunningham; Hak Wong; Dorina schiro
Subject: Malibu Inn Motel is on a bluff and therefore CANNOT be constructed upon as per 10.4 F of the LIP

Attention Honorable Planning Commission and Richard Mollica…

I have recently recalled that a project at 6400 Merritt Dr. with the PCH separating it and overlooking the ocean which is the same as the Malibu Inn motel yet the proposed motel/hotel is even closer to the ocean had to abide by Chapter 10 in the LIP.

See p 2 of its staff report attached…

"At the southern edge of the property, a bluff with slopes of 1:1 or greater descends approximately 60 feet toward Pacific Coast Highway. The bluff overlooks Zuma County Beach and the Pacific Ocean to the south and the Santa Monica Mountains to the north. The proposed project complies with the required bluff setback of the LCP and MMC by providing a 50-foot setback from the top of bluff."

And on p 10 "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 new primary dwelling and all proposed accessory buildings and structures will not have significant adverse scenic or visual impacts as they will not exceed the maximum allowed height of 18 feet on a non-beachfront lot. Furthermore, the proposed development will be set back at least 50 feet from the top of the bluff fronting the scenic highway, reducing the development's presence from this scenic resource."

P 14 "G. Shoreline and Bluff Development (LIP Chapter 10) LIP Section 10.3 requires written findings of fact, analysis and conclusions addressing coastal resources, including public access and shoreline sand supply, that must be included in support of all approvals, denials or conditional approvals of development located on a site along the shoreline or a coastal bluff where it is determined that the proposed project causes the potential to create adverse impacts upon these resources. The subject parcel is located inland of Pacific Coast Highway, and while the subject parcel does include a bluff along its southerly property line, based on a determined factor of safety greater than 1.5 and evidence contained in the project's geotechnical report, City geotechnical staff have approved a reduced bluff setback of 50 feet inland from the top of the bluff. The project does not have the potential to result in potentially significant adverse impacts on coastal resources, such as shoreline and/or bluff resources. Therefore, in accordance with LIP Section 10.3, the following shoreline and bluff development findings are made 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.
The subject parcel is located inland of Pacific Coast Highway and is not located along a shoreline. Therefore, the proposed project will not have adverse impacts to public shoreline access or shoreline sand supply or other 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.
The subject parcel is located inland of Pacific Coast Highway and is not located along a shoreline. Therefore, the proposed project, as conditioned, will not have adverse impacts to public shoreline access or shoreline sand supply or other resources.

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.
The proposed development has been analyzed for the impacts listed in LIP Chapter 10 by the Planning Department, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical staff, WD29, and LACFD. It has been determined that the proposed project will not have adverse impacts to shoreline access, shoreline sand supply, or other resources. Furthermore, the proposed project is setback back at least 50 feet from the top of the bluff to avoid impacts to the bluff."

10.4 Development Standards in CHAPTER 10—SHORELINE AND BLUFF DEVELOPMENT ORDINANCE

F. States: "No permanent structures shall be permitted on a bluff face, except for engineered stairways or accessways to provide public beach access where no feasible alternative means of public access exists. Drainage devices constructed to conform to applicable Best Management Practices shall be installed in such cases. Such structures shall be constructed and designed to not contribute to further erosion of the bluff face and to be visually compatible with the surrounding area to the maximum extent feasible."

Therefore this project does NOT COMPLY to this rule which has already been set as precedent by the above project as a coastal bluff.

Please advise if this project can be withdrawn asap and stop wasting the planning department and commission's time. The meeting on May 31 should be cancelled.

I will also be sending this information to the Coastal Commission regarding 20272 Inland Lane which is being appealed and should have never been approved based on it digging into (an unstable) coastal bluff.

Thank you, Jo Drummond

malibucity.org 

CC: Planning Commission, PD,

Recording Secretary, File

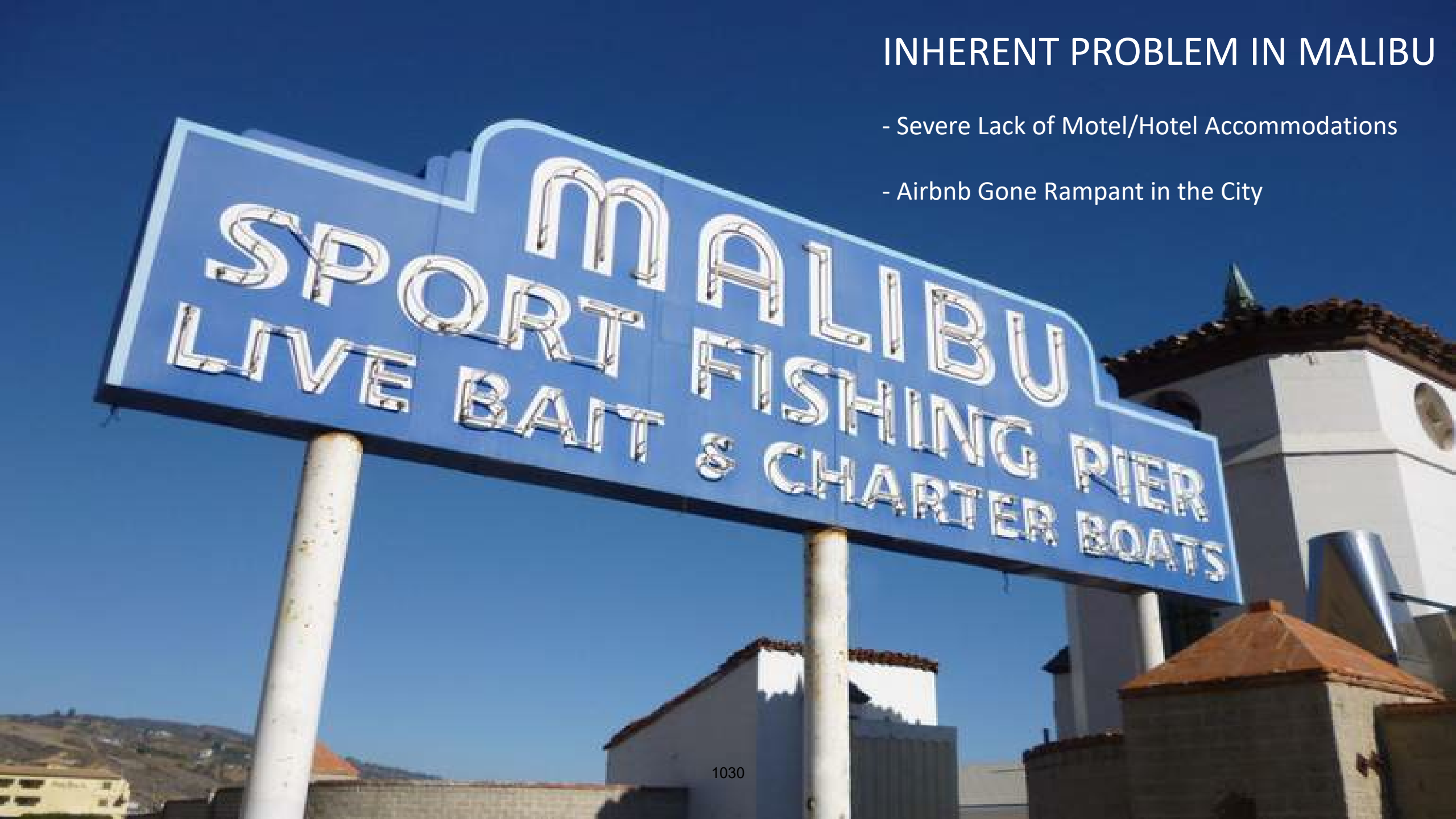
Date Received 05/01/23 Time 7:30 AM
Planning Commission meeting of 05/01/23
Agenda Item No. 2A
Total No. of Pages 2


1029

INHERENT PROBLEM IN MALIBU

- Severe Lack of Motel/Hotel Accommodations

- Airbnb Gone Rampant in the City





SOLUTION

We are proposing a 20 room Motel


Casa Escobar
RESTAURANT & BAR
MALIBU INN






MALIBU
SPORT FISHING PIER
Casa Escobar

CRITERIA TO BUILD MOTEL IN MALIBU

- ZONED FOR MOTEL (CV-1 ZONE) ✓
- Meet the code for Parking ✓
- Meet the FAR guidelines ✓
- Approval from the RWQCB ✓
- Support from Coastal Commission ✓
- Meets Height Requirement ✓
- Findings to Support Limited Variances ✓
- In Conformance with LCP, MMC and Malibu General Plan ✓
- Fits Nicely in the surrounding area ✓

POSITIVES MOTEL BRINGS TO MALIBU

- Will provide an affordable option for friends and families of locals to stay
- Will provide approx. $500,000 to $1,000,000 in additional TOT revenue to the city
- Will help curb the Airbnb problem that has plagued the city
- Decrease traffic and congestion on PCH
- Significant upgrade to fire flow and water meter in the neighborhood:
  $319,520 payment to Water District
- There will be less vagrants and trash in the current parking lot
- Will be beautifying the neighborhood across from the iconic pier
- Will employ locals
- Help the surrounding businesses


MALIBU
27 MILES OF SCENIC BEAUTY

Community feedback or observations

Project is a hotel not a motel

- FALSE

Response

- The project does not have any meetings rooms or spa/massage rooms
- The Motel is only open to Motel guests
- Prep Kitchen is only to service Motel guests
- Separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land

Community feedback or observations

Doesn't Have Approval from Waterboard

- FALSE

Response

- We have verified again that this project is on the table 4-zz list and within the ADG flow requested from RWQCB
- Dr. Kang from Waterboard has blessed the project in writing and in meetings with Staff
- Conformance Review complete

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** ~~03/21/2022~~

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	John Yaroslaski
APPLICANT ADDRESS:	7475 Carmelita Ave Atascadero, CA 93422
APPLICANT PHONE #:	(805) 772-0150
APPLICANT FAX #:	
APPLICANT EMAIL:	John Yaroslaski <jyaroslaski@ensitu.com>
PROJECT DESCRIPTION:	New motel, grading, retaining walls, new AOWTS

TO: Malibu Planning Department and/or Applicant

FROM: City of Malibu Environmental Health Reviewer

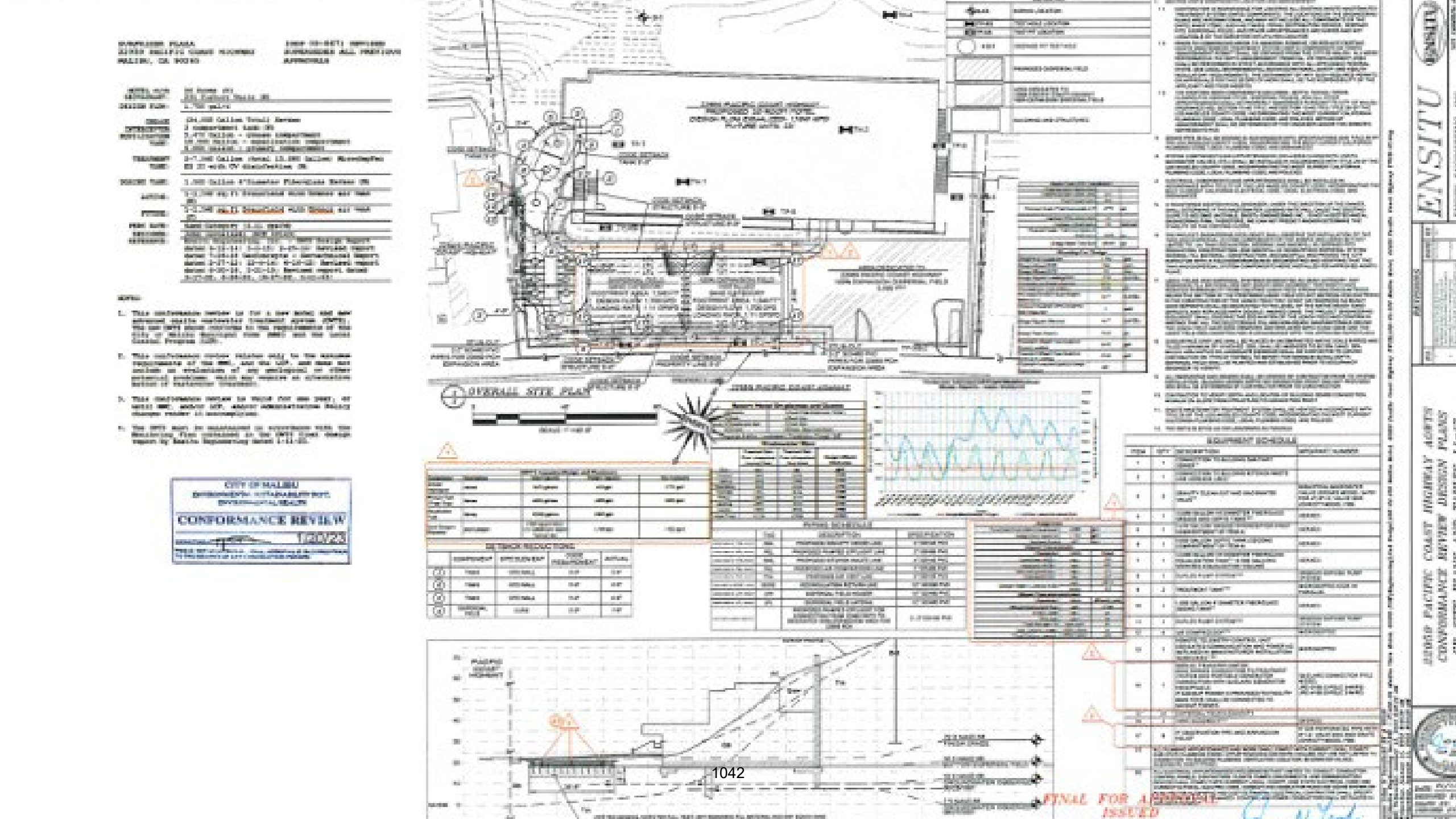
✓ **Conformance Review Complete** for project submittals reviewed with respect to the City of Malibu Local Coastal Plan/Local Implementation Plan (LCP/LIP) and Malibu Municipal Code (MMC). The Conditions of Planning conformance review and plan check review comments listed on the attached review sheet(s) (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)

Paolo Quinto
Signature

January 20, 2023
Date


CONFORMANCE REVIEW
1/20/23
OVERALL SITE PLAN
EQUIPMENT SCHEDULE
FINAL FOR APPROVAL
ISSUED

RE: MOU - jurisdiction over concurrent reviews

KJ

Kang, Jim@Waterboards <Jim.Kang@Waterboards.ca.gov>
To Paolo Quinto; Yolanda Bundy
Cc Gaslan, Milasol@Waterboards; Kim, Woonhoe@Waterboards

You replied to this message on 8/15/2022 9:46 AM.

Hi Paolo,

Since the subject property is on the original Table 4-zz list, it seems that concurrent review from the Regional Water Board is not required.

Jim

James Kang, Ph.D., P.E.
Groundwater Permitting Unit Supervisor
Senior Water Resource Control Engineer
Los Angeles Regional Water Quality Control Board
320 W. 4th Street, Suite 200
Los Angeles, CA 90013
Tel: (213) 576-6683
Jim.kang@waterboards.ca.gov

Due to COVID-19, I am teleworking on a full-time basis.
E-mail is the best way to reach me for immediate assistance.

CALIFORNIA Water Boards

Community feedback or observations

Project will increase traffic on PCH

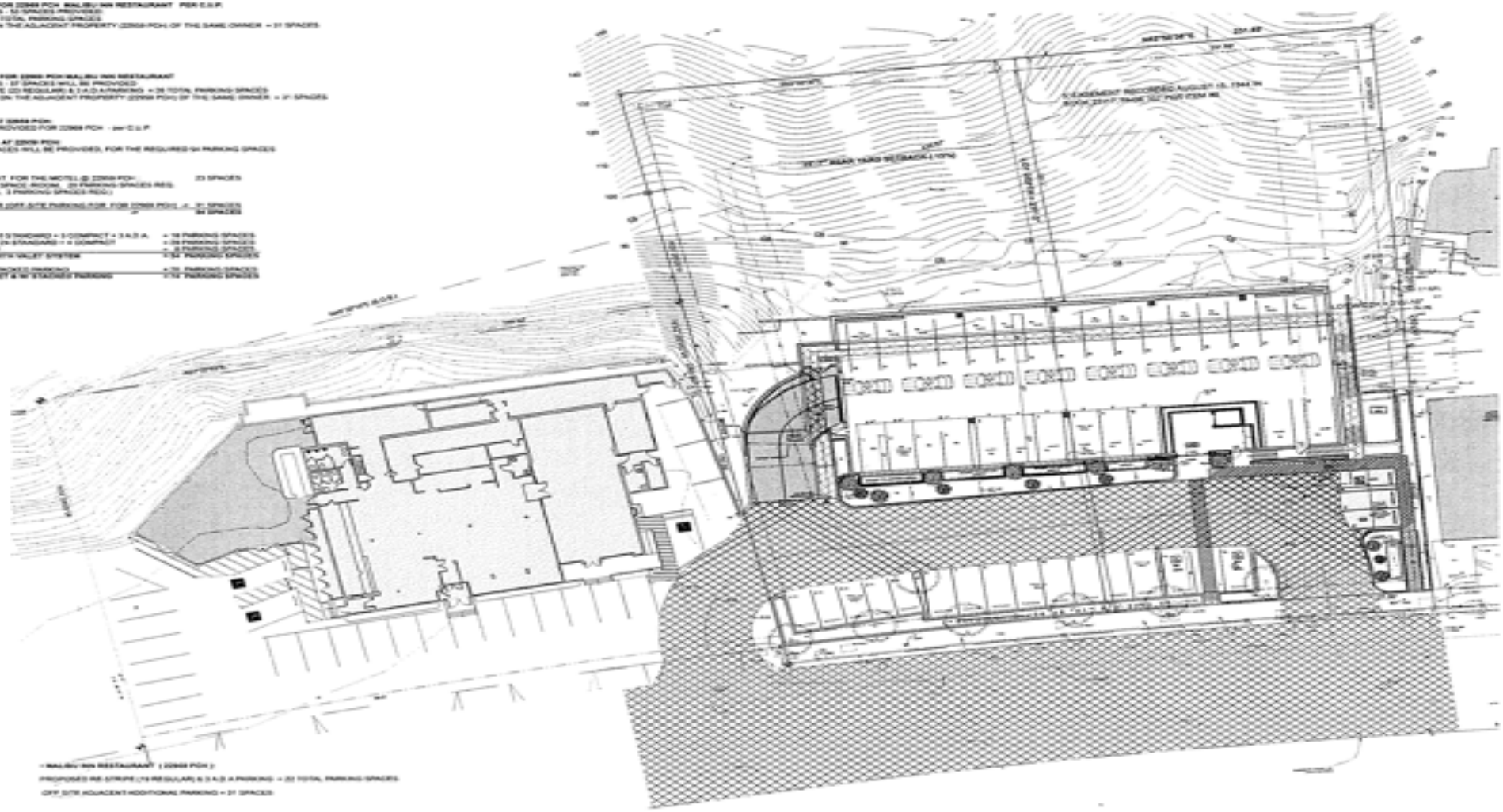
- FALSE

Response

- Initial Study/MND, Traffic Study, and Public Works all agree there is no increased traffic
- Parking will only be for Motel guests as opposed to uncontrolled public parking lot
- We will be adding another point of ingress and egress
- Circulation is drastically improved coming in and out of new project

Aviator Nation
Dreamland
22967
Aviator Nation
Clothing store
22959
22943
E Pacific Coast Hwy
1
1
Google

EXHIBIT 1, SITE PLAN



MALIBU INN MOTEL
22969 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS

SHEET TITLE
PROPOSED SITE PLAN

A-0.1

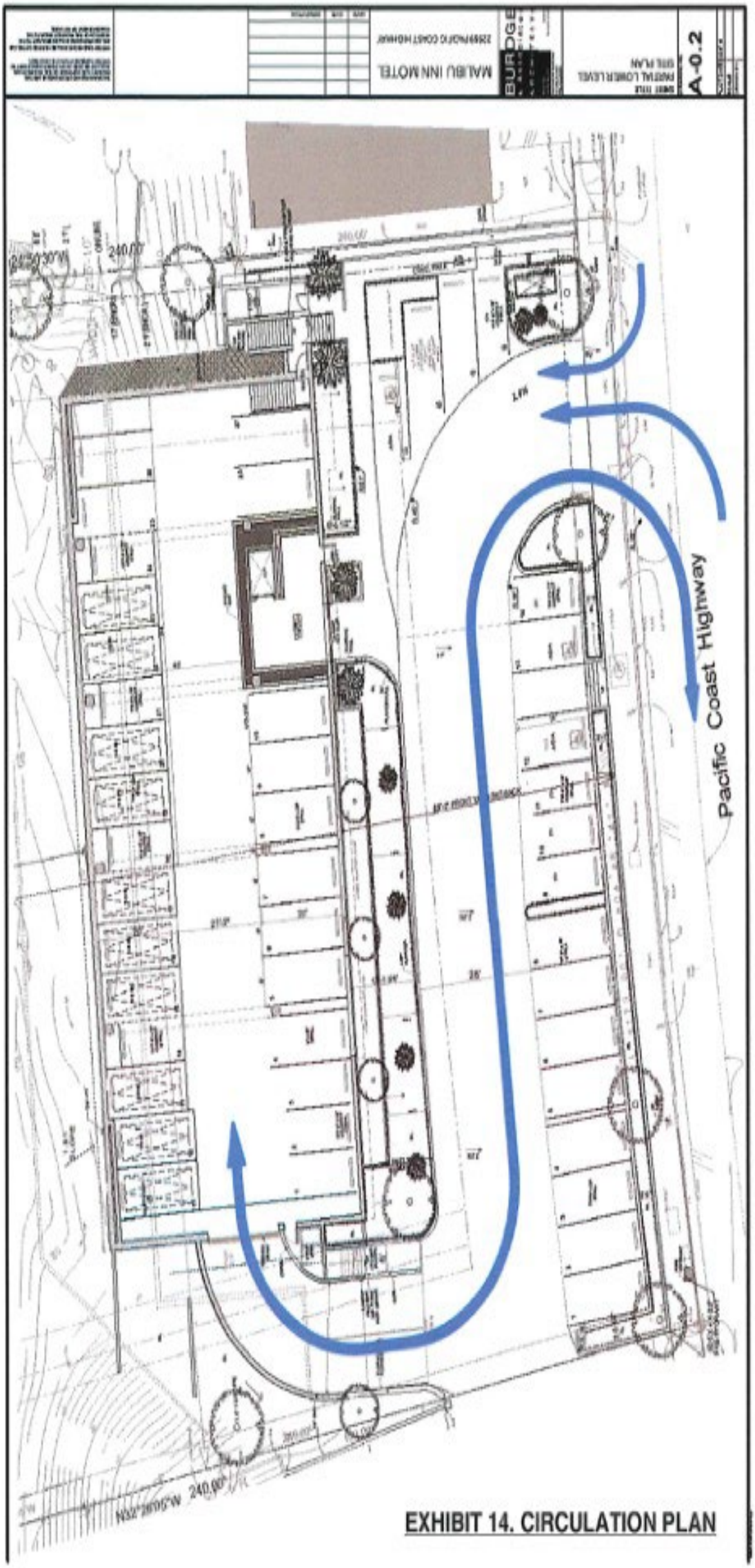


EXHIBIT 14. CIRCULATION PLAN

Community feedback or observations

Within 24 Ft Height

Table 5 – Proposed Parking Program	
Required Parking	Number of Spaces
Lodging (20 units)	20
Average, per-shift number of employees	3
JUPA- Aviation Nation	23
Total Onsite Parking Required	**47 spaces**
Proposed Parking	Number of Spaces
Regular Parking	35 spaces
ADA Parking	3
Compact Parking	9
Total Onsite Parking Proposed	47 spaces

The onsite parking is located as follows:

- Subterranean Parking: 29 parking spaces are located in the proposed subterranean parking level, stacked parking space numbers in the subterranean parking have not been enumerated but would be additive to the minimum surface parking requirements of the LCP.

- Surface Parking: 18 spaces are provided in the at grade surface parking lot adjacent to PCH, which is located in the front yard setback. LIP Section 3.14.5(A)(2) provides that required parking spaces may only be located in interior side and rear setbacks, and no parking space for a commercial use, required or otherwise, shall be located in any required front or street-side setback area, unless regulations provide otherwise. The Project requires VAR No. 20-035 for these parking spaces to remain within the required front yard setback.

Height: The motel would reach a height of two stories or up to 24 feet above finished or natural grade, with an elevator shaft at 23 feet, 8 inches from finished grade at perimeter exterior walls (lowest grade). The remaining 34 percent of the Project Site closest to the top of the slope would be maintained as undeveloped open space. The commercial development standards regulate mass and visual impacts by regulating height and number of stories. Pursuant to LIP Section 3.8(A)(1), building height shall not be higher than 18 feet above natural or finished grade, whichever results in a lower building height and that in no event shall the number of stories above grade be greater than two. LIP Section 13.27 provides that the Planning Commission may allow heights up to 24 feet for flat roofs.

- A 24-foot tall, two-story motel building with a rooftop deck and pool, and subterranean parking is proposed to be notched into the hillside. The motel would reach a height of two stories or up to 24 feet for a flat roof above the lowest grade.

- Full site development would be enabled by construction of a retaining wall at the north side of the motel structure along to retain the graded slope and would extend up to 46 feet in height above the surface parking lot (with a total height of 50 feet

Community feedback or observations

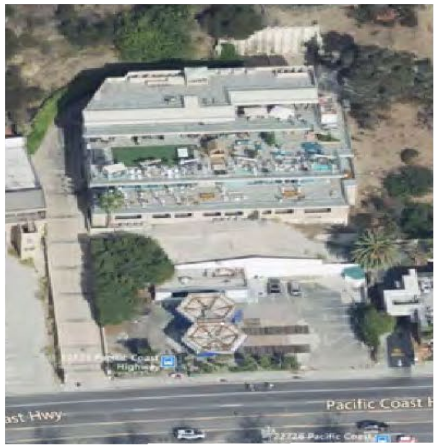
- Findings to Support Limited Variances

TALL RETAINING WALLS ALONG PCH

APPROVED 18 - 41 FT. RETAINING WALLS IN THE CITY OF MALIBU



PROPOSED
22959 PCH.



22741 PCH.



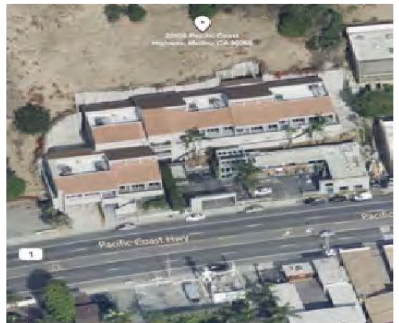
22435 PCH.



4451-011-905



22809 PCH.



22601 PCH.



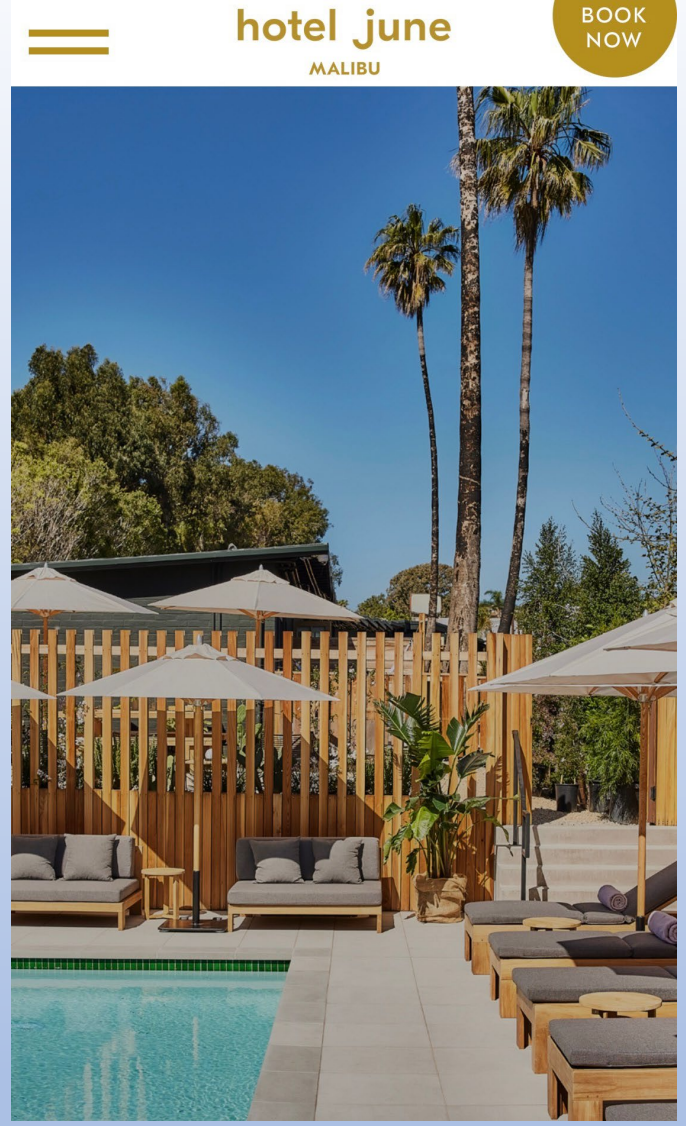
22065 PCH.

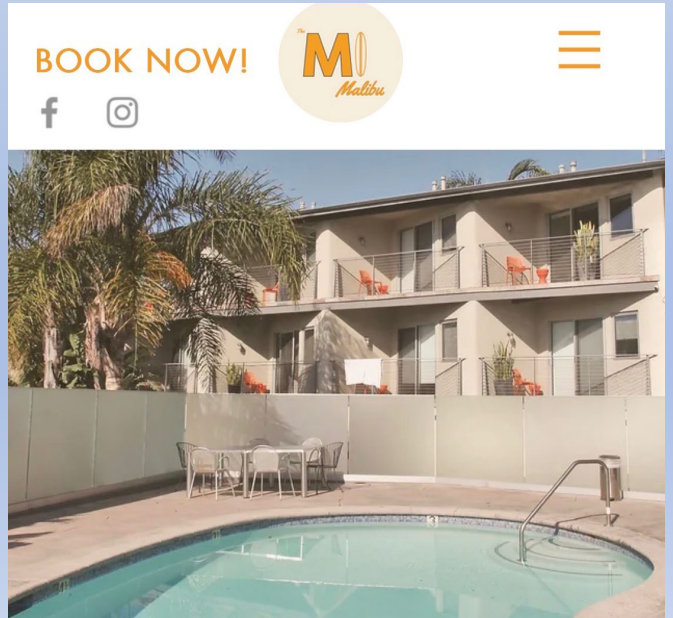


Discussion Regarding Pool

From Staff Report

"The permitted chart in the LIP indicates that swimming pools for recreational purposes are conditionally permitted only if available to the general public. The Tide Pool pool for the Casa Motel and Sea View Hotel were approved to have swimming pools because it was previously determined that hotel/motel-related swimming pools are open to guests which consist of the public. The pool is also incidental to the motel and not its own separate land use."





Other Motels/Hotels with Pools

June Motel

M Motel

Sea View Hotel

Nobu Hotel

Conditions Requested To Amend/Modify

All of the modifications requested are only to put us at the same competitive advantage that other motels and hotels currently enjoy.

Conditions Requested To Amend/Modify

Condition 32: Expand Hours of Liquor Operation to Match Sea View Hotel

Requesting 7 am – Midnight Sunday - Wed

7 am – 2 am Thursday – Saturday and long weekends and holidays.

Condition 33 and 121: Low Level Ambient Music

Requesting low level ambient music in common areas, not plainly audible within 5 feet of any residential dwelling

Condition 43 and 51: Public Parking and Approved Valet/Lifts

Requesting to be able to provide parking to the public when available. Planning director to count lift and valet spaces if they are approved

Condition 44: Number of Employees

Requesting to remove this restriction (No Other Establishments Have This Restriction). Project meets the code for parking.


MALIBU INN

• **EXISTING PARKING FOR 22969 PCH MALIBU INN RESTAURANT**

EXISTING RESTAURANT 1,935 SQ FT SERVICE AREA , 1 SPACE PER 50 SQ FT SERVICE AREA, PARKING REQUIREMENTS = 39 SPACES.
EXISTING RETAIL 1,636 SQ. FT. GROSS FLOOR AREA, 1 SPACE FOR 225 SQ FT GFA, PARKING REQUIREMENTS = 8 SPACES
TOTAL REQUIREMENTS PARKING SPACES FOR 22969 PCH = (39 + 8 SPACES) = 47 SPACES.

EXISTING NON CONFORMING PARKING SPACES PROVIDED AT 22969 PCH = 23 SPACES

TOTAL PARKING SPACE REQUIRED ON ADJACENT PROPERTY = (47 - 24) = 24 SPACES

PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : **23 SPACES**
(20 ROOMS 1 PARKING SPACE /ROOM, 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ)

CARRY-OVER PARKING SPACE REQUIRED FROM 22969 PCH = (47 - 23) = **24 SPACES**
TOTAL REQUIRED -> 47 SPACES

PROPOSED PARKING:
EXTERIOR PARKING: 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 5 COMPACT = 29 PARKING SPACES

TOTAL PROPOSED PARKING = 47 PARKING SPACES

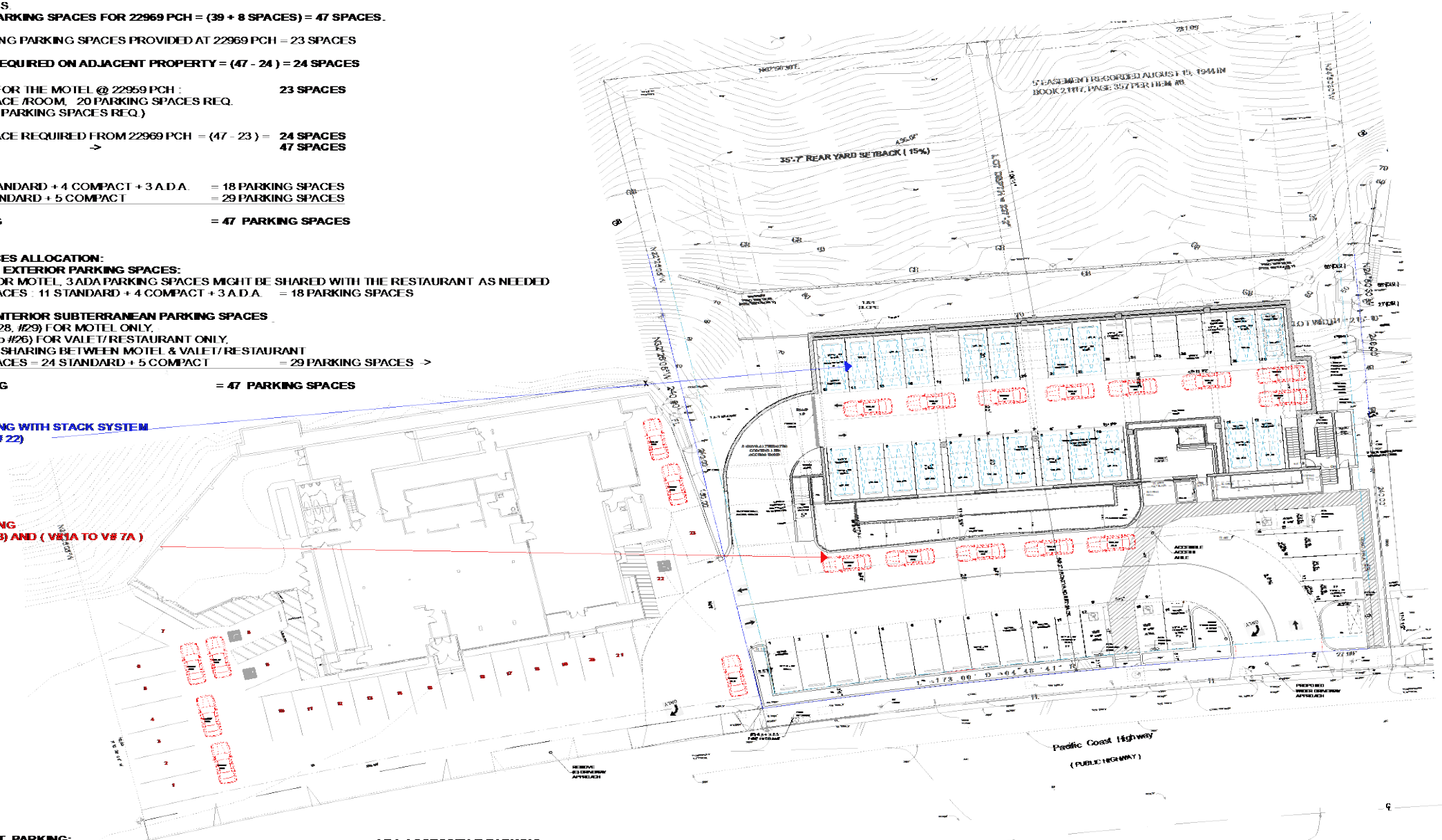
PROPOSED PARKING SPACES ALLOCATION:
EXTERIOR PARKING - > 18 EXTERIOR PARKING SPACES:
ALL 18 PARKING SPACES FOR MOTEL, 3 ADA PARKING SPACES MIGHT BE SHARED WITH THE RESTAURANT AS NEEDED
NUMBERS OF PARKING SPACES : 11 STANDARD + 4 COMPACT + 3 A.D.A. = 18 PARKING SPACES

INTERIOR PARKING - > 29 INTERIOR SUBTERRANEAN PARKING SPACES
5 SPACES : (#11, #12, #27, #28, #29) FOR MOTEL ONLY.
21 SPACES: (#1 TO #7, #13 to #26) FOR VALET/ RESTAURANT ONLY.
3 SPACES: (#8 TO #10) FOR SHARING BETWEEN MOTEL & VALET/ RESTAURANT
NUMBERS OF PARKING SPACES = 24 STANDARD + 5 COMPACT = 29 PARKING SPACES ->

TOTAL PROPOSED PARKING = 47 PARKING SPACES

ADDITIONAL VALET PARKING WITH STACK SYSTEM
22 SPACES (VS #1 TO VS # 22)

ADDITIONAL VALET PARKING
20 SPACES (V #1 TO V # 13) AND (V#1A TO V# 7A)



PERCENTAGE OF COMPACT PARKING:
EXTERIOR PARKING: 4 COMPACT SPACES (# 10, 11, 14, 18)
INTERIOR PARKING: 5 COMPACT SPACES (# 23, 24, 25, 26, 27)

TOTAL COMPACT PARKING = 9 PARKING SPACES (9 DIVIDED BY 47 SPACES) = 19 %

ADA ACCESSIBLE PARKING:
EXTERIOR PARKING: 3 SPACES (# 12, 13, 15)
VAN ADA ACCESIBLE 2 SPACES (#12 & #13 - ADJACENT TO 8 FT WIDTH AISLE)

1056

PROPOSED SITE PLAN , VALET PARKING & VALET w/ STACKING PARKING SYSTEM

SCALE: 1/10" = 1'-0"

1

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 USED IN LIEU OF SCALED DIMENSIONS. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS
MAL BU
SUN VALLEY

SHEET TITLE
PROPOSED SITE PLAN W/ STACK PARKING

DRAWING NO.
A-0.1A

PLOT DATE: 3/25/21
SCALE
DRAWN BY

TABLE A-1
Peak Daily Estimated Wastewater Flows
Malibu Surfrider Motel
Existing Condition

Summary of Peak Daily Estimated Flows

Motel	Flow	
Motel Units (2 bed spaces)	2,400	gpd
Employees	100	gpd
Subtotal	2,500	gpd
TOTAL PEAK DESIGN FLOW	**2,500**	gpd (per table above)
TOTAL PEAK ALLOWABLE FLOW	**2,500**	gpd (per WDR)
TOTAL AVERAGE DESIGN FLOW	**1,800**	gpd

Peak Daily Estimated Flows

Motel			
Total Motel Units	20	Units	(4)
# of beds per Motel Unit	2	bed	(4)
Flow per bed of Motel Unit	60	gpd / bed	(2)
Subtotal Motel Units Flow	**2,400**	**gpd**	
Employees			
Total Employees	5	Employees	(1), (4)
Flow per bed of Motel Unit	20	gpd / employee	(2)
Subtotal Motel Units Flow	**100**	**gpd**	

Source Notes

(1) Engineer's Estimate
(2) City of Malibu Plumbing Code, Table H-2.1(1), Type 9 Hotels and/or Type 13 Office Employee
(3) Per City of Malibu Operating Permit, effective dates August 19, 2014 to August 19, 2016
(4) Architectural Plans by Burdge & Associates, dated March 27, 2015

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** 02/22/2023

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Jeanette Tang, Burdge and Associates Architects, I
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
APPLICANT EMAIL:	jeanette@buaia.com
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building " (Malibu Inn Motel)

TO: Malibu Planning Department and/or Applicant

FROM: Public Works Department

____ The following items described on the attached memorandum shall be addressed and resubmitted.

✓ The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the Planning process.

Nadia Fahoum — SIGNATURE

2/27/2023 — DATE

Parking Calculation for CV1 Motel

Malibu Code 3.14.3: One space for each keyed room, plus One space for the average per shift number of employees.

4 Shifts Total of 6 hours

- Night Manager Shift - 10 pm - 4 am (1 person for 6 hours)
- Morning Manager Shift 4 am - 10 am (1 person for 6 hours)
- Early Day Shift 10 am - 4 pm (6 people for 6 hours)
- Afternoon Shift 4 pm -10 pm (4 people for 6 hours)

This calculates to exactly an average of 3 (12 divided by 4).

One Additional Parking Space - we could even add two additional employees for the night manager shift (8 people) and afternoon shift (6 people) and this would result in an exact average of 4 (16 divided by 4).

22065 PCH











22065 PCH.

Built in 2006 (Coastal Commission Permit 5-90-265)
Approved by City Council in 2003, up to 41 ft. high retaining walls
13,000 cu. yds. grading (including 5,000 cu. yds. remedial grading for landslide).

22435 PCH.

CE 06-c

Notice of Exemption

City of Malibu
Planning Division

RECEIVED
JUN 13 2006
CITY CLERKS OFFICE
CITY OF MALIBU

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: City of Malibu
23815 Stuart Ranch Road
Malibu, CA 90265

☒ County Clerk
County of Los Angeles
P.O. Box 1024
Norwalk, CA 90651-1024

Project Title: Coastal Development Permit No. 05-075, Site Plan Review Nos. 06-006, 05-007, and 06-008, and Variance Nos. 03-013 and 03-014

Project Location – Specific: 22435 Pacific Coast Highway

Project Location – City: Malibu **Project Location – County:** Los Angeles

Description of Nature, Purpose, and Beneficiaries of Project: An application for the construction of a new, two-story, 7,930 square foot single-family residence with a 3,462 square foot basement, not to exceed 28-feet in height. Landscaping, hardscape (including a driveway and fire department turnaround), grading, fences, walls and an alternative onsite wastewater treatment system are also proposed. Site plan reviews are requested for height above 18-feet, construction on slopes greater than 2½ to 1, and remedial grading. Variances are requested for construction on slopes exceeding 2½ to 1 and for retaining wall height over six-feet.

Name of Public Agency Approving Project: City of Malibu

Name of Person or Agency Carrying Out Project: Norman Heunis on behalf of property owner Blue Cross Design and Engineering Inc.

Exempt Status: (check one)

☐ Ministerial (Sec. 21080(b)(1); 15268): _____
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)): _____
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c)): _____
☒ Categorical Exemption; Type and section number: 15303
☐ Statutory Exemptions; Code number: _____

Reasons why project is exempt: The project consists of a new single-family residence and associated development. As such, the project is consistent with the classes of projects described in CEQA Guidelines Section 15303 (a) and (e) that are considered exempt from further CEQA review. None of the exceptions described in Section 15300.2 apply. No potentially significant impacts will result from the project, either singularly or cumulatively.

Lead Agency Contact Person: Joshua Hart Telephone Number: (310) 456-2489 ext. 230

Signature: Joshua Hart Title: Senior Planner Date: March 21, 2006
Joshua Hart

☒ Signed by Lead Agency
☐ Signed by Applicant

Received for filing at OPR: _____

FILED
MAY 11 2006
DENNY S. McCORMACK, COUNTY CLERK
M. SMITH DEPUTY

THIS NOTICE WAS POSTED
ON MAY 11 2006
UNTIL JUN 12 2006
REGISTRAR-RECORDER/COUNTY CLERK

06 0020293
C: PL









22435 PCH (CDP 05-075)

Approved in 2006, 18 ft retaining wall & 30,000 cu. yds. grading, construction on slope exceeding 2 1/2 to 1

22601 PCH.











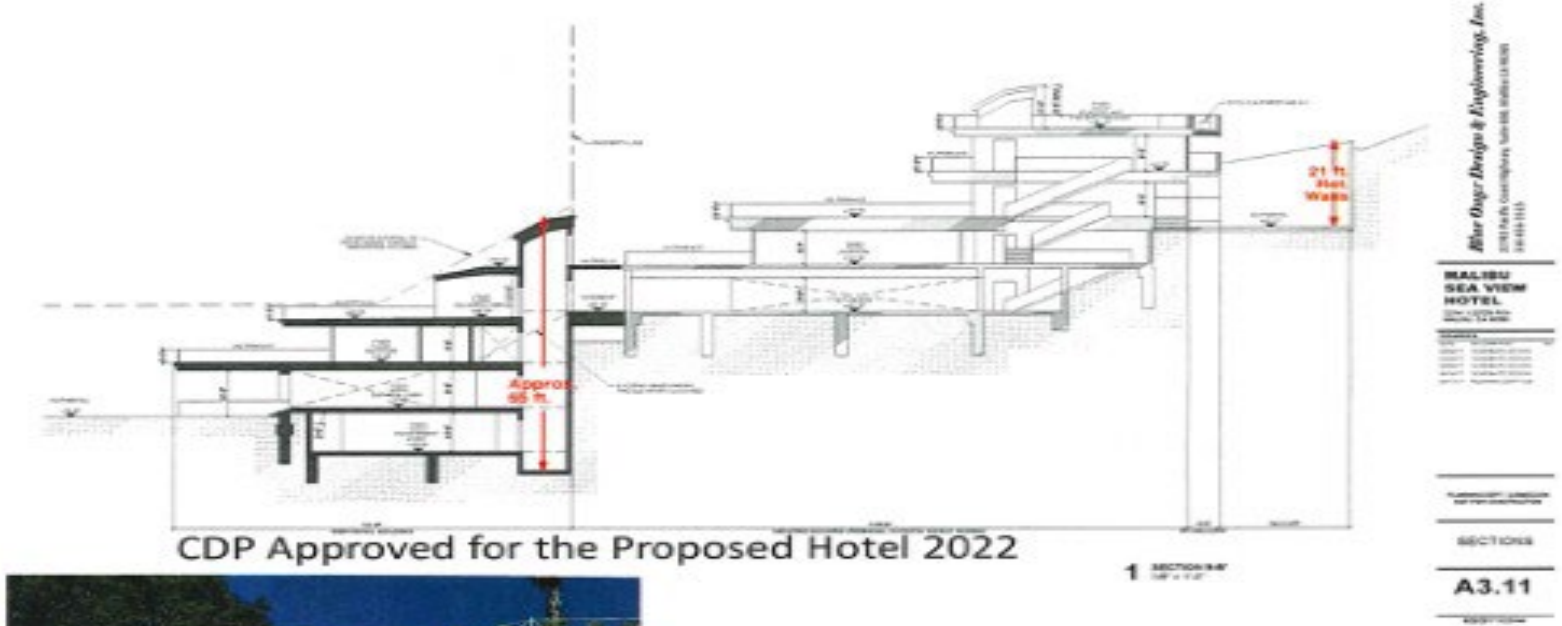
22601 PCH.

Built in 1991. Coastal Commission Permit 5-87-132

35,374 sq. ft. **16,204 cu. yds. grading, 15 ft height retaining walls**

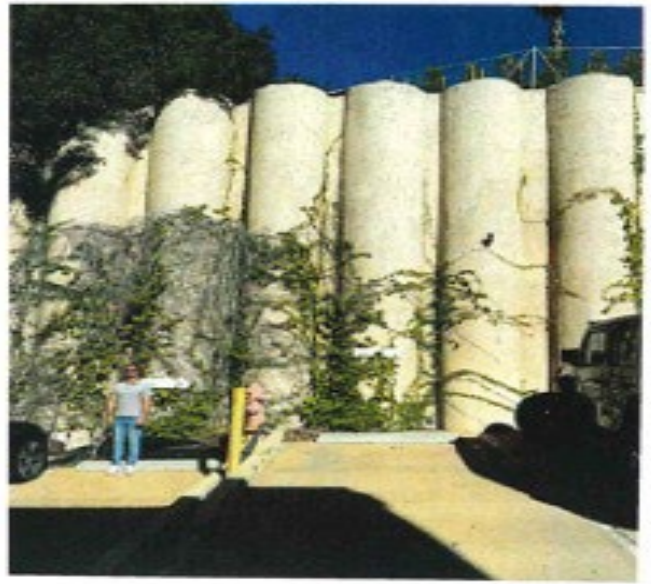
22741 PCH.





CDP Approved for the Proposed Hotel 2022



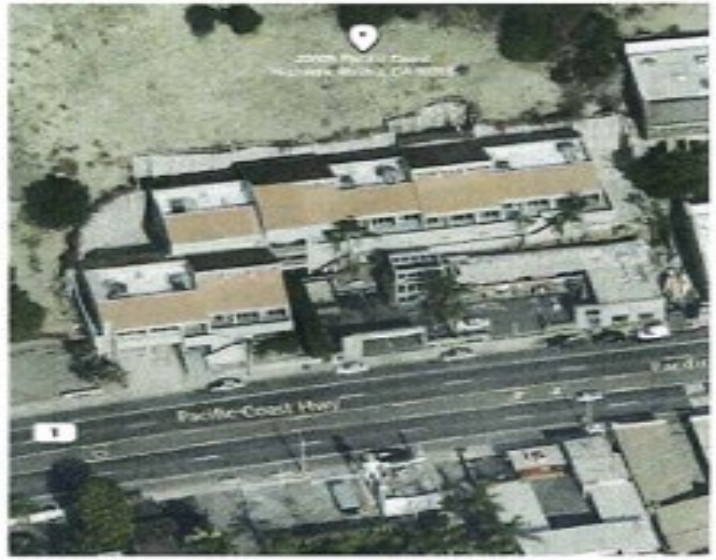




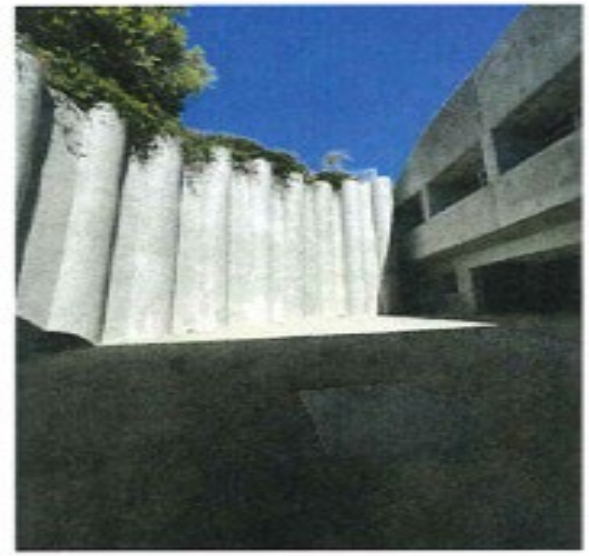
22741 PCH.

21 ft retaining walls

22809 PCH





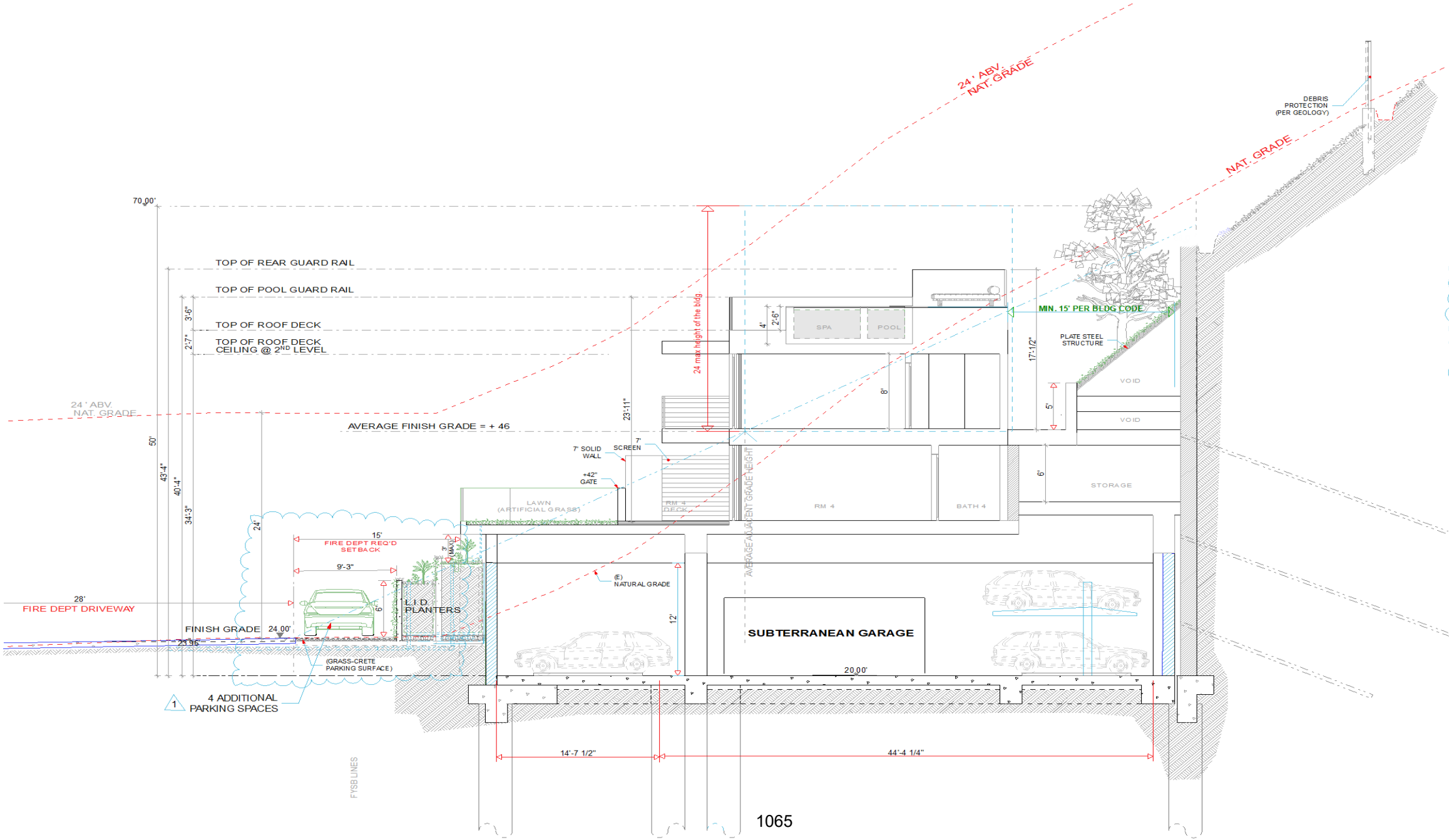






22809 PCH

26 FT RETAINING WALL



1065

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WRITTEN DIMENSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION
1	6/26/23	4 ADDITIONAL PARKING SPACES

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE ARCHITECTS

SHEET TITLE
SECTION DIAGRAM

DRAWING NO.
A-3.3

PLOT DATE 5/25/23
SCALE
DRAWN BY

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 12:00 p.m. to 10:00 p.m., Sunday through Thursday, and 12:00 p.m. to 11:00 p.m., Friday and Saturday.

Issue: These hours are too restrictive, and do not allow alcohol to be served for brunch, and at the bar in the late evenings.

Solution: The Condition of Approval should be modified to read: "*The approved hours of operation for the sale or serving of alcoholic beverages are limited to ~~12:00 p.m. to 10:00 p.m.~~ **10:00 a.m. to Midnight**, Sunday through **Wednesday** ~~Thursday~~, and ~~12:00 p.m. to 11:00 p.m.~~ **10:00 a.m. to 2:00 a.m.**, ~~Friday and~~ **Thursday through** Saturday**, and long weekends and holidays**.*"

33. No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.

•• **Issue:** Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted for the neighboring Aviator Nation site, and is at page 774-788 of the staff report packet. Also, the reference to Condition No. 38 is wrong (the condition is about signage), and the intended referral was likely Condition No. 35 (about noise).

•• **Solution:** The Condition of Approval should be modified to read: "*No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.* ***Low-level ambient music is permitted in the common areas****."*

43. None of the parking spaces may be used as public parking.

Issue: There is no reason why the Motel should not be permitted to open the parking for public use. This would be a benefit to the community on days where the motel is not at full capacity and additional spaces are available. Also, the Applicant intends to invest in lifts for the underground parking lot, but that only makes sense if the parking can be made available to the public.

Solution: Delete this condition entirely.

44. No more than six employees can be at the site at any one shift.

•• **Issue:** There is no reason to restrict the number of employees. We meet the code for parking, and are the only establishment in Malibu that has this condition. Needs of the Motel may change over time, and the Applicant wants to provide a pleasant experience and good service. If employee numbers are to be restricted, they should be restricted to 8 employees at any one time, as there is one additional parking space available on-site beyond the code requirements.

•• **Solution #1:** Delete this condition entirely (preferred).

•• **Solution #2:** The Condition of Approval should be modified to read: "*No more than six **eight** employees can be at the site at any one shift."*

51. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.

•• **Issue:** This should be clarified to include a reference to valet parking and additional parking that may be added to the site.

•• **Solution:** The Condition of Approval should be modified to read: "*The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.* ***Valet services and underground lift parking can be utilized to facilitate additional parking at the site. The additional spaces created through the valet and lift parking services, upon approval by the Planning Director, shall be deemed to count towards the total number of parking spaces for the Project. Applicant can redesign its Project to add additional parking spaces at the site, subject to further approval by the Planning Department, the Public Works Department, and any other relevant City departments."***

121. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited from occurring at the property. In the case that amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses.

•• **Issue:** Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted for the neighboring Aviator Nation site, and is at paged 774-788 of the staff report packet. Based on that analysis, that site was approved to have low level ambient music until 10:00 p.m. daily. The impacts from low level ambient music will be similar to the Aviator Nation property, and less impactful than the baseline street noise from PCH.

•• **Solution #1:** Delete this condition entirely.

• **Solution #2:** The Condition of Approval should be modified to read: "*Prohibition of Amplified Sound. **Except for low level ambient music, which is expressly permitted in the common areas, including the outdoor pool area (and which shall not be plainly audible from 5 feet of any residential dwelling),** A**a**mplified sound outdoors is prohibited from occurring at the property. In the case that **any other** amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses."*

Community feedback or observations

Surfrider Motel Parking Agreement

- There is NO agreement between us and Surfrider motel

Response

- Trying to be good neighbor, the agreement stated only if and when available on MTM basis
- There has not been an agreement for over a year now
- Surfrider has been able to accommodate all their cars self sufficiently

retaining walls, landscaping, a new OWTS and authorization for the Planning Director to submit a letter of public convenience or necessity for the sale of alcohol; including CUP No. 18-002 for a motel in the CV-1 zoning district and sale of alcohol, VAR No. 18-030 construction on slopes steeper than 3 to 1, VAR No. 18-031 for a retaining wall that is an integral part of the building in excess of 12 feet in height, VAR No. 20-035 for surface parking within the required front yard setback, and SPR No. 18-025 for a building height in excess of 18 feet, not to exceed 24 feet for a flat roof, located in the CV-1 zoning district at 22959 PCH.

The Project is consistent with the LCP's zoning, grading, cultural resources, water quality, and wastewater treatment system standards requirements. With the inclusion of the proposed discretionary requests, 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, including submitted reports, project plans, visual analysis and site investigation, demonstrates that the Project, as conditioned, conforms to the LCP and MMC in that it meets all applicable development standards inclusive of the requested discretionary requests. The Project has been reviewed for conformance with the LCP by the Planning Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, WD29, and LACFD.

2. IS/MND No. 20-003 was prepared in accordance with CEQA and the CEQA Guidelines. Other alternatives were analyzed. This analysis assesses whether alternatives to the Project would significantly lessen adverse impacts to coastal resources. Evidence in the record demonstrates an alternative project will not have a significant environmental or visual advantage as the development is sited within the property dimensions of legal lots and the footprint of existing and previously existing development. As a result, the Project, as proposed and conditioned, is the least environmentally damaging alternative.

3. The Project and IS/MND No. 20-003 were not reviewed by the ERB. However, as a matter of policy, the Former Project for a commercial shopping center and associated IS/MND were reviewed by ERB. The potential environmental impacts as a result of the Project are considered less significant than the Former Project. The ERB recommendation and comment were addressed in IS/MND No. 20-003 and a condition has been added requiring a rootball barrier for the Sycamore trees to minimize potential root damage to the adjacent sidewalk and parking lot.

B. Variance for Retaining Wall in Excess of 12 Feet in Height (LIP Section 13.26)

1. There are special circumstances and exceptional characteristics applicable to the subject property. The site's topography is primarily a steep slope. In order to place a building on the Project Site, the northern slope must be stabilized, and a structural setback is required from the slope to the proposed motel building. The retaining wall would be constructed to secure the graded slope following the excavation and to provide a 15-foot structural setback from the slope. The retaining wall is 21 feet, 10 inches in height above finished grade. The retaining wall would extend below finished grade to accommodate the subterranean parking level and provide for an adequate foundation. The applicant provided evidence showing other nearby commercial development were constructed with similar retaining walls. Therefore, it would not be feasible to develop the property without the proposed retaining wall and the strict application of the zoning ordinance would

Received
05/30/23
Planning Dept.

Planning Commission

From: Adam Kahan [redacted]
Sent: Tuesday, May 30, 2023 3:06 PM
To: Planning Commission
Subject: Re: Malibu Inn Motel

Hi planning commission I understand the hearing for this got pushed back and is now tomorrow. I'm re forwarding my previous email so that it's taken into consideration for tomorrow's hearing. Please see below

Thanks,
Adam

[redacted]
Subject: Malibu Inn Motel

Dear Planning Commission Members,

I hope this email finds you well. My name is Adam Kahan, and I am a resident of Malibu, living at 32234 Pacific Coast Highway. As a local, I am writing to express my strong support for the proposed Malibu Inn Motel project.

Malibu is a beautiful city that attracts numerous tourists every year, who come to enjoy our pristine beaches, natural beauty, and vibrant local culture. However, there is a scarcity of high-quality hotel options in the area, which leaves visitors with limited choices for accommodations. The Malibu Inn Motel project promises to address this issue by providing a top-notch lodging option for travelers, thereby fostering tourism and benefitting local businesses.

I am particularly excited about the prospect of having a new hotel in Malibu where my friends can stay when they come to visit. Furthermore, and on a more selfish note the Malibu Inn Motel will finally bring in a new cool venue locals like myself can use to socialize, creating a vibrant and welcoming atmosphere that will enrich our community. As we all know it's not very often something new pops up around here.

I wholeheartedly support the Malibu Inn Motel project and urge the Planning Commission to approve its construction. As a resident of Malibu, I believe this hotel will contribute significantly to our community's economic vitality, create job opportunities, cater to the needs of our visitors, and provide a new gathering place for locals.

Thank you for considering my input on this matter, and I hope you will take into account the numerous benefits that the Malibu Inn Motel can bring to our beautiful city.

Sincerely,

Adam Kahan
[redacted] Pacific Coast Highway
Malibu, CA

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/30/23 Time 3:06 PM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Received
05/25/23
Planning Dept.

Planning Commission

From: Alina Korsunsky <[redacted]>
Sent: Thursday, May 25, 2023 2:19 PM
To: Planning Commission
Subject: May 31 - Special Meeting

Hi,

My name is Alina Korsunska. I have watched the previous hearings and read the staff report and am in support of this project. As someone who lives close by, I love what the developer is bringing to this community. We need more hotel and motel rooms and this is exactly what the coastal commission keeps asking for. I also read the coastal commissions letter which also shows their support for the project. I see that the property is zoned for this, and I don't see why we wouldn't approve it. I would love to have a place for visitors to be able to stay when they come to visit, and I think everyone is tired of having their neighbors house filled with strangers and new airbnb guests every week. Let's approve this project for its merits. They are staying within the guidelines of the FAR and they should be commended after putting in so much time on a winning project for the City.

Thank you,

Alina Korsunska

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/25/23 Time 2:19 PM
Planning Commission meeting of 06/05/23
Agenda Item No. 1B
Total No. of Pages 1

Received
05/30/23
Planning Dept.

Planning Commission

From: Bill Sampson [redacted] >
Sent: Monday, May 29, 2023 12:32 PM
To: Planning Commission
Cc: Steve McClary; Trevor Rusin
Subject: Planning commission meeting 5/31/2023, item 1B, Malibu Inn Motel

Please incorporate the following remarks in the public record concerning the above-captioned item.

Before the commission proceeds on the merits on this item I would respectfully suggest that commissioners Peak and Smith recuse themselves from it due to the reasonable foreseeability that the decision will have a material financial effect on each of them given their private business roles as licensed contractors. ANY development in our city raises the reasonably forseeable conclusion that such development presents such a conflict for any contractor given the small pool of contractors within our city.

Contractors in the building trades such as Commissioners Smith and Peak, have exactly the sort of real and/or potential conflict that requires recusal from discussing and voting on all development applications (including the Malibu Motel project), under the Political Reform Act of 1974 (encoded as California Code of Regulations Section 18701 *et seq*, and California Government Code Section 87100 *et seq*.)
The code's disqualification provisions apply to all development-related contractors, even architects. There is no requirement of a promise of future work, or a quid pro quo, for there to be a conflict of interest – simply a reasonably foreseeable possibility that the public official (in this instance Peak and Smith) would have a material financial interest in the project. Income to either or both of these officials as potential bidders as contractors on this particular project is, without doubt, reasonably foreseeable.
Both commissioners should seriously consider resignation rather than recusing themselves (as they should) from the bulk of the commission's business. Such would avoid even an appearance of conflict - a most important consideration for any person invoking the public trust.
A risk to everyone arises under City's own Conflict of Interest Code, "a decision in relation to which a violation of the disqualification provisions of this code or of Section 87100 or 87450 has occurred may be set aside as void pursuant to Section 91003." Thus the outcome of this hearing, however it may go, may be held to be invalid - a result presumably desired by no one.
It would be disastrous for all of us taxpayers if the City itself were held liable for damages arising out of any decision that has been tainted by the participation of a disqualified person. This is a classic example of an ounce of prevention being worth a pound of cure.
For the layperson, these requirements are clearly explained in the League of California Cities' Guide for Local Agency Counsel: Providing Conflict of Interest Advice (2016).

Respectfully,

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/30/23 Time 7:30 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 2

Bill Sampson

Received
5/31/23
Planning Dept.

Planning Commission

Subject: Malibu Inn Motel - Virtual Planning Commission Hearing May 31 - 6:30p

From: Charlotte Frieze [redacted]
Sent: Wednesday, May 31, 2023 3:42 PM
To: Planning Commission <planningcommission@malibucity.org>; John Mazza <Res02igz@gte.net>; Jeffrey D Jennings <jdjenningslaw@gmail.com>; Kraig Hill <kraig.malibu@gmail.com>; Skylar Peak <skylar@peakpowerelectric.com>; Dennis Smith <WAS27MILES@GMAIL.COM>
Subject: Malibu Inn Motel - Virtual Planning Commission Hearing May 31 - 6:30p

Attached please find MOSA's comments for your consideration on the proposed Malibu Inn Motel.

Thank you very much,

Charlotte

--
Charlotte M. Frieze
Malibu, CA

[redacted]

Date Received 5/31/23 Time 3:42PM
Planning Commission meeting of 5/31/23
Agenda Item No. 1B
Total No. of Pages 6

CC: Planning Commission, PD,

Recording Secretary, File

Planning Commission
Malibu, CA 90265 April 17, 2023

Re: Malibu Inn Motel
Virtual Hearing-May 31, 20023 Via Email

Commissioners:

Let's start with ZONING.

ZONING:
CV-1 District
"The CV-1 District is intended to provide for visitor serving uses, including motels and bed and breakfast inns, which serve visitors and residents that are designed to be consistent with the rural character and natural environmental setting."

A change to CV-2 is required by City Council as this is NOT A MOTEL. As defined by the LCP, this is actually a HOTEL as it will be offering food, bar service and is designed to include a swimming pool.

In addition, it will host weddings and other events which are not allowed in motels.

Parking for a MOTEL is defined as adjacent to the room. Required parking for a HOTEL is 2 spaces per room. This plan does not include enough parking.

It is still not clear how this project benefits the residents of Malibu. Nor how it is designed to be consistent with the rural character and natural environment. A project that requires this number of variances is not one that is respectful of Malibu's residents, its rural character and natural environmental setting and its Malibu Building Codes.

It was shocking to read Staff's recommendations for a project that is so obviously in denial of the Malibu Vision and Mission Statement as well as Malibu's rules and regulations.

This Malibu Inn Motel project is proposed for the heart of Malibu. It would benefit the owners of the motel and, presumably, the guests at the Malibu Beach Inn not the residents of Malibu.

The project would have a negative impact on the lives of Malibu residents, local businesses and would deter tourists who bring dollars to the Malibu economy to benefit a relatively few motel guests. The construction traffic alone would make it difficult to reach the Civic Center and Western Malibu from the East.

HEIGHT:

The super-sized height is the beginning of a domino effect of serious issues.
If this project were only 24ft high, there would be no need for the 52.5 ft retaining wall.
There would be no need to destroy the bluff.
There would be no need for the extensive grading and
hauling of 581 TO 847 HEAVY TRUCK LOADS of dirt.

The plans base their height calculations on their claim that the parking lot is subterranean. It is not. EL 20 is just about the elevation of the southernmost point of the outdoor parking lot that is slightly above the elevation of PCH as seen on the Land Removal Area section. 24ft is the maximum allowed with a flat roof. This appears to be closer to 45 ft which is not allowed. This should be measured from natural or finished grade, whichever is lower, to the top of the elevator shaft.

As it is, the structure so substantially alters the existing grade it is necessary to build retaining walls along the east and west sides of the property as well as into the Coastal Bluff.

THE HEIGHT OF THE NORTH RETAINING WALL
The height of the northern retaining wall reveals a flagrant disregard for Malibu, the site's neighbors and its environment. Not only does building this retaining wall require excessive cut into the natural, coastal bluff but at 52.5 FT it also brazenly ignores Malibu's 12 ft retaining wall maximum height.
This project should be denied on this gross violation of building code alone.

This project shamelessly ignores the two-story regulations. In addition to the ground floor lobby and valet parking garage, there are first floor rooms, second floor rooms and a roof deck pool, bar, and spa.

Most importantly this project cuts into the Coastal Bluff and is out of scale with the mostly single-story commercial structures. The project ignores Malibu's height regulations.

Excessive number of stories: Grounds for Denial

TRAFFIC:
This is an accident-prone area due to myriad illegal turns and jay walking.

Western Malibu would in effect be cut off from Eastern Malibu during the years of construction. This is not only an inconvenience but a danger to peoples' lives.

Emergency vehicles would be delayed. Every minute counts for a heart attack or stroke patient.

Anyone who experienced the enormous traffic jam during the Woolsey Fire would be terrified of the potential delays when trying to evacuate. I remember all too well not being able to get onto PCH and watching my neighborhood burn from Zuma Beach.

The project needs to be studied in conjunction with the neighboring businesses including but not limited to: Seaview Hotel, Malibu Beach Inn, Nobo, Soho House, Ryokan, Surfrider Motel, Aviator Nation and the businesses on the Malibu Pier.

As it is the PCH heavy traffic and parking lines impacts all these properties. Gridlock is a common occurrence. Most importantly residents are now reluctant to drive on the weekends and their friends refuse to come visit during the summer months.

GRADING:
Anyone driving along PCH during the past 4 months of rain has seen the erosion caused by disturbing the coastal bluff. The mudslides caused enormous delays.

Any alteration of this coastal bluff would cause slope instability.

Just in the past year the bluff adjacent to The Case has eroded onto Malibu Road.

HAULING:
EXCESSIVE GRADING REQUIRES THE UNDERTAKING OF MASSIVE HAULING, HUGE NOISY MACHINERY, GIGANTIC DELIVERY VEHICLES TO DELIVER THE STEEL INFRASTRUCURE, CRANES AND WORKERS' VEHICLES.

(Let's not forget that just within the past weeks a crane overturned on Las Flores and a supply truck overturned on PCH right next to the Zumirez Fire Station.)

This project proposes digging and exporting 11,860 Cubic Yards of dirt.

REQUIRING 581 TO 847 HEAVY TRUCK LOADS IN THE CENTER OF TOWN

These are the types of trucks that might be required to construct this project:











Can you imagine these in the heart of Malibu across from the historic Malibu Pier? Can you imagine how many movie or TV deals could be lost?

581 TO 847 HEAVY TRUCK LOADS should be a good reason to DENY this project.

NOISE
IF YOU HAVE EXPERIENCED THE NOISE CREATED BY THE POST-WOOLSEY FIRE RECONSTRUCTION in your neighborhood, THE NOISE DISTURBANCE from this project would be magnified exponentially. AND it is IN THE CENTER OF TOWN.

EIR
The fact that this project departs significantly from code requirements makes an EIR necessary.

Alternatives including “no project” or a smaller commercial project that doesn’t require these significant, and costly, variances should be considered.

PLEASE DENY THIS PROJECT

By recommending variances for this unconscionable, non-complying project, the City is intentionally undoing the codes that were put in place to protect Malibu’s environmentally sensitive habitat, small town ambiance and rural character.

The beautiful setting with majestic mountains, coastal bluffs and ocean views is why people come to Malibu. This is why we live here.

Is this non-complying Malibu Inn Motel project worth setting a precedent that could change Malibu forever?

Thank you,

Charlotte M. Frieze
Founding Member

Received
05/31/23
Planning Dept.

Rebecca Evans

From: [redacted]
Sent: Wednesday, May 31, 2023 8:32 AM
To: Jeffrey D Jennings; Dennis Smith; Skylar Peak; Kraig Hill; john mazza
Cc: Patricia Salazar; Rebecca Evans
Subject: Fw: MALIBU INN MOTEL

Follow Up Flag: Follow up
Flag Status: Flagged

Ed Niles asked that I submit this email to you on his behalfregarding the Malibu Inn Motel.

----- Forwarded Message -----
From: Ed Niles [redacted]>
To: [redacted]>
Sent: Wednesday, May 31, 2023 at 08:06:32 AM PDT
Subject: Fwd: MALIBU INN MOTEL

---------- Forwarded message ---------
From: **Ed Niles** [redacted]>
Date: Wed, May 31, 2023 at 8:02 AM
Subject: MALIBU INN MOTEL
To: Ed Niles <[redacted]>

THIS PROJECT REPRESENTS THE TOTAL DISREGARD OF THE COASTAL ACT, THE MALIBU GENERAL PLAN ,LCP AND THE 13000 MALIBU RESIDENTS INVESTMENT IN THE WELFARE AND FUTURE OF THIS UNIQUE CITY . THE STAFF REPORT AND THE PLANNING DEPARTMENTS INABILITY TO RESPOND TO THIS INTRUSION ONLY EMPHASIS THE NEED FOR INTERNAL REVIEW. THE EXISTING PROPERTIES IN MALIBU WHICH CAN ABSORB THIS USE SEAMLESSLY IS IDENTIFIED UNDER THE PRESENT CITIES GENERAL PLAN.THIS CONVOLUTED ATTEMPT TO MANIPULATE GEOTECHNICAL REALITIES VISUAL MASS, WASTE WATER ETAL IS AN INSULT TO THIS COMMUNITY AND TO THE EFFORT BEHIND THE MEANING OF THE GENERAL PLAN.THIS ``CONSTITUTION" OF LAND USE POLICIES IS NOT TO BE REVISED OR LAND PROSTITUTED FOR PERSONNEL FINANCIAL GAIN.THE APPROVAL WILL ONLY LEGITIMIZE THE BALANCE OF MALIBU LAND INTO INDISCRIMINATE SUBDIVISION OF USE

ED NILES..

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/31/23 Time 8:32 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Received
05/31/23
Planning Dept.

Planning Commission

From: Jo Drummond [redacted] >
Sent: Tuesday, May 30, 2023 9:49 PM
To: Planning Commission; John Mazza; Kraig Hill
Cc: R N; Patt Healy; Rebecca Evans; Janet Friesen; Bill Sampson; Georgia Goldfarb; Gerhardt & Rosemarie Ihde; Colin Drummond; Walter Zelman; Dorina schiro; Peggy Hall Kaplan; richard lawrence; [redacted] Lester Tobias; Linda Rivera; [redacted]; Marilou Hamill; Lucile Keller; Ann Doneen; Dru Jacobson
Subject: Malibu inn motel - virtual planning commission hearing May 31 - 6:30p
Attachments: Address_ 22959 PACIFIC COAST HWY APN_ 4452-019-005 22959 Doc Type (ESD)_ GEOTECHNICAL REPORT Rep__ 6_20_2018 Tract #_ - - 8_21_2018 Case #_.pdf

Honorable Chair Smith and Planning Commission,

This rushed seemingly pushed through planning project with much public opposition cannot move forward due to the MANY code violations:

1. It is the INCORRECT **ZONING** - the motel is NOT a motel as defined in the LCP but a HOTEL as it will be offering not only food but bar service and a swimming pool with a rooftop bar. Plus it will host weddings and other special events for the public which are not allowed in motels, only hotels. It also has underground parking that must be accessed by stairs or elevator and not parking adjacent to the rooms which is a requirement of a motel. It must first go through a zoning change to CV-2 from CV-1 at the city council before being able to be approved. Hotels also require 2 parking spaces per room and this project as designed can never meet this requirement. The commercial retail plaza suddenly changing to a hotel almost 10 years later should have enacted a NEW application which would automatically be denied due to the water ban.

2. It is digging almost an acre into a natural **coastal bluff** -The ND states: *''The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern bluff into the project site (p 429 of staff report).''* This description meets the definition of a Coastal Bluff. COASTAL BLUFF - a high bank or bold headland, ten feet (10') or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face overlooking a body of water. The LCP CLEARLY states that no coastal bluff can be excavated - ***"No permanent structures shall be permitted on a bluff face".*** The Coastal Commission would NEVER allow this project to move forward. The California Coastal Act (California Public Resource Code Sections 30000 et seq.) regulates coastal development in California. Section 30253 states, in part, that: New development shall:
(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. According to Mark Johnsson, staff geologist for the California Coastal Commission, "This law requires that new development be sited in such a way that it will not be subject to erosion or stability hazard over the course of its design life. Further, the last clause requires the finding that no seawall, revetment, jetty…retaining wall…will be needed to protect the development over the course of its design life."

3. The MASSIVE 20,000,000 lbs of **grading** is also not ALL UNDER STRUCTURE as the hillside will be encasing the back of the hotel and parking garage. So it should NOT be exempt. And it is supposed to be SET BACK from the slope without all this grading. I live in Big Rock where the cutting of our slope caused our landslide and PCH to be closed for months - please use common sense here to protect your residents.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/31/23 Time 7:30 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 14

4. The **Aviator Nation's 100% septic expansion area** is the whole area where the Malibu Inn Motel would put their new septic system - if this area needs to be changed there must be a hearing first for Aviator Nation's OWTS design change. The applicant can't on a whim just move the expansion field over for his convenience without going through the proper permitting channels.

5. The **proposed septic system is 4 TIMES the capacity** than the original retail project submitted in 2009 and the large holding tank will not be able to hold back this much larger amount of effluent after a few days. Rain, the already high groundwater level at the site and sea level rise will certainly cause its failure and pollution of our ocean and beaches which is why there is a water ban in the area and risks the city once again violating The Clean Water Act. According to Heal The Bay, Surfrider Beach is already the fourth most polluted beach in California. P 7 of the attached geotechnical report by Geoconcepts states that the groundwater level is high but it has not been ever properly studied. It needs up to date recent studies of levels especially with constant sea rise which can infiltrate the septic system and cause it to overflow and contaminate. All reports were completed 8-11 years ago and groundwater has certainly risen since then. If the septic encroaches into the groundwater it will pollute the nearby ocean (see attached from EPA). In Yaroslaski's Feb 2016 septic report he states clearly on p 2, "The geologic consultant must provide a technical rationale to support his opinion as to what is the depth/elevation of seasonal high groundwater." We have not received this information except that it is high, thus the septic can and will pollute the groundwater. There was also no geotechnical review for the recently updated septic plan.

6. There is NOT enough **parking** for events both at adjacent Aviator Nation (340 person events) plus the hotel (12-20 employees during peak times plus 40 guests plus guests for wedding events, etc.). The transportation study dated April 29, 2020 on p 79 states that the Malibu inn/aviator nation venue requires 68 parking spots at peak evening hours - there will be only 23 spots available. And valet parking cannot be allowed to park over 300 ft away as the Mani brothers project was denied for the same reason. 18 of the hotel spots are in the front yard setback which will also hinder evacuation. They will also be demolishing one of Aviator Nation's marquee signs on top of already taking away their parking spots - a sure sign of more sad things to come for this historical landmark in the future!

7. A variance shall not be granted that would allow reduction or **elimination of public parking** for access to the beach, public trails or parklands. Everyone parks here for the public pier, beach, etc. This precious public parking will be lost and push more cars to search along PCH and is another violation of the LCP. Finding 10 on p 436 of the staff report is inaccurate - see photo of existing lot below.

8. In an **emergency** it will be difficult to maneuver out of the squeezed in parking lot configured worse than Nobu/Soho House where no emergency vehicles could enter during a fire last year because of the evacuation of all the cars, etc (see attached). There are already dozens of illegal u turns and multiple accidents in front of these two restaurants and hotel - multiply that by at least a dozen near the pier, aviator nation, this motel and all the other hotels, businesses etc. at the busiest intersection in town and it will be a disaster and a traffic and safety nightmare. Stacked parking during a power outage will also strand patrons and would be tedious and potentially deadly during an evacuation. An EIR needs to be completed to evaluate the traffic and safety risks among all the other significant impacts caused by this potential hotel and surrounding tourist sites. On our way home last week from seeing the eye opening film "21 Miles in Malibu" about how the PCH was made to bring in more people than Malibu can handle my husband and I nearly hit 4 cars making illegal u turns in front of us from Adamson House to Las Flores. It is THE most dangerous highway for residents and tourists and the safety of it with this new hotel needs to be evaluated properly or more people will die at this intersection. This should be a TOP priority for the planning commission's consideration or it will lie on your consciences.

9. The over **50 ft tall retaining wall** being built CANNOT be allowed with a variance. This will set a devastating precedent and cause more alterations in the natural bluff coastline we have here. You can see clearly in the image below attached that from the "ground level" the wall will tower at over 46 ft tall. Cityhood was supposed to protect further devastation of our natural bluffs and further overbuilding of these high retaining walls where this one WOULD BE THE HIGHEST EVER. Plus they're adding a four foot freeboard and screening to protect it from the rockfall and erosion already taking place on this slope.

10. The Planning Commission, pursuant to Section 13.27 of the Malibu LIP, may allow **heights up to 24 feet** for flat roofs and 28 feet for pitched or sloped roofs. It is fairly obvious in the plan attached that the elevation from the "ground floor" to the roofline is 11ft + 8.1ft + 8ft =**27.1 ft** plus if you add in the rooftop bar and pool to the bottom of the elevator shaft that's another 3.6ft which makes the total height over 30 ft. Planning should also include the elevator shaft which is part of the structure which would make the building over 44 ft tall. Either way it is much over the allowed limits per the code and adversely affects the neighborhood character. **Because of this error in the plans where it falsely states the height is under 24 ft this item needs to be denied or sent back.**

11. The LCP states for commercial buildings that **"In no event shall the maximum number of stories above grade be greater than two."** The current staff report states: "The ground floor of the building consists of the lobby and a valet parking garage. The main and upper floors accommodate the rooms and suites. A rooftop deck with swimming pool, spa and bar is proposed." With a ground floor lobby and a parking garage this clearly shows the structure is 3 stories when only 2 stories are allowed.
The first-floor lobby/parking lot and the top floor roof deck with a railing, elevator shaft, pool and roof over the bar constitute a **fourth story**. The code allows only chimneys and rooftop antenna on top of roofs. The MND refers to the project constantly as a three level motel also. The pool should NOT be allowed in a motel zoned area.

12. The **noise** study never analyzed all areas of impacts properly (see attached study areas). Also the owners want to have music on the rooftop bar/pool deck all day from 7a until 2a which is unacceptable. This will greatly disturb the neighbors above and at the chabad and daycare where children and babies will be trying to sleep right next door.

13. A **liquor license** will likely not be awarded given its location right next to a daycare center & synagogue and across from a public park as per California Business and Professions Code 23789.

14. Norm Hainey had to jump through hoops regarding the **affordable housing** aspect of his Sea View Hotel properly zoned recycled building project yet no stipulations have been put on this brand new project of the Hakim's. It cannot move forward without any DEFINED affordable housing options or large payments to the city (none to the MRCA please) which really shouldn't be allowed to happen by "buying out" affordable housing required by the Coastal Commission. See p 780 of the staff report the CCC "recommend(s) that the staff report include additional information (i.e., proposed nightly room rate, the median cost of an overnight room in the City of Malibu, etc.) and analysis in order to fully address the project's consistency with the policies and provisions of the Malibu Land Use Plan and Chapter 12 (Public Access Ordinance) of the Local Implementation Plan." However, the staff report does NONE of this.

15. Hainey also had to provide a **check valve** for potable water which also needs to be added officially to this project before any approval can occur.

16. The project is **NOT the least environmentally damaging alternative**, the current parking lot is. Or a commercial retail project design as submitted by Lester Tobias which does NOT cut into the bluff and uses far less wastewater. So there are other alternatives that could have been explored but were not and therefore does not satisfy the findings for the variances.

These are the main reasons to deny the project but at the VERY least an **environmental impact report** should be REQUIRED under **CEQA** to evaluate the "Potentially Significant Impact" including risks of traffic, parking, safety, noise, geology, groundwater levels, toxins (from the former gas station, etc), septic effluent and it's effect on our beaches and ocean, immense damage to land forms and adjacent properties, erosion, etc. This will answer all the unanswered questions for such a HUGE project with so many variances requested.

Thank you for your thoughtful and reasonable determination in applying the rule of law for this project which has so many, many red flags.

Jo Drummond

Source: U.S. EPA, 1991a.

Approximately one-fourth of al
United States rely on septic syst
their human wastes. Although
tem releases a relatively small a
into the ground, the large numl
use of these systems makes ther
mination source. Septic systems
ly sited, designed, constructed,
contaminate ground water with
nitrates, detergents, oils, and ch
with these contaminants are the
available septic system cleaners

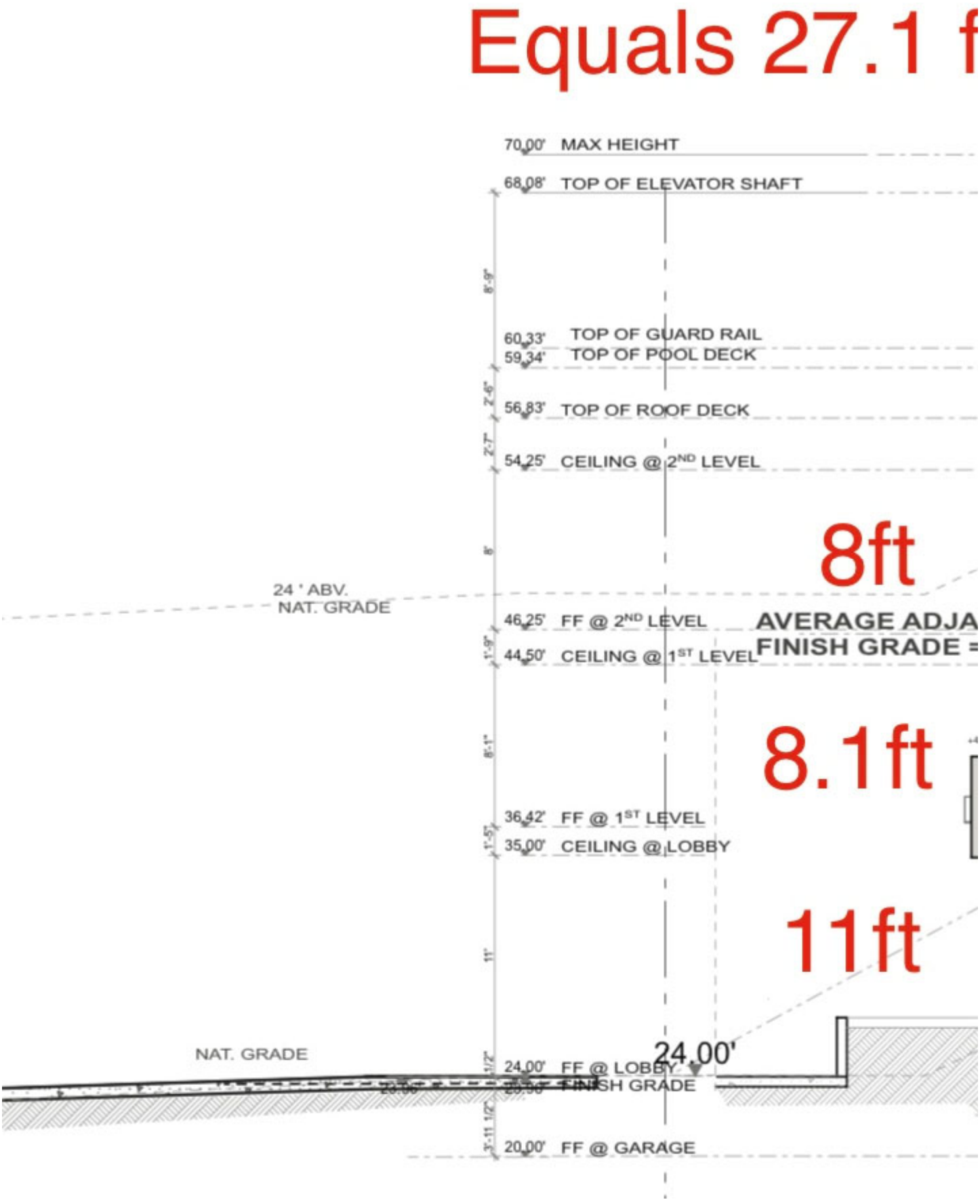




Jefferson "Zuma Jay" Wagner witnessed th

Fi




Equals 27.1 f
70.00' MAX HEIGHT
68.08' TOP OF ELEVATOR SHAFT
60.33' TOP OF GUARD RAIL
59.34' TOP OF POOL DECK
56.83' TOP OF ROOF DECK
54.25' CEILING @ 2ND LEVEL
8ft
24 ' ABV.
NAT. GRADE
46.25' FF @ 2ND LEVEL
AVERAGE ADJA
44.50' CEILING @ 1ST LEVEL
FINISH GRADE =
8.1ft
36.42' FF @ 1ST LEVEL
35.00' CEILING @ LOBBY
11ft
NAT. GRADE
24.00'
24.00' FF @ LOBBY
FINISH GRADE
20.00' FF @ GARAGE

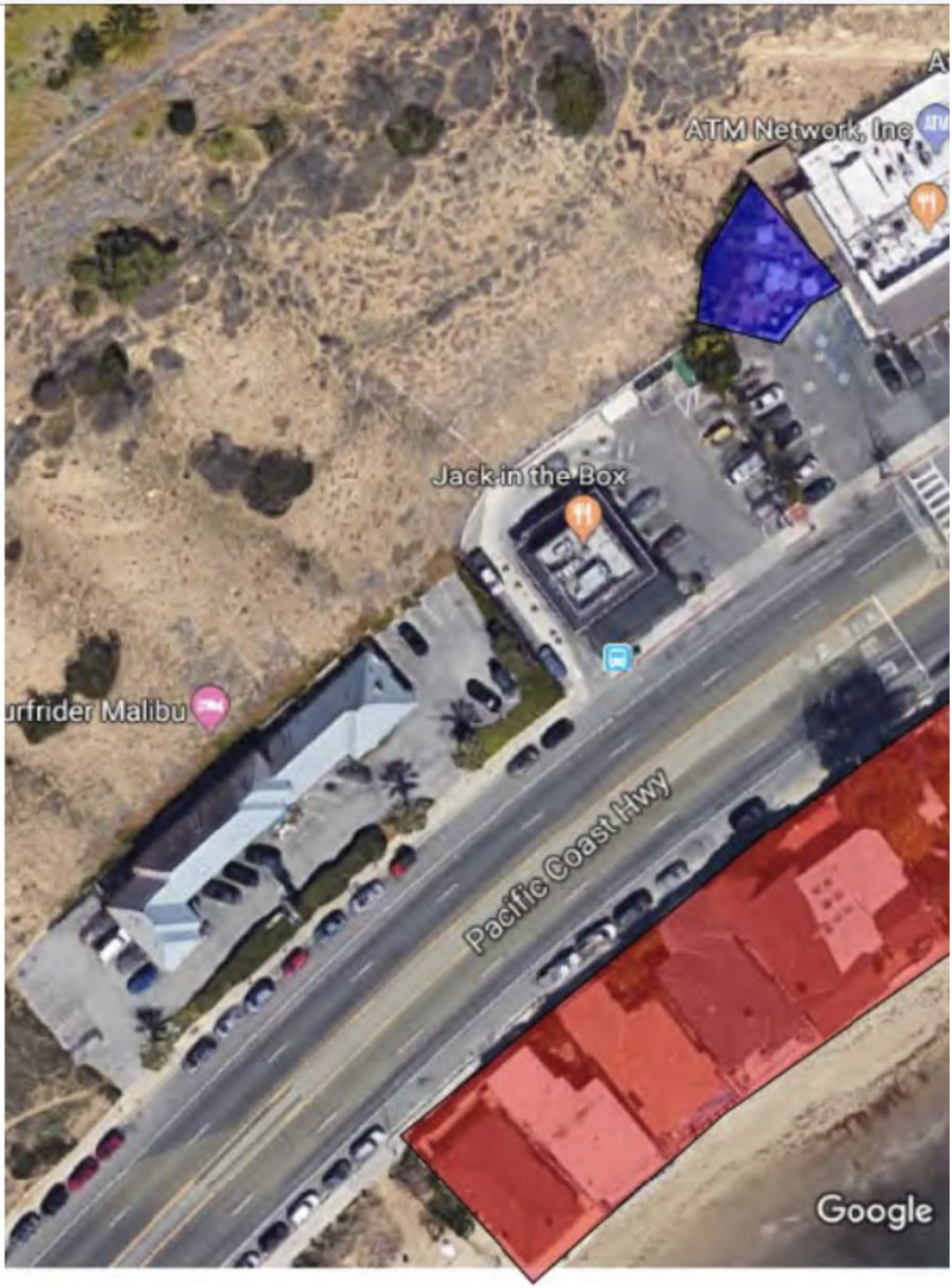
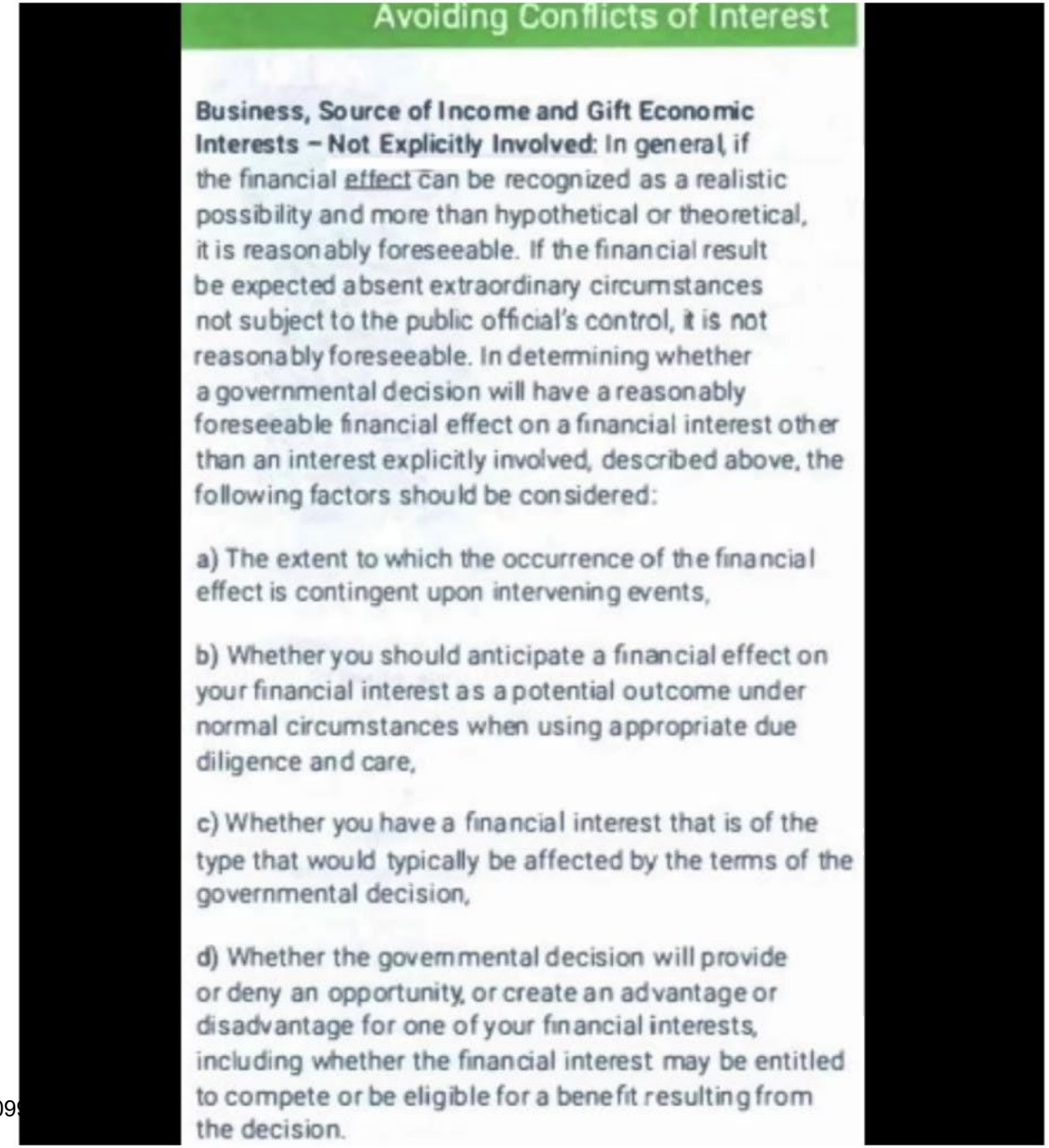


Figure 1 Birds eye view of CLIENT patio (blue), nearby approximate OMNY ambient noise level measurer


Sweetwater Mesa Rd
Residential 2
Measurement L
Project Locat
Aviator Nation
Clothing store
Cardtronics
AirGarage
Jack in the Box
Takeout • Delivery

This document made by our city attorney's law firm shows CLEARLY for both Chair Smith and more specifically Skylar Peak as contractors whose income relies on new development (Peak incidentally has already done work on a new project he approved in the past) that it is foreseeable that they can financially benefit from their decisions on the planning commission as has been done in the past while one was on City Council.

Skylar Peak stated at the last meeting that he approves of people with newly approved projects choosing local contractors (such as himself) and there are few Malibu contractors in the general public.



Avoiding Conflicts of Interest

Business, Source of Income and Gift Economic Interests – Not Explicitly Involved: In general, if the financial effect can be recognized as a realistic possibility and more than hypothetical or theoretical, it is reasonably foreseeable. If the financial result be expected absent extraordinary circumstances not subject to the public official's control, it is not reasonably foreseeable. In determining whether a governmental decision will have a reasonably foreseeable financial effect on a financial interest other than an interest explicitly involved, described above, the following factors should be considered:

a) The extent to which the occurrence of the financial effect is contingent upon intervening events,

b) Whether you should anticipate a financial effect on your financial interest as a potential outcome under normal circumstances when using appropriate due diligence and care,

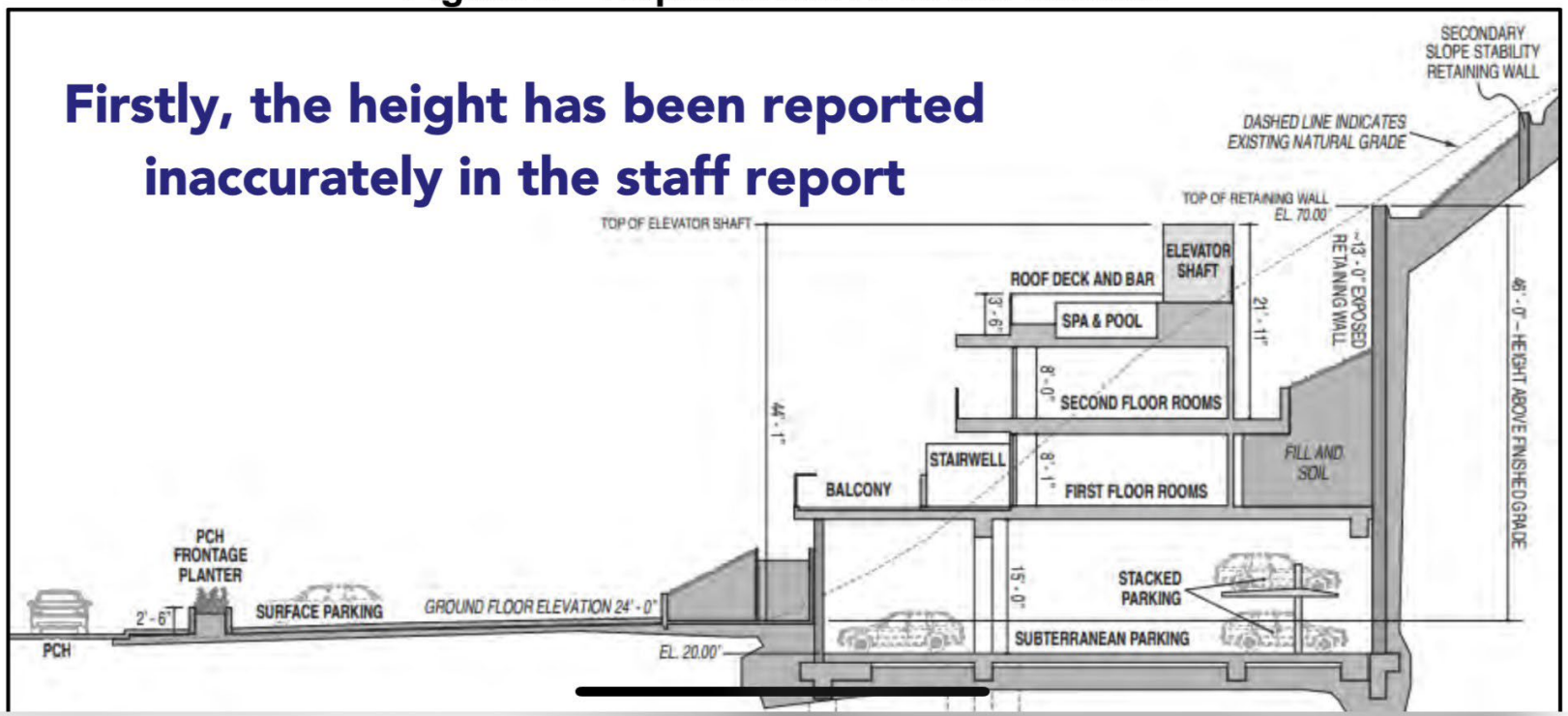
c) Whether you have a financial interest that is of the type that would typically be affected by the terms of the governmental decision,

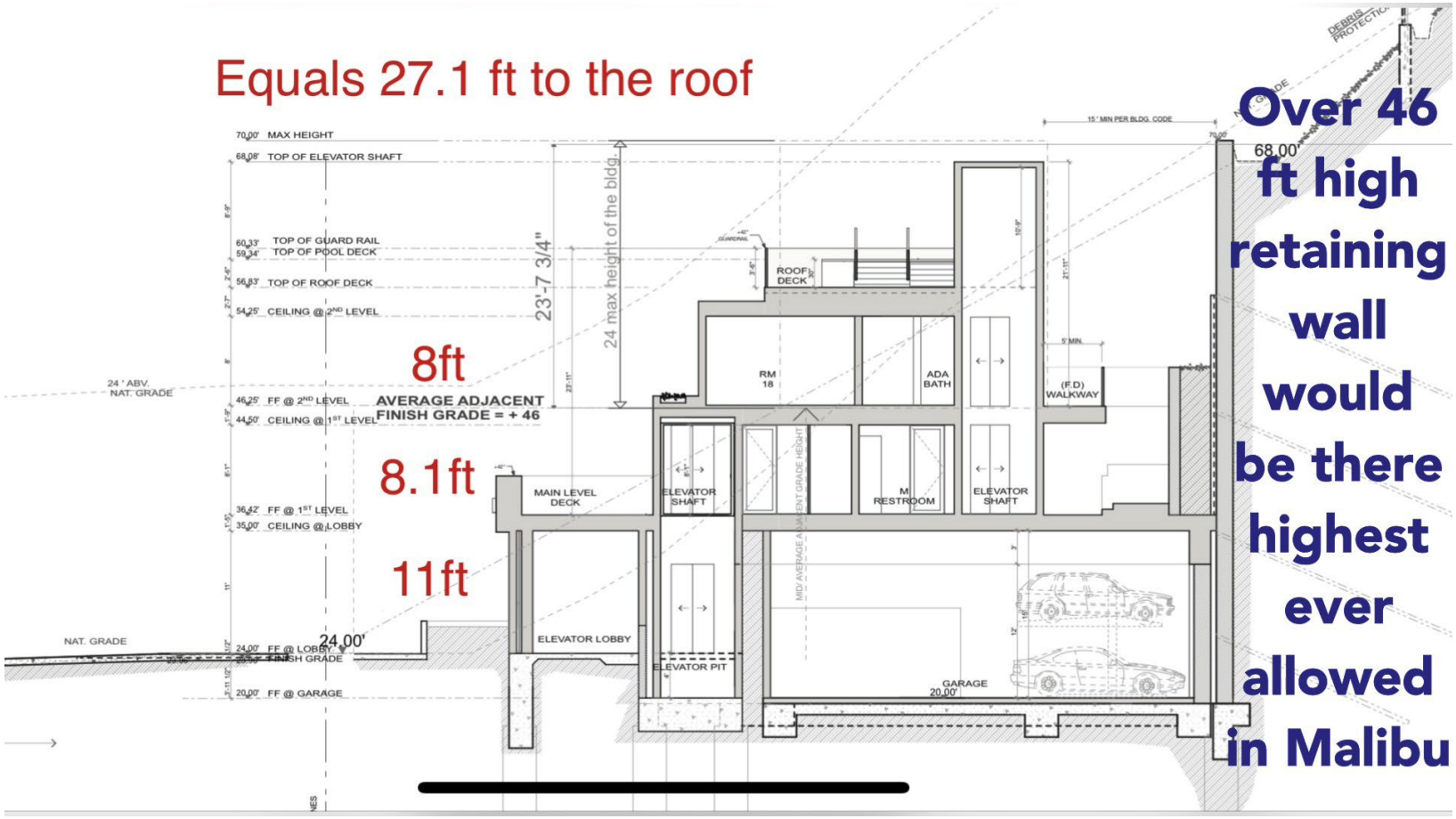
d) Whether the governmental decision will provide or deny an opportunity, or create an advantage or disadvantage for one of your financial interests, including whether the financial interest may be entitled to compete or be eligible for a benefit resulting from the decision.

No public official at any level of government shall use his official position to influence a decision where it is reasonably foreseeable he has a financial interest.

If Smith and Peak participate tonight the outcome of this hearing, however it may go, may be held to be invalid.

Figure 3 – Representative Cross Section




Equals 27.1 ft to the roof
70.00' MAX HEIGHT
68.08' TOP OF ELEVATOR SHAFT
60.33' TOP OF GUARD RAIL
59.34' TOP OF POOL DECK
56.83' TOP OF ROOF DECK
54.25' CEILING @ 2ND LEVEL
46.25' FF @ 2ND LEVEL
44.50' CEILING @ 1ST LEVEL
36.42' FF @ 1ST LEVEL
35.00' CEILING @ LOBBY
24.00' FF @ LOBBY
20.00' FF @ GARAGE
23'-7 3/4"
24 max height of the bldg.
8ft
AVERAGE ADJACENT FINISH GRADE = + 46
8.1ft
11ft
24 ' ABV. NAT. GRADE
NAT. GRADE
24.00'
ROOF DECK
RM 18
ADA BATH
(F.D) WALKWAY
MAIN LEVEL DECK
ELEVATOR SHAFT
M RESTROOM
ELEVATOR SHAFT
ELEVATOR LOBBY
ELEVATOR PIT
GARAGE 20.00'
15 ' MIN PER BLDG. CODE
5' MIN.
68.00'
Over 46 ft high retaining wall would be there highest ever allowed in Malibu

3.8. COMMERCIAL DEVELOPMENT STANDARDS

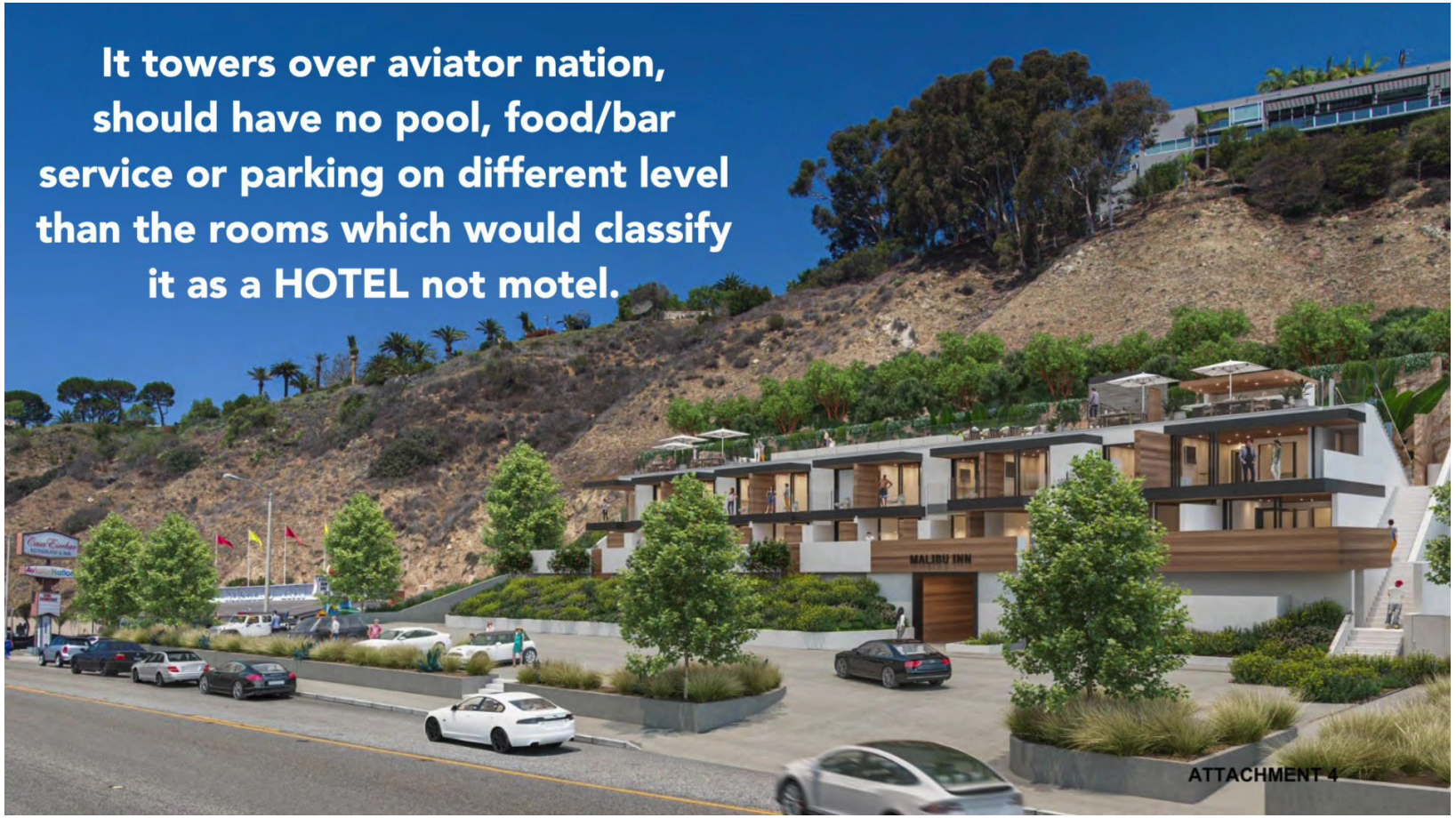
A. All commercial development shall be subject to the following development standards:

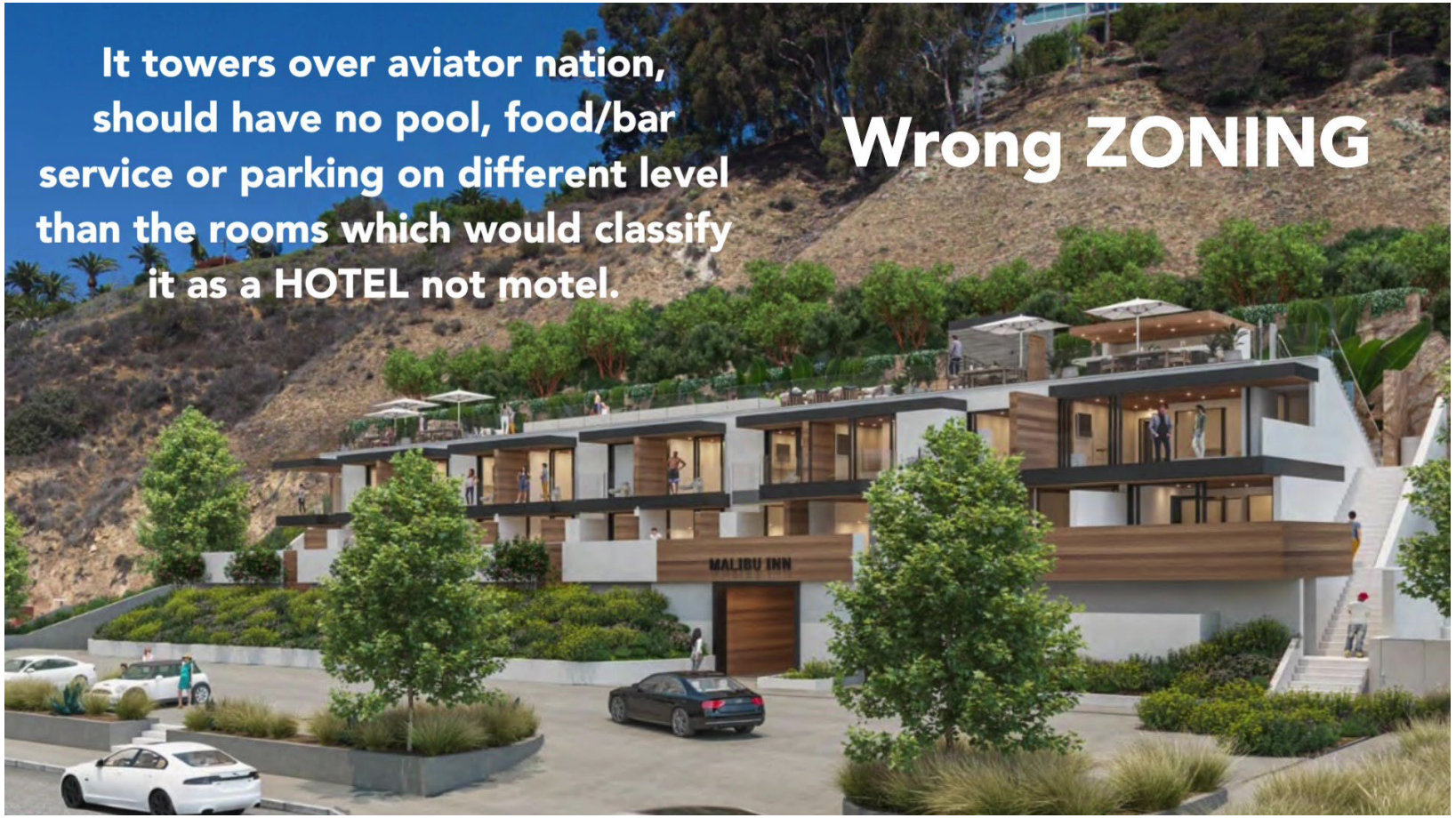
1. Height.

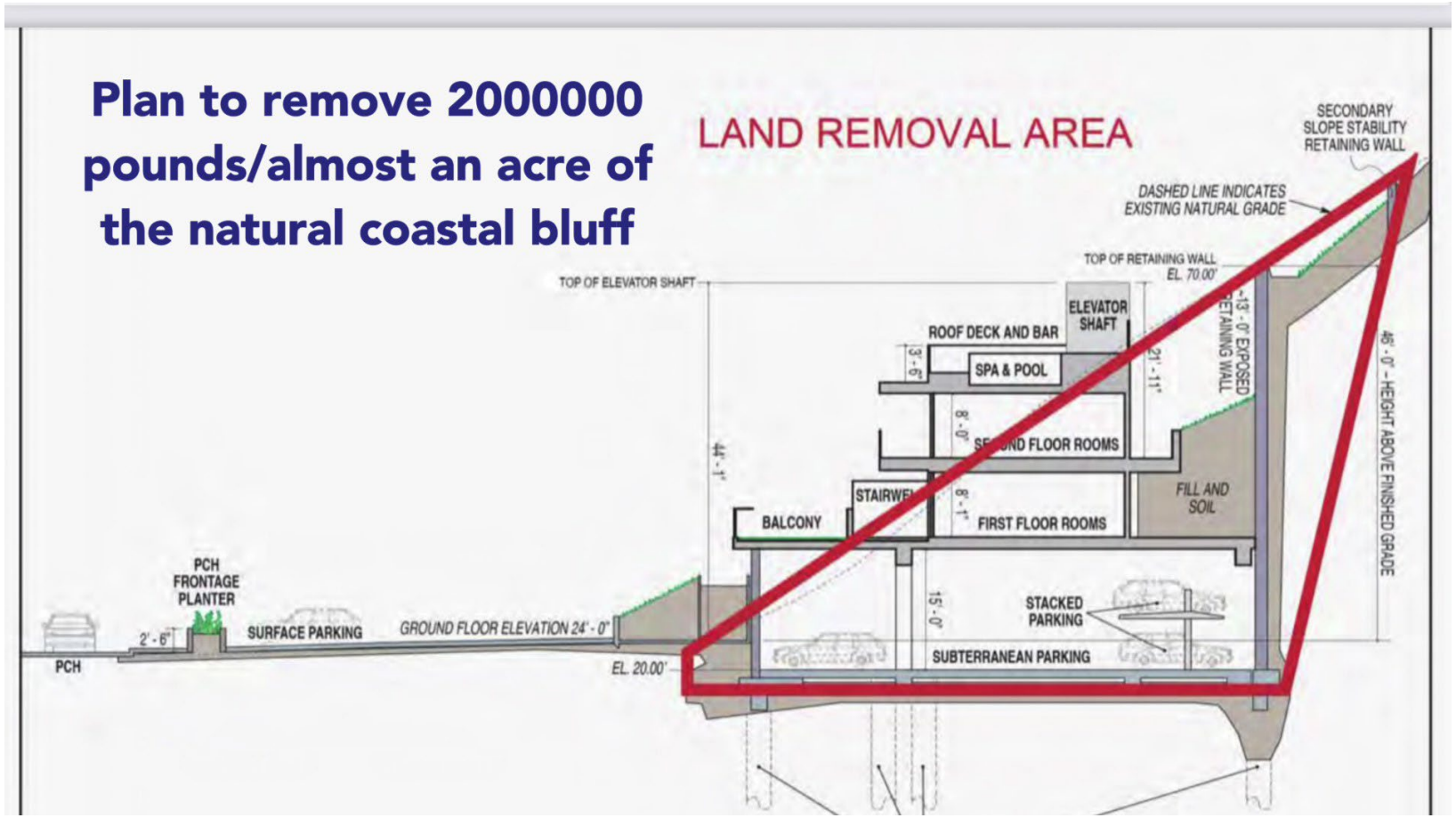
a. Non-Beachfront lots. Every building or structure, including satellite dish antenna, shall not be higher than 18 feet above natural or finished grade, whichever results in a lower building height, except for chimneys and rooftop antenna other than satellite dish antenna.

b. Notwithstanding any provision of this section, the Planning Commission, pursuant to Section 13.27 of the Malibu LIP , may allow heights up to 24 feet for flat roofs and 28 feet for pitched or sloped roofs. In no event shall the maximum number of stories above grade be greater than two.

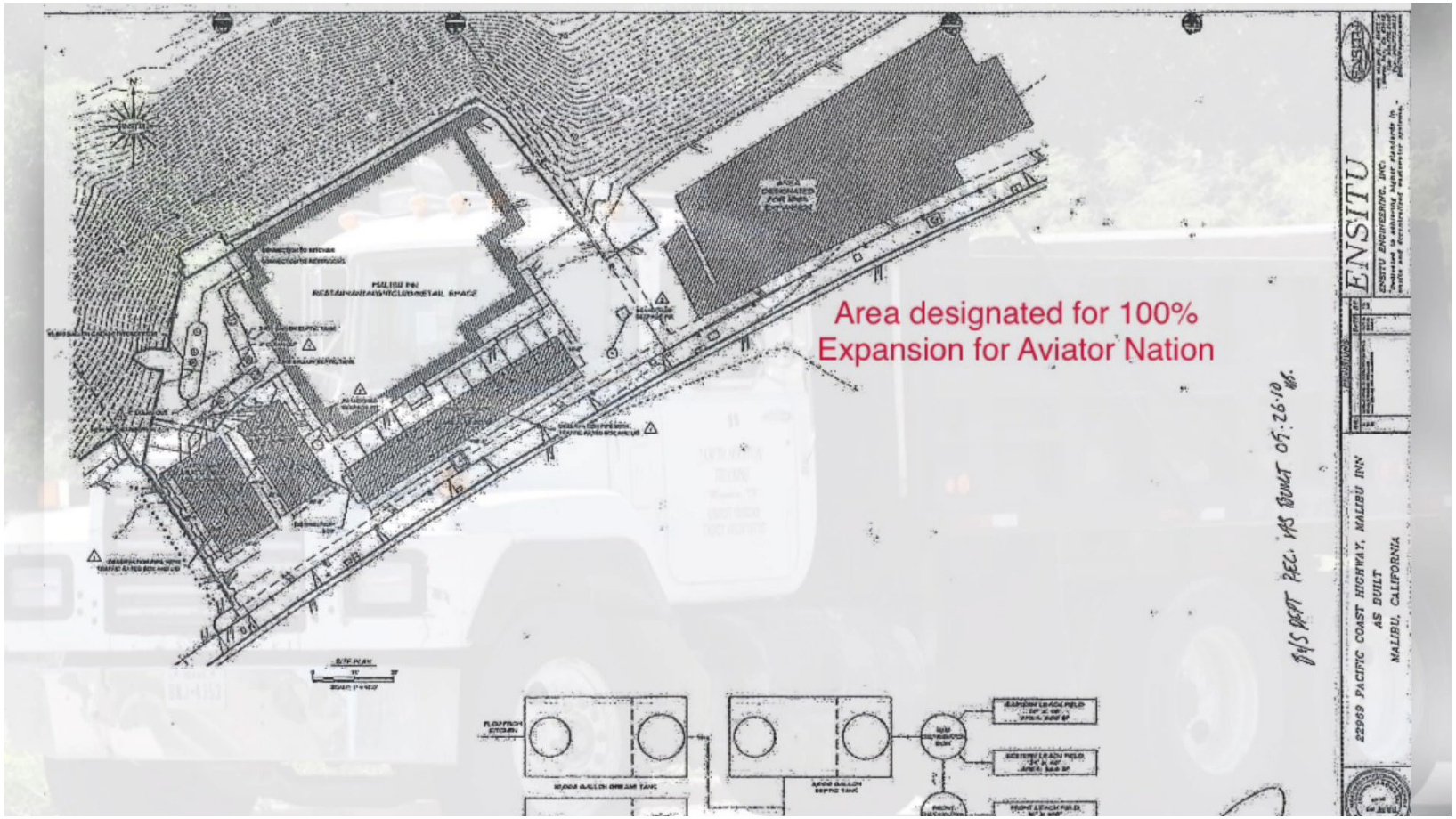
b. Notwithstanding any provision of this section, the Planning Commission, pursuant to Section 13.27 of the Malibu LIP , may allow heights up to 24 feet for flat roofs and 28 feet for pitched or sloped roofs. In no event shall the maximum number of stories above grade be greater than two.

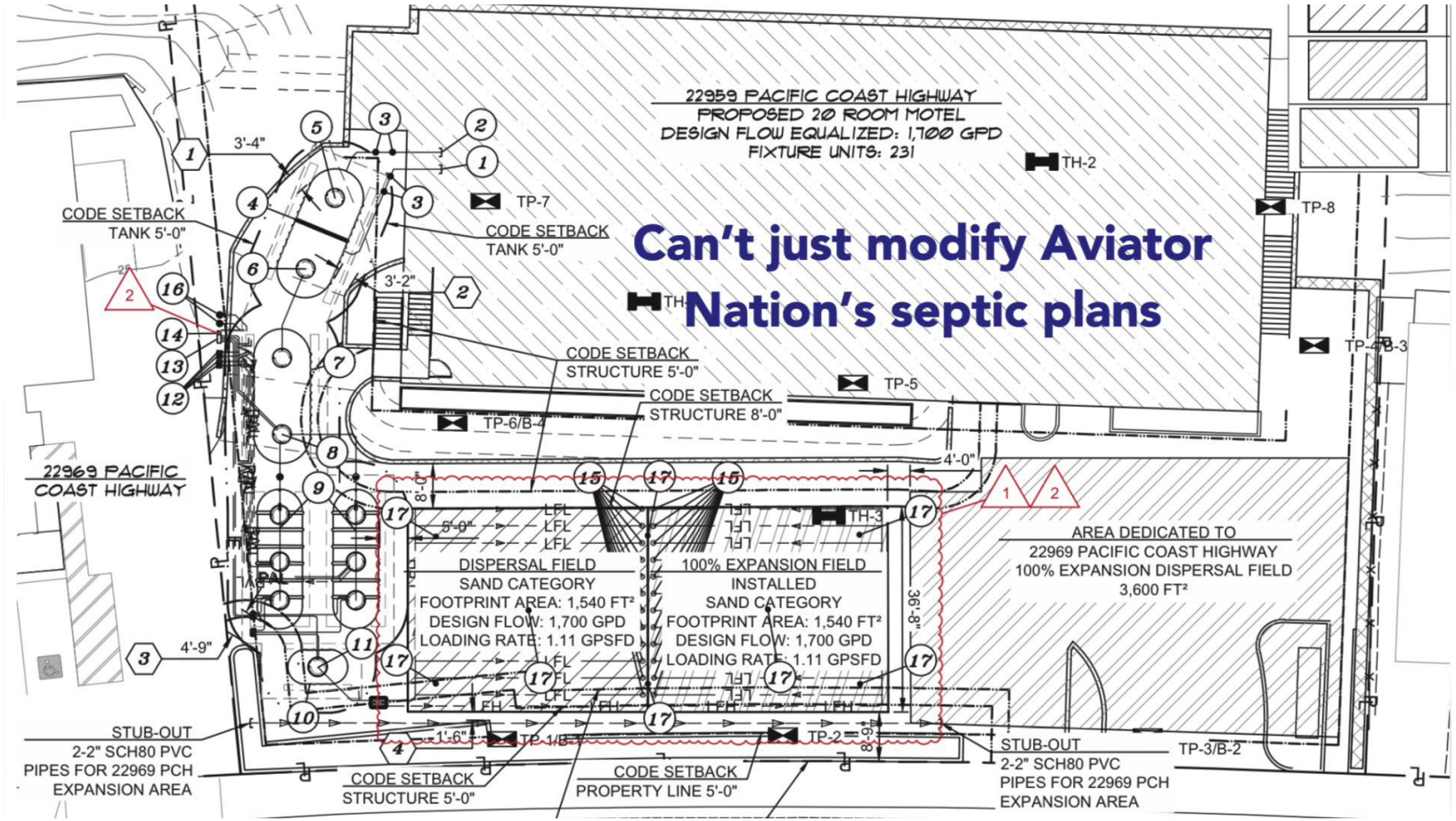

It towers over aviator nation, should have no pool, food/bar service or parking on different level than the rooms which would classify it as a HOTEL not motel.
MALIBU INN
ATTACHMENT 4


It towers over aviator nation, should have no pool, food/bar service or parking on different level than the rooms which would classify it as a HOTEL not motel.
Wrong ZONING
MALIBU INN

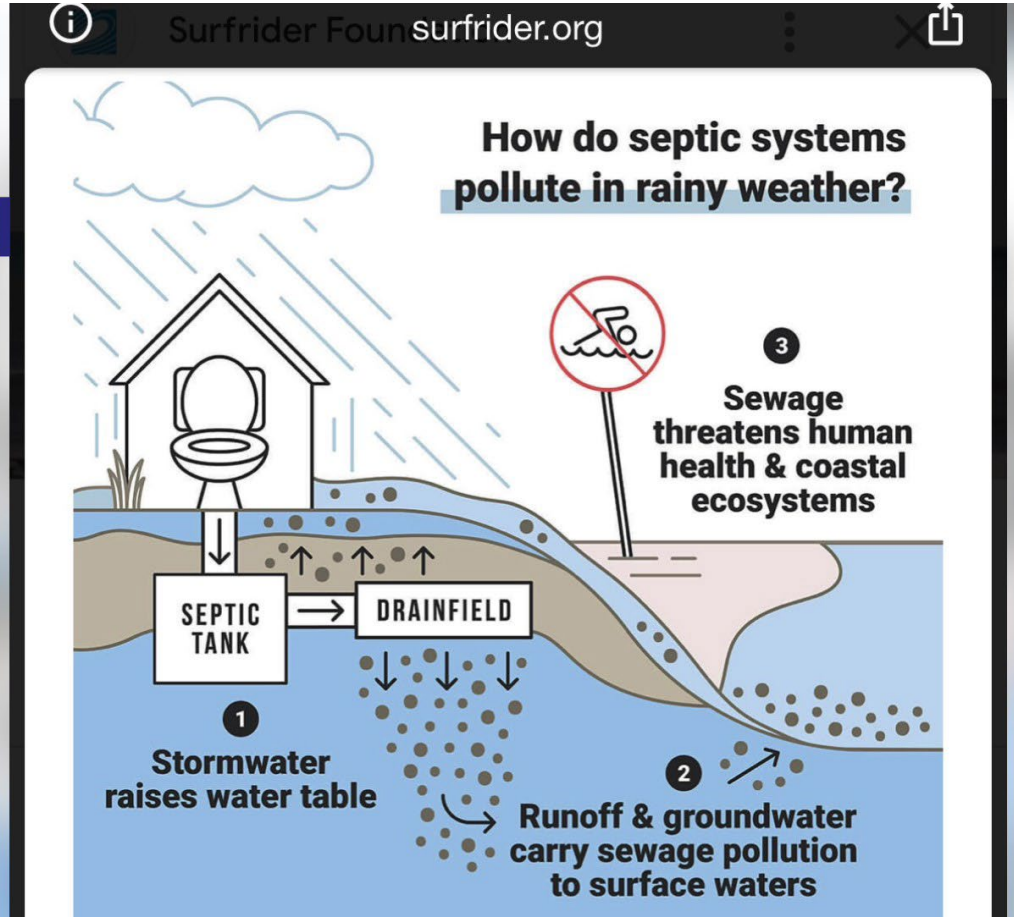

Plan to remove 2000000 pounds/almost an acre of the natural coastal bluff
LAND REMOVAL AREA
SECONDARY SLOPE STABILITY RETAINING WALL
DASHED LINE INDICATES EXISTING NATURAL GRADE
TOP OF RETAINING WALL EL. 70.00'
TOP OF ELEVATOR SHAFT
ELEVATOR SHAFT
ROOF DECK AND BAR
SPA & POOL
13' - 0" EXPOSED RETAINING WALL
45' - 0" - HEIGHT ABOVE FINISHED GRADE
21' - 11"
44' - 1"
8' - 0"
SECOND FLOOR ROOMS
STAIRWELL
8' - 1"
FILL AND SOIL
BALCONY
FIRST FLOOR ROOMS
PCH FRONTAGE PLANTER
2' - 6"
SURFACE PARKING
GROUND FLOOR ELEVATION 24' - 0"
PCH
EL. 20.00'
15' - 0"
STACKED PARKING
SUBTERRANEAN PARKING


91
NORTH HOUSTON
TRUCKING
BNJ-4353


Area designated for 100%
Expansion for Aviator Nation
ENSITU
22969 PACIFIC COAST HIGHWAY, MALIBU INN
AS BUILT
MALIBU, CALIFORNIA


22959 PACIFIC COAST HIGHWAY
PROPOSED 20 ROOM MOTEL
DESIGN FLOW EQUALIZED: 1,700 GPD
FIXTURE UNITS: 231
Can't just modify Aviator
Nation's septic plans
22969 PACIFIC COAST HIGHWAY
CODE SETBACK TANK 5'-0"
CODE SETBACK TANK 5'-0"
CODE SETBACK STRUCTURE 5'-0"
CODE SETBACK STRUCTURE 8'-0"
DISPERSAL FIELD
SAND CATEGORY
FOOTPRINT AREA: 1,540 FT²
DESIGN FLOW: 1,700 GPD
LOADING RATE: 1.11 GPSFD
100% EXPANSION FIELD
INSTALLED
SAND CATEGORY
FOOTPRINT AREA: 1,540 FT²
DESIGN FLOW: 1,700 GPD
LOADING RATE: 1.11 GPSFD
AREA DEDICATED TO
22969 PACIFIC COAST HIGHWAY
100% EXPANSION DISPERSAL FIELD
3,600 FT²
STUB-OUT
2-2" SCH80 PVC
PIPES FOR 22969 PCH
EXPANSION AREA
CODE SETBACK
STRUCTURE 5'-0"
CODE SETBACK
PROPERTY LINE 5'-0"
STUB-OUT
2-2" SCH80 PVC
PIPES FOR 22969 PCH
EXPANSION AREA
TP-7
TH-2
TP-8
TP-5
TP-6/B-4
TH-3
TP-1/B-1
TP-2
TP-3/B-2
TP-4/B-3

High ground water in water ban area




KEEP OUT
SEWAGE
CONTAMINATED WATER
OCEAN WATER MAY
CAUSE ILLNESS
BY ORDER OF THE HEALTH OFFICER
COUNTY OF ORANGE
FOR FURTHER INFORMATION,
CALL (714) 433-6400 OR
www.ocbeachinfo.com

Surfrider's Beach in Malibu is the **fourth most polluted beach in California**, according to an annual beach report card issued by Heal the Bay, an environmental advocacy group. "Water samples are analyzed for bacteria that indicate pollution from numerous sources, including fecal waste," according to Heal the Bay.

determined it was in conformance with State and local requirements. Therefore, the Project complies with all applicable requirements of State and local law.

Finding 10. A variance shall not be granted that would allow reduction or elimination of public parking for access to the beach, public trails or parklands.

The Project does not include or encroach upon public parking. Therefore, this finding does not apply.

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

LIP Section 13.27.5(A) requires that the City makes four findings in the consideration and approval of a site plan review for construction in excess of the City's base 18 feet in height


COASTAL OUTPOST
PUBLIC
PARKING
AirGarage

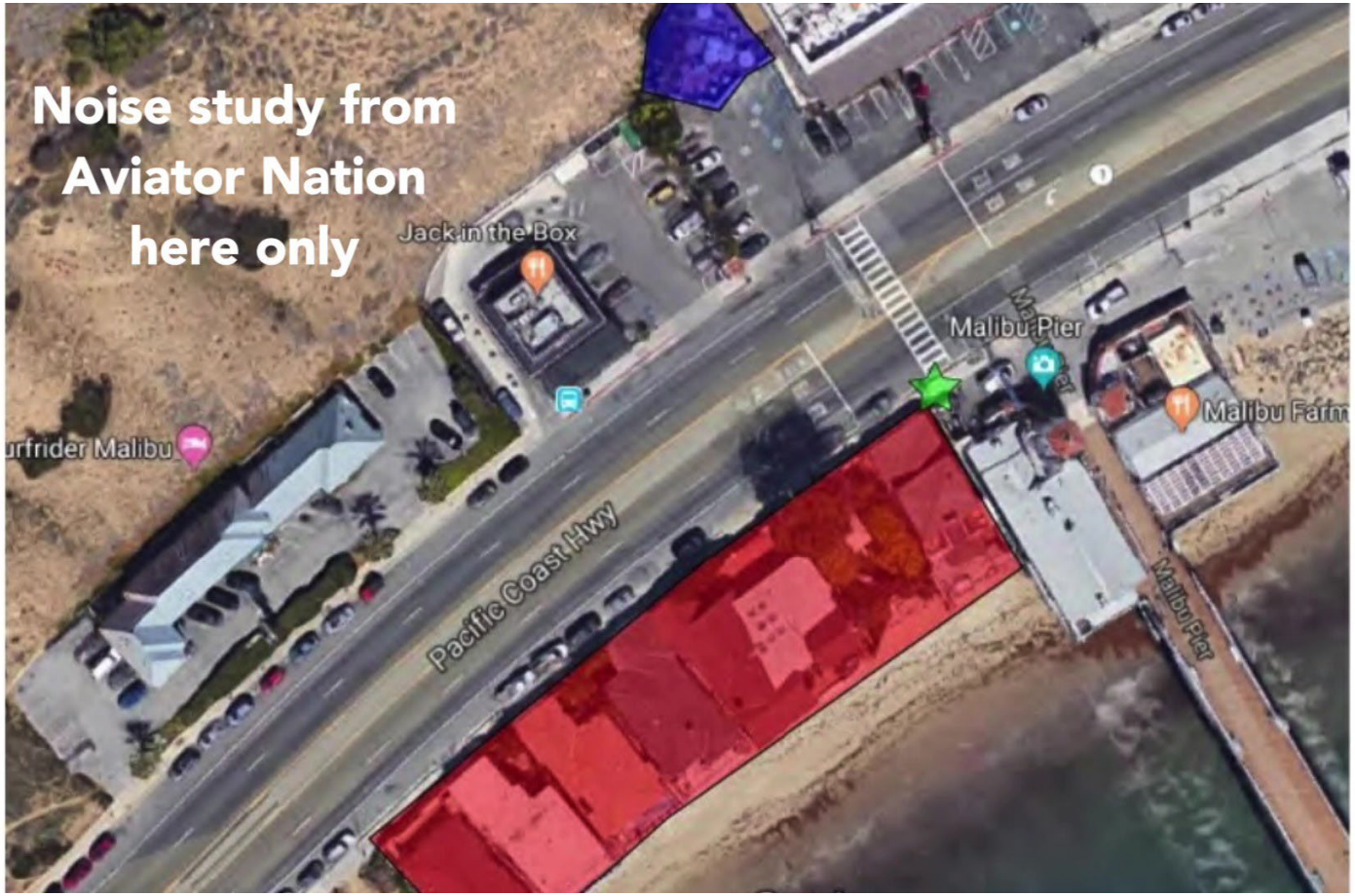

Public parking lot
regularly full
PARKING LOT
FOR RENT


DREAMLAND
RAD FOOD
RAD DRINKS
RAD VIBES!
HONDA
CR-V
DYG 5382
Not enough parking
for Aviator Nation



Jefferson "Zuma Jay" Wagner witnessed the fire across his retail store and said the fire department response was timely; however, the parking made it difficult for Sheriff's and LAFD to get to the fire inside the property. Photo courtesy Jefferson "Zuma Jay" Wagner.


Seven accidents, seven
Mar 8, 2001
Injury accidents escalate on PCH
Aug 22, 2001
PCH Traffic backup leaves Malibu residents
PCH safety study finds 90 areas of concern
Kevin Herrera - 5 years ago - no comment - Beach , Santa Monica Pier
Malibu's Morbid Debate: Death or Parking Spaces on PCH
Drivers Beware: Expect a lot of traffic in Malibu this week
POSTED BY HOA QUACH ON APRIL 17, 2016 IN LIFE | 673 VIEWS | LEAVE A RESPONSE
PCH: PROBABLY. CAUSE. HARM.


Noise study from
Aviator Nation
here only
Jack in the Box
Malibu Pier
Malibu Farm
urfrider Malibu
Pacific Coast Hwy
Malibu Pier


Residential 2
Sweetwater Mesa Rd
Measurement Location 2
Noise not analyzed for daycare next door
Fish Grill · Malibu
Takeout · Delivery
Project Location
Chabad of Malibu
Aviator Nation
Clothing store
Cardtronics
AirGarage
1

The law says ABC may deny any retail license located (a) within the immediate vicinity of churches and hospitals, or (b) within at least 600 feet of schools, public playgrounds and nonprofit youth facilities. Generally, ABC will deny a license in the above situations when there is evidence that normal operation of the licensed premises will be contrary to public welfare and morals. Mere

[redacted]

ABC will not license a new retail location within 100 feet of a residence unless the applicant can establish that the operation of the proposed premises will not interfere with the quiet enjoyment of the property by residents. (Section 23789 and Rule 61.4)

[redacted]



HOUSING 101

Below is a list of common income ranges that housing professionals reference and the corresponding rental rate. All ranges assume a family of three living in a two-bedroom home in Franklin County, Ohio.

Area Median Income	Federal Poverty Level	Annual Income	Hourly Income	Max. Monthly Rent	Example Jobs
30%	103%	$22,650	$10.93	$566	Minimum Wage Jobs, Social Security Retirees, Disability Beneficiaries
50%	172%	$37,750	$18.22	$943	Real Estate Agent, Barber, Retail Supervisor, Community Health Worker
60%	206%	$45,300	$21.87	$1,132	Paralegal, Nurse, Truck Driver, Family Social Worker
80%	275%	$60,400	$29.15	$1,510	Nutritionist, Building Inspector, Public Relations Specialist
100%	344%	$75,500	$36.44	$1,887	Budget Analyst, School Psychologist, Detective, Supervisor (non-retail)
120%	413%	$90,600	$43.73	$2,265	Physical Therapist, Computer Analyst, Judge, Police Supervisor



KING PREMIER OCEAN FRONT. 350 SQFT.FIREPLACE, BALCONY, QUEEN SOFA SLEEPER.

Designed by Waldo Fernandez in blues & grays with custom white oak furniture. Pillow-top king mattress, Bellino® linens, fireplace, seating area, queen sofa sleeper, balcony, Nespresso® brewer, Smeg® kettle, well appointed mini bar, 55" & 49" LCD HD televisions, digital entertainment system, Bose® Bluetooth speakers, desk space, walk-in shower, double sink, Toto® toilet, Bamford® products.

FROM
$850 / NIGHT

CEQA

Received
05/24/23
Planning Dept.

Planning Commission

From: Jason Larian [redacted] >
Sent: Wednesday, May 24, 2023 12:37 PM
To: Planning Commission
Subject: Support for Malibu Inn Project

Dear Planning Commission Members,
I hope this email finds you well. My name is Jason Larian, and I am a longtime resident of Malibu, residing at [redacted] Broad Beach Road, Malibu CA. I am writing to express my wholehearted support for the upcoming Malibu Inn Motel project, which is scheduled for a hearing this Monday.
As a local, I have witnessed the steady growth of Malibu over the years and have always been proud of our community's ability to maintain its unique charm while accommodating the needs of residents and visitors alike. The Malibu Inn will be a valuable addition to our community, providing an attractive and affordable lodging option for the increasing number of visitors we see each year.

There is a significant gap in the market for reasonably priced, quality accommodations in Malibu. Many tourists are deterred from staying here due to the lack of affordable lodging options, which in turn affects local businesses that rely on tourism to thrive. The Malibu Inn will help address this issue by offering a much-needed alternative for visitors who want to enjoy the beauty and attractions of Malibu without breaking the bank.

Additionally, the Malibu Inn promises to bring new job opportunities to our community, offering both full-time and part-time positions for local residents. This will contribute to the economic growth of Malibu and support our community's ongoing development.

I believe that the Malibu Inn will be an asset to Malibu, enhancing our reputation as a welcoming and inclusive destination for tourists while supporting the local economy. I urge the Planning Commission to approve this project, as it will be beneficial for both residents and visitors.
Thank you for your time and consideration. I hope you will take my perspective as a Malibu resident into account when making your decision on the Malibu Inn project.

Best Regards,

Jason Larian

[redacted] Broad Beach, Malibu CA
T: [redacted]
C: [redacted]

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/24/23 Time 12:37 PM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Received
05/24/23
Planning Dept.

Planning Commission

From: Lisa Sockolov [redacted] >
Sent: Tuesday, May 23, 2023 8:17 PM
To: Planning Commission
Subject: Malibu Inn Motel

Hi,

My name is Lisa Sockolov and I am writing this letter in strong support of the Malibu Inn Motel.

I've been following this project closely.

Having a new motel in Malibu is long overdue. I can't tell you the countless amount of times we have friends and family wanting to come visit us in this great town, yet have nowhere to stay. Malibu Beach Inn and Nobu are very expensive and many times do not have availability. There needs to be more options for people with a lower budget.

The Sea View hotel project which was just approved, is about 4 times the size and much more impactful. Malibu Inn Motel a small 7,000 sq ft project which is staying within the guidelines of its zoning. Sea View changed the zoning entirely. If we can't get behind people applying for a project within its zoning rights, we are not doing our job as a city.

This looks like a beautiful motel project that fits perfectly in the immediate commercial visitor serving area. I am sure it will also help the surrounding businesses as well.
Ownership and planning staff seem to have really done their due diligence and met all the code requirements.

I am tired of looking at that empty abandoned parking lot. It would be so nice to see some life and vitality brought to this section of Malibu, not to mention all the jobs and revenue this project will bring to this great city.

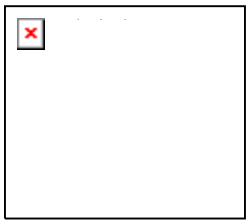
Thank you for your time and energy on this.
Best,
Lisa
[redacted] Heathercliff Rd #[redacted]
Malibu, CA 90265

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/24/23 Time 7:30 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 3

Lisa Sockolov
Luxury Lifestyles



Your referrals are the greatest compliments I can receive.

310.849.5758

lisasockolov@gmail.com

9440 Santa Monica Blvd PH | Beverly Hills CA. 90210

carolwoodre.com

DRE 01324484

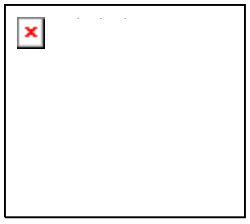
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--



Lisa Sockolov
Luxury Lifestyles



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310.849.5758

lisasockolov@gmail.com

9440 Santa Monica Blvd PH | Beverly Hills CA. 90210

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Received
05/30/23
Planning Dept.

Rebecca Evans

From: Richard Mollica
Sent: Tuesday, May 30, 2023 1:26 PM
To: Rebecca Evans
Subject: FW: Malibu Inn Project

From: Dawnie Randall [redacted]
Sent: Tuesday, May 30, 2023 1:25 PM
To: Richard Mollica <rmollica@malibucity.org>; Adrian Fernandez <afernandez@malibucity.org>
Subject: Malibu Inn Project

Dear Mr. Mollica and Mr. Fernadez,

We are writing in support of the Malibu Inn project. Throughout the year we have friends and relatives visiting Malibu on a regular basis. More often than not, they have to stay either in Santa Monica or Agoura as the hotel rooms are limited here. From a city revenue standpoint we would like to point out that not only is Malibu lodging revenue lost, but our friends and relatives end up spending a considerable amount of money on retail stores near where they lodge and we often meet them over the hill or in Santa Monica for dinners. I have heard this similar story from neighbors in my condo complex as well as local friends.

Almost always, there are no Malibu hotel or motel reservations when we have visitors and frequently they even come in **off**- peak season. ***This leads us to believe that Malibu definitely needs another hotel.***

Additionally after the Welsley fire we spent 4 weeks in a Ventura Hotel. Having the option of staying in a local hotel with generator power would have been the optimal solution while getting our affairs in order as well as working locally. My husband is a 35 year local business owner here in Malibu and I work in Malibu as well.

Please consider this most necessary addition to our city.

Sincerely,

Mark and Dawn Randall

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/30/23 Time 1:25 PM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Planning Commission

Subject: Public Comment - Item 1B - Malibu Inn Motel - Support

Received
5/31/23
Planning Dept.

From: Mikke Pierson [redacted]
Sent: Wednesday, May 31, 2023 2:56 PM
To: Planning Commission <planningcommission@malibucity.org>; Dennis Smith <drsconst@aol.com>; John Mazza <Res02igz@gte.net>; Jeff Jennings <jdjennings@verizon.net>; Kraig Hill <kraig.malibu@gmail.com>; Skylar Peak <skylar@peakpowerelectric.com>
Subject: Public Comment - Item 1B - Malibu Inn Motel - Support

CAUTION: This email originated from outside of the organization. Do not click links,reply or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

As you are likely aware, I was involved with proposed projects at 22959 Pacific Coast Highway several times over a number of years. In the past, the big issue that I did not feel I could vote in favor of was a very high retaining wall at the rear of the building. While I understand that you have many issues that you need to decide on before you vote, I feel that the current proposal is vastly improved from previous versions.

I've read the letters from the public both in support and against this project. Your ultimate decision should come down to your interpretation of the codes that factor into this project. I believe the variance on the retaining wall can be made now because of the characteristics of the property and the retaining walls already at several other properties to the East. This is also true for the front yard setback variance as well.

We may personally like or dislike a small lodging project in Malibu or in this zone, but in my opinion this is the zone that we want lodging to be placed in and we are clearly very low on overnight accommodations in our town. From everything I have read, I am in supprt of approving this project.

Thank you for your service,

Mikke Pierson

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Date Received 5/31/23 Time 2:56PM
Planning Commission meeting of 5/31/23
Agenda Item No. 1B
Total No. of Pages 1

CC: Planning Commission, PD,

Recording Secretary, File

Received
05/31/23
Planning Dept.

P: (626) 314-3821
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

May 30, 2023

Adrian Fernandez, Assistant Planning Director
City of Malibu Planning Department
23925 Stuart Ranch Road
Malibu, CA 90265
Em: afernandez@malibucity.org
Em: planningcommission@malibucity.org

RE: City of Malibu's Malibu Inn Motel – 22959 Pacific Coast Highway Project

Dear Adrian Fernandez,

On behalf of the Southwest Mountain States Regional Council of Carpenters ("**Southwest Mountain States Carpenters**" or "**SWMSRCC**"), my Office is submitting these comments for the City of Malibu's ("**City**") May 31, 2023 Planning Commission meeting for the Malibu Inn Motel – 22959 Pacific Coast Highway Project ("**Project**" or "**Malibu Inn Motel Project**").

The Southwest Mountain States Carpenters is a labor union representing 63,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

Individual members of SWMSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

The Southwest Mountain States Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/31/23 Time 9:21 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 389

The Southwest Mountain States Carpenters incorporates by reference all comments raising issues regarding the Initial Study and Mitigated Negative Declaration ("**IS/MND**") submitted prior to certification of the IS/MND for the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project's environmental documentation may assert any issue timely raised by other parties).

Moreover, the Southwest Mountain States Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (**CEQA**) (Pub. Res. Code, § 21000 *et seq.*), and the California Planning and Zoning Law ("**Planning and Zoning Law**") (Gov. Code, §§ 65000–65010). California Public Resources Code Sections 21092.2, and 21167(f) and California Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY'S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

> reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

> [L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Furthermore, workforce policies have significant environmental benefits given that they improve an area's jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (GHG) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program" can result in air pollutant reductions.[2]

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would

---

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf.

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

> include potential reductions in both vehicle miles traveled and vehicle hours traveled.[3]

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (VMT). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.[4] Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city's First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

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[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT'S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[5]

Southwest Mountain States Carpenters recommend that the Lead Agency adopt additional requirements to mitigate public health risks from the Project's construction activities. SWMSRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Mountain States Carpenters' experience with safe construction site work practices, SWMSRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social

[5] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be

allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[6]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Mountain States Carpenters has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to

[6] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

protect themselves and all others during renovation and construction projects in healthcare environments.[7]

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

The California Environmental Quality Act is a California statute designed to inform decision-makers and the public about the potential significant environmental effects of a project. 14 California Code of Regulations ("**CEQA Guidelines**"), § 15002, subd. (a)(1).[8] At its core, its purpose is to "inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made." *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

1. Background Concerning Environmental Impact Reports

CEQA directs public agencies to avoid or reduce environmental damage, when possible, by requiring alternatives or mitigation measures. CEQA Guidelines, § 15002, subds. (a)(2)-(3); see also *Berkeley Keep Jets Over the Bay Committee v. Board of Port Comes* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Assn.*, 47 Cal.3d at p. 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines, § 15002, subd. (a)(2). If the project has a significant effect on the

[7] For details concerning Southwest Carpenters' ICRA training program, *see* https://icrahealthcare.com/.

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 et seq., are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code, § 21083. The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 217.

environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in Public Resources Code section 21081. See CEQA Guidelines, § 15092, subds. (b)(2)(A)-(B).

While the courts review an EIR using an "abuse of discretion" standard, the reviewing court is not to *uncritically* rely on every study or analysis presented by a project proponent in support of its position. *Berkeley Jets*, 91 Cal.App.4th at p. 1355 (quoting *Laurel Heights Improvement Assn.*, 47 Cal.3d at pp. 391, 409 fn. 12) (internal quotations omitted). A clearly inadequate or unsupported study is entitled to no judicial deference. *Id.* Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131. As the court stated in *Berkeley Jets*, prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process. 91 Cal.App.4th at p. 1355 (internal quotations omitted).

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. *Communities for a Better Environment v. Richmond* (2010) 184 Cal.App.4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449-450). The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. *Id.* For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Id.*

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the "fair argument" standard under which an EIR must be prepared whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. *Quail*

Botanical Gardens Found., Inc. v. City of Encinitas (1994) 29 Cal.App.4th 1597, 1602; *Friends of "B" St.* v. *City of Hayward* (1980) 106 Cal.3d 988, 1002.

The fair argument test stems from the statutory mandate that an EIR be prepared for any project that "may have a significant effect on the environment." PRC, § 21151; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.App.3d 68, 75; accord *Jensen v. City of Santa Rosa* (2018) 23 Cal.App.5th 877, 884. Under this test, if a proposed project is not exempt and may cause a significant effect on the environment, the lead agency must prepare an EIR. PRC, §§ 21100 (a), 21151; CEQA Guidelines, § 15064 (a)(1), (f)(1). An EIR may be dispensed with only if the lead agency finds no substantial evidence in the initial study or elsewhere in the record that the project may have a significant effect on the environment. *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 785. In such a situation, the agency must adopt a negative declaration. PRC, § 21080, subd. (c)(1); CEQA Guidelines, §§ 15063 (b)(2), 15064(f)(3).

"Significant effect upon the environment" is defined as "a substantial or potentially substantial adverse change in the environment." PRC, § 21068; CEQA Guidelines, § 15382. A project may have a significant effect on the environment if there is a reasonable probability that it will result in a significant impact. *No Oil, Inc.*, 13 Cal.3d at p. 83 fn. 16; see *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 309. If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines, § 15063(b)(1); see *County Sanitation Dist. No. 2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1580.

This standard sets a "low threshold" for preparation of an EIR. *Consolidated Irrigation Dist. v. City of Selma* (2012) 204 Cal.App.4th 187, 207; *Nelson v. County of Kern* (2010) 190 Cal.App.4th 252; *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928; *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 580; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754; *Sundstrom*, 202 Cal.App.3d at p. 310. If substantial evidence in the record supports a fair argument that the project may have a significant environmental effect, the lead agency must prepare an EIR even if other substantial evidence before it indicates the project will have no significant effect. See *Jensen,* 23 Cal.App.5th at p. 886; *Clews Land & Livestock v. City of San Diego* (2017) 19 Cal.App.5th 161, 183; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150; *Brentwood Assn. for No Drilling, Inc. v. City of*

Los Angeles (1982) 134 Cal.App.3d 491; *Friends of "B" St.*, 106 Cal.App.3d 988; CEQA Guidelines, § 15064(f)(1).

2. *Background Concerning Initial Studies, Negative Declarations and Mitigated Negative Declarations*

CEQA and CEQA Guidelines are strict and unambiguous about when an MND may be used. A public agency must prepare an EIR whenever substantial evidence supports a "fair argument" that a proposed project "may have a significant effect on the environment." Pub. Res. Code, §§ 21100, 21151; CEQA Guidelines, §§ 15002, subds. (f)(1)-(2), 15063; *No Oil, Inc.*, 13 Cal.3d at p. 75; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 111-112. Essentially, should a lead agency be presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. CEQA Guidelines, §§ 15064, subds. (f)(1)-(2); see *No Oil Inc., supra*, 13 Cal.3d at p. 75 (internal citations and quotations omitted). Substantial evidence includes "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." CEQA Guidelines, § 15384(a).

The fair argument standard is a "low threshold" test for requiring the preparation of an EIR. *No Oil Inc.*, *supra*, 13 Cal.3d at p. 84; *County Sanitation Dist. No. 2 of Los Angeles County v. County of Kern* (2005) 127 Cal.App.4th 1544, 1579. It "requires the preparation of an EIR where there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial[.]" *County Sanitation*, *supra*, 127 Cal.App.4th at p. 1580 (quoting CEQA Guidelines, § 15063(b)(1)). A lead agency may adopt an MND only if "there is no substantial evidence that the project will have a significant effect on the environment." CEQA Guidelines, § 15074(b).

Evidence supporting a fair argument of a significant environmental impact triggers preparation of an EIR regardless of whether the record contains contrary evidence. *League for Protection of Oakland's Architectural and Historical Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 904-905. "Where the question is the sufficiency of the evidence to support a fair argument, deference to the agency's determination is not

appropriate[.]" *County Sanitation*, 127 Cal.App.4th at 1579 (quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1317-1318).

Further, it is the duty of the lead agency, not the public, to conduct the proper environmental studies. "The agency should not be allowed to hide behind its own failure to gather relevant data." *Sundstrom*, 202 Cal.App.3d at p. 311. "Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences." *Id*; see also *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1382 (lack of study enlarges the scope of the fair argument which may be made based on the limited facts in the record).

Thus, refusal to complete recommended studies lowers the already low threshold to establish a fair argument. The court may not exercise its independent judgment on the omitted material by determining whether the ultimate decision of the lead agency would have been affected had the law been followed. *Environmental Protection Information Center v. Cal. Dept. of Forestry* (2008) 44 Cal.4th 459, 486 (internal citations and quotations omitted). The remedy for this deficiency would be for the trial court to issue a writ of mandate. *Id.*

Both the review for failure to follow CEQA's procedures and the fair argument test are questions of law, thus, the de novo standard of review applies. *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435. "Whether the agency's record contains substantial evidence that would support a fair argument that the project may have a significant effect on the environment is treated as a question of law. *Consolidated Irrigation Dist.*, 204 Cal.App.4th at p. 207; Kostka and Zischke, Practice Under the Environmental Quality Act (2017, 2d ed.) at § 6.76.

In an MND context, courts give no deference to the agency. Additionally, the agency or the court should not weigh expert testimony or decide on the credibility of such evidence—this is one of the EIR's responsibilities. As stated in *Pocket Protectors v. City of Sacramento*:

> Unlike the situation where an EIR has been prepared, neither the lead agency nor a court may "weigh" conflicting substantial evidence to determine whether an EIR must be prepared in the first instance. Guidelines section 15064, subdivision (f)(1) provides in pertinent part: if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR

> even though it may also be presented with other substantial evidence that the project will not have a significant effect. Thus, as *Claremont* itself recognized, [c]onsideration is not to be given contrary evidence supporting the preparation of a negative declaration.

(2004) 124 Cal.App.4th 903, 935 (internal citations and quotations omitted).

In cases where it is not clear whether there is substantial evidence of significant environmental impacts, CEQA requires erring on the side of a "preference for resolving doubts in favor of environmental review." *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 332 "The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language. *Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal.3d 247, 259.

A. <u>The IS/MND Fails as an Informational Document in Light of Apparent Inconsistencies in Data and Record and Is Legally Inadequate.</u>

As described in more detail in Section B, *infra*, the IS/MND is fatally flawed as an informational document, in light of its manifestly inconsistent and misleading information. First, the IS/MND and its relied upon Traffic Impact Study provide significantly inconsistent estimates of daily trips caused by the Project.

Second and critically, the IS/MND is inconsistent and inaccurate as to the number of parking spaces, and fails to account for the increase of parking spaces, evident from the record outside of the MND, such as memoranda outside of the MND.

Apart from suggesting more traffic impacts, the noted inconsistencies make the IS/MND deficient as an informational document as it fails to provide good faith disclosures as to the scope of the Project and appears to understate the Project's impacts. In analogous cases, courts found that the environmental document was legally inadequate:

> "By giving such conflicting signals to decision makers and the public about the nature and scope of the activity being proposed, the Project description was fundamentally inadequate and misleading." (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 655–656, 57 Cal.Rptr.3d 663, fn. omitted (*San Joaquin Raptor*).) Compounding this problem was the uninformative analysis of the crude oil issue in the

> EIR. In the final EIR, the City held fast to its position that Chevron was changing only the sulfur content of the crude, and not its heaviness…."

Communities for a Better Environment v. City of Richmond (2010) 184 Cal.App.4th 70, 84–85

As such, the IS/MND must be at a minimum revised and recirculated to provide accurate disclosures and comply with CEQA's informational mandates. *See*, CEQA Guidelines §§ 15002(a) (basic purposes of CEQA); 15073.5 (recirculation of MNDs).

B. The Project Would be Approved in Violation of CEQA as There Is Substantial Evidence to Support a Fair Argument that the Project May Have Traffic Impacts and the Use of an IS/MND Is Legally Improper

As noted earlier, the issue of whether an MND is proper is a legal issue, reviewed *de novo,* with a preference to resolve all doubts in favor of an MND. Moreover, whether the Project may have impacts for purposes of an MND includes an inquiry into both the Project's individual and cumulative impacts.

Specifically, under PRC § 21064.5, MNDs can be used only in *clear* cases, where:

> "(1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review **would** avoid the effects or mitigate the effects to a **point** where **clearly** no significant effect on the environment would occur, **and** (2) there is **no substantial evidence** in light of the **whole record** before the public agency that the project, as revised, **may** have a significant effect on the environment.'" (Emph. added.)

Further, CEQA requires an EIR *regardless* of the project's *beneficial* effect, when faced with evidence that the Project *may* individually or cumulatively have impacts. "When a court reviews an agency's decision to certify a negative declaration, the court must determine whether substantial evidence supports a 'fair argument' that the project **may** have a significant effect on the environment." (*County Sanitation Dist. No.2 v. County of Kern* (2005) 127 Cal.App.4th 1544, 1579; see PRC §§ 21080(c)-(d); 21151.) An EIR is required where "there is substantial evidence that **any aspect** of the project, whether **individually** or **cumulatively**, **may** cause a significant effect on the environment, **regardless** of whether the **overall effect** of the project is adverse or **beneficial** ...." (CEQA Guidelines § 15063(b)(l).) (Emph. added.) See also, *Save Our Big Trees v. City of Santa Cruz* (2015) 241 Cal.App.4th 694, 704–705 (if the initial study uncovers

"substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment' [citation], the agency must proceed to the third tier of the review process and prepare a full [environmental impact report]."

The Court must *resolve all doubts* in favor of requiring an EIR:

> " 'The fair argument test is routinely described as a low threshold requirement for the initial preparation of an EIR that **reflects a preference for resolving doubts** in favor of environmental review.' [Citation.]' (Nelson v. County of Kern (2010) 190 Cal.App.4th 252, 282.) 'A logical deduction from the formulation of the **fair argument** test is that, **if** substantial evidence establishes a **reasonable possibility** of a significant environmental impact, then the **existence** of **contrary evidence** in the administrative record is **not adequate** to support a decision to dispense with an EIR.' (County Sanitation Dist. No.2 v. County of Kern, supra, 127 Cal.App.4th at 1580; see Guidelines, § 15064, subd. (f)(1).) 'Stated another way, **if** the ... **court perceives** substantial evidence that the project **might** have such an impact, but the agency failed to secure preparation of the required EIR, the agency's action **is to be** set aside because the agency abused its discretion by failing to proceed in a manner required by law.' " (Friends of "8" Street v. City of Hayward (1980) 106 Cal.App.3d 988, 1002 [quoting Pub. Resources Code, § 21168.5].)" (Emph. added.)

The burden to establish a *fair argument* is *not* "monumental"; it is not "overwhelming or overpowering" evidence. (*Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 CalApp.4th 144, 152)

Further, CEQA requires agencies to evaluate not only the project's *direct* impacts, but also its "*reasonably foreseeable indirect significant impacts* (Guidelines § 15358), [] where "significant" covers a "spectrum ranging from 'not trivial' through 'appreciable' …." and where "reasonably foreseeable" covers "a range of meaning" "extending from the most unlikely possibility…." No Oil, Inc. v. City of Los Angeles (1974) 13 Cal.3d 68, 83 & fn. 16.

And, whether a project *may* have impacts (for fair argument) is not a factual, but a *legal inquiry*, where, in addition, CEQA allows no weighing of evidence and requires to

resolve doubts *for* an EIR. (*Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, 263–264 ("*Banker's Hill*") ["agency is **not to weigh** the evidence to come to **its own conclusion** about whether there will be a significant effect. It is merely supposed to inquire, ***as a matter of law,*** whether the record reveals a fair argument"]; *Aptos Council v. County of Santa Cruz* (2017) 10 Cal.App.5th 266, 289 ("*Aptos*"), citing to *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 928 ("*Pocket*"). "It is a question of **law**, not fact, **whether** a fair argument exists, and the courts owe **no deference** to the lead agency's determination. Review is de novo, *with a preference for resolving doubts in favor of environmental review.*"'

"Unlike the situation where an EIR has been prepared, **neither** the lead **agency nor** a **court** may '**weigh'** conflicting substantial evidence to determine whether an EIR must be prepared in the first instance." (*Pocket*, 124 Cal.App.4th at 935.) City must simply inquire "whether, as a **matter** of **law**, the record contains **credible evidence** *to* ***support an argument*** that there **may** be a significant effect, but the agency **would not** ***weigh*** *the evidence* **or** ***resolve*** *any conflict.*" (*Banker's Hill*, 139 Cal.App.4th at 263–264." (Bold emph. added; ital. orig.))

In light of the low threshold in the fair argument standard applicable here, as well as CEQA's preference to resolve doubts in favor of an EIR and its prohibition to weigh the evidence, the Project here, including with its aspect of shared parking for the nearby more intense land uses, reasonably foreseeable expansion of such uses, the flawed baseline assumptions, and the cumulative impact of the Project with other related projects, including by the same Applicant nearby, as well as by other hotels in the area, there is substantial evidence to support a fair argument that the Project may, both individually and cumulatively, have traffic impacts.

CEQA Guidelines § 15064.3(b) requires analysis of a Project's vehicle miles traveled (VMT) impacts as part of the environmental document's transportation impacts analysis. While the IS/MND conducted a traffic and transportation analysis, it is manifestly deficient for a number of reasons. **First**, the Traffic Impact Study document relied upon in Appendix C of the IS/MND is outdated. As highlighted by Registered Civil Engineer and Traffic Engineer Robert Kahn of RK Engineering Group, Inc. in his May 19, 2023 traffic impact analysis letter ("**RK Engineering Letter**"), the data relied upon in the 2020 Traffic Impact Study, such as the traffic counts, were from June 2019, which are now nearly four (4) years old. *See*, **Exhibit D**, pp. 2-3. Thus, the data relied upon in the City's Traffic Study are inaccurate and outdated. This failure to

provide current information is critical and creates a fair argument of traffic impacts, especially considering the COVID-19 pandemic that started in 2020 and has significantly changed the traffic patterns. "Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences." (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311; *see also Christward Ministry v. Superior Court* (1986) 184 Cal.App.3d 180, 197 [fact that initial study checklist was incomplete and marked every impact "no" supported fair argument that project would have significant environmental effects]; see also, *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1378–1379 [same]). Lack of study enlarges the scope of the fair argument which may be made based on the limited facts in the record. (*Id.* at 1382.)

Second, the IS/MND's reliance upon the Traffic Impact Study is incomplete and obsolete also in light of its failure to account for the cumulative impacts of the Project along with other related and reasonably foreseeable projects. Thus, at the time the Traffic Impact Study was prepared, only six (6) cumulative development projects were identified.[9] However, since then, several other hotel projects in Malibu have been proposed to the City. For example, in February 2021, a Notice of Intent to Adopt a Mitigated Negative Declaration was issued for a hotel project titled "Sea View Hotel," located at 22729 and 22741 Pacific Coast Highway, which proposes to remodel an existing 13,000-square-foot office building with a 9,500-square-foot parking garage and the construction of a 9,800-square-foot addition and 3,300 square feet of subterranean space to create a new thirty-nine-room (39) hotel with guest restaurant and amenities on-site.[10]

Although the City's Traffic Impact Study for the Project here lists the address for 22729 Pacific Coast Highway in its Cumulative Development Projects' table,[11] the IS/MND notes that this property was "a now-closed Shell gas station (22729 PCH, 0.3 to the east)"[12] and thus fails to actually account for the reasonably foreseeable and related Sea View Hotel project proposed at 22729 Pacific Coast Highway in the

[9] K2 Traffic Engineering, Inc., *Appendix C Transportation Studies* ("**Traffic Impact Study**") (Apr. 2020), p. 17.
[10] *See,* https://www.malibucity.org/DocumentCenter/View/27563/Sea-View-Hotel-Initial-Study_MND_FINAL (accessed on May 23, 2023); *see also,* https://www.malibucity.org/392/Sea-View-Hotel (accessed on May 23, 2023.)
[11] Traffic Impact Study, *supra*, at p. 17.
[12] IS/MND, *supra*, at p. 54.

Project's cumulative impact analysis. Thus, in light of this inaccurate baseline assumption that the 22729 site is a closed gas station producing no vehicle trips, whereas in reality that site was proposed for a massive development, including remodeling of an office building, putting a 9,500 sf. parking garage and additional constructions to accommodate other uses as well as a 30-room hotel and amenities on site, there is a fair argument that the Project here, taken together with the Sea View Hotel project that had its MND issued in 2021 which is after the data was collected for the Traffic Study here, may have cumulative impacts that were unaccounted for.

Similarly, another hotel called the "Malibu Country Inn" is being proposed at 6506 Westward Beach Road and 29500 Heathercliff Road,[13] about eight and a half miles away from the Malibu Inn Motel Project Site. This hotel was not included in the Project's Cumulative Development Projects table. As such, the Project's cumulative impacts with the Malibu County Inn were left unaccounted for as well. Therefore, the IS/MND's transportation and VMT analysis must be updated in light of the cumulative impacts that these other nearby hotel projects may have.

For the foregoing reasons, a new Traffic Impact Study must be prepared that relies on actual and current data than what is currently relied upon in the IS/MND here.

Third, there is a fair argument that the Project may have traffic impacts in light of inconsistent and misleading traffic data and baseline assumptions in the IS/MND. Thus, the IS/MND and Traffic Impact Study provide inconsistent estimates for the total daily trips generated by the Project and, as a result, the IS/MND fails to provide a full and accurate VMT analysis pursuant to Senate Bill 743. Per the RK Engineering Letter, the IS/MND should provide an updated VMT analysis pursuant to the State of California's latest CEQA Requirements, in light of these daily trip data inconsistencies. **Exhibit D**, p. 4.

Specifically, according to the Governor's Office of Planning and Research ("**OPR**") Technical Advisory on Evaluating Transportation Impacts in CEQA ("**OPR Technical Advisory**"), "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."[14]

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[13] *See,* https://www.malibucity.org/1093/Malibu-Country-Inn (accessed on May 23, 2023.)

[14] Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Dec. 2018), p. 12, *available at* https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed on May 23, 2023.)

Here, the IS/MND's Traffic Impact Study uses the SANDAG April 2002 "Not So Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region" to calculate trip generation and concludes that the project is anticipated to generate 180 daily trips.[15] Thus, the IS/MND acknowledges that the Project could generate approximately 180 daily trips.[16] Yet, the IS/MND also calculates an estimated trip generation of sixty-eight (68) daily trips per the Institute of Transportation Engineers ("**ITE**") Trip Generation 10th Edition trip generation rates.[17] The IS/MND then ignores the 180 daily trip estimate under SANDAG method and chooses to instead rely on the lower ITE estimate to conclude that the Project would generate approximately sixty-eight (68) ADT and is hence below the threshold of 110 daily trips set by the OPR or Caltrans. As such, the IS/MND concludes that the Project is not anticipated to have a substantial adverse VMT generation and its associated impacts on traffic would be less than significant.[18]

The IS/MND's arbitrary reliance on its calculated sixty-eight (68) daily trips using the ITE standard where it also acknowledges that the Project may result in 180 daily trips under the SANDAG standard creates a fair argument that the Project may have significant traffic impacts far above the OPR's 110-trip threshold.

The City's reliance on its lower estimates is also improper as it weighed the evidence, which it is prohibited to do under the MND standard. In the words of the court,

> "Moreover, to the extent there was a conflict in the evidence, " 'neither the lead agency nor a court may 'weigh' conflicting substantial evidence to determine whether an EIR must be prepared in the first instance.' " (Citizens for Responsible & Open Government v. City of Grand Terrace (2008) 160 Cal.App.4th 1323, 1340, 73 Cal.Rptr.3d 202; see also CEAQ Guidelines, § 15064, subd. (f)(1).) "It is the function of an EIR, not a negative declaration, to resolve conflicting claims, based on substantial evidence, as to the environmental effects of a project." (Pocket Protectors v. City of Sacramento, supra, 124 Cal.App.4th at p. 935, 21 Cal.Rptr.3d 791)." *Save the Agoura Cornell Knoll v. City of Agoura Hills* (2020) 46 Cal.App.5th 665, 689–690.

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[15] Traffic Impact Study, *supra*, at p. 11.
[16] IS/MND, *supra*, p. 57.
[17] *Id.* at p. 88.
[18] *Id.* at p. 90.

Separately, these significant inconsistencies in the number of daily trip estimates in the IS/MND and Traffic Impact Study further show that the **IS/MND fails** as an **informational document** to provide good faith disclosures about the Project's impacts, is misleading, and therefore should be revised and recirculated to provide an updated and accurate VMT analysis, with updated accurate daily trip calculations.

Fourth, the IS/MND's Traffic Impact Study is also flawed since it fails to account for VMTs of nearby uses and excess parking spaces. Specifically, as noted in the RK Engineering Letter, the IS/MND should also include the additional traffic from the Project that would be generated by the public parking spaces to be used in the Project's garage. **Exhibit D**, p. 4. Even further, and as also noted in the RK Engineering Letter, a new VMT analysis should also account for any additional trip generation that is caused by the Project providing more parking spaces than is required, as this would generate additional project trips and VMT since it will be used by the public. *Id.*

Fifth, the IS/MND's Traffic Impact Study is flawed and incomplete, as it only analyzes the *operation* phase of the Project but fails to evaluate the Project's construction impacts as well. **Exhibit D**, *supra*, at p. 5. As noted in the RK Engineering Letter, "[a]n evaluation is needed of the potential traffic generation during construction, since they could have even more significant impacts than the project itself, as a result of the need for construction trucks construction employees and material deliveries." *Id.*

Sixth, the IS/MND is inconsistent and hence **fails** as an **informational document**, since it fails to provide an accurate count of parking spaces to be provided on the Project site. To the extent excess parking is directly correlated with the increase of VMTs, this IS/MND inconsistency as to the number of parking spaces also supports a fair argument the Project may have significant traffic impacts. As also noted in the RK Engineering Letter, the Project's proposed number of parking spaces is unclear. According to Table 2, Proposed Parking Program in the IS/MND, the total number of parking spaces proposed for the Project is forty-seven (47). *See*, IS/MND, p. 12. Yet, according to a letter dated September 20, 2022 from Jeffer Mangels Butler & Mitchell LLP ("**JMBM**") on behalf of the Project Applicant, JMBM notes that although the total required parking spaces for the Project is **forty-seven (47)** spaces, on April 19, 2022 the Project Applicant submitted a plan for **forty-two (42) additional** parking

spaces, thus bringing up the **total** number of parking spaces offered at the Project Site to **eighty-nine (89)** parking spaces. *See*, **Exhibit E**, pp. 1-2.

Yet, even further, according to an April 22, 2022 Memorandum prepared by LAZ Parking, which was updated on May 27, 2022, the Memorandum indicates that a total of **sixty-nine (69)** total surface and garage parking **spaces plus thirteen (13) stack parking spaces** will be offered for the Malibu Inn Motel Project, **plus twenty-three (23)** surface and **twenty (20) stack parking spaces** will be offered for the adjoining 22969 Pacific Coast Highway project (i.e. the Aviator Nation property). *See*, **Exhibit F**, p. 1. Thus, the LAZ Parking Memo indicates that **a total of 112 parking spaces** will be offered at the property. *Id.* Based on the foregoing documents, the exact amount of parking spaces proposed is unclear.

Further, and as highlighted in the RK Engineering Letter, assuming the Project now will provide the additional forty-two (42) parking spaces, this would constitute a significant increase in the number of parking spaces compared with the forty-seven (47) parking spaces previously proposed in the IS/MND and its Traffic Impact Study and relied upon in calculating the Project's VMT impacts. Thus, the increase in the amount of parking would create additional trips that were not previously accounted for in the 2020 Traffic Impact Study, making the IS/MND incomplete. *See*, **Exhibit D**, p. 3.

The IS/MND should be revised and recirculated to provide a clear and accurate number of proposed parking spaces and a new Traffic Study should be prepared that accounts for the actual number of parking spaces that are now being proposed, as there could be an undisclosed significant impact on traffic and on VMT.

Seventh, given that the Project now proposes to add forty-two (42) additional parking spaces, which exceeds the Malibu Municipal Code ("**MMC**") requirements, the Project may have a substantial impact on traffic and the added parking spaces may increase the Project's VMT.

There is a known direct correlation between parking and VMTs. Thus, to prevent increased VMTs, in one of its comments on an analogous project's CEQA review, Caltrans stated: "In addition to the proposed TDMs, please consider providing less vehicle parking through perhaps offering unbundled parking or parking cash-out

programs. This is because **research** has **shown** that an **abundance** of vehicle **parking can induce** increased driving and VMT."[19] (Emph. added.)

This direct correlation between parking and traffic impacts is further supported by CEQA Guidelines Section 15064.3(b)(1), which provides criteria for analyzing transportation impacts and states that

> projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

According to the OPR Technical Advisory, "[t]his presumption would not apply, however, *if project-specific information indicates that the project will still generate significant levels of VMT*" such as when the project "*[i]ncludes more parking for use by residents, customers, or employees of the project than required by the jurisdiction* (if the jurisdiction requires the project to supply parking)."[20]

In light of the foregoing, there is a fair argument that adding more parking spaces to a project than is required may result in an increase in VMT and cause significant traffic impacts. Accordingly, an MND is improper and an EIR, along with a new VMT analysis and Traffic Impact Study should be conducted to account for the additional forty-two (42) parking spaces and their potential impact on daily trips and VMT.

Eighth and as related, assuming the Project will generate 180 daily trips, as indicated in the IS/MND,[21] this amount of daily trips exceeds the OPR Technical Advisory's "screening threshold" of 110 daily trips. According to the OPR Technical Advisory, agencies often use "screening thresholds" to help "identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.)"[22] As noted above, when a project generates less than 110 daily trips per day, per the OPR

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[19] Caltrans' Comment Letter (Aug. 31, 2021), available at https://files.ceqanet.opr.ca.gov/177816-2/attachment/No3ynOR6aMZ-SQiUVMhbaClwn0kbebsMsFfoQhFhUrojj-XI5J1yw_RAtke6RZTLrNlnPQMPHbzS5uyM0 (accessed on May 24, 2023.)

[20] *OPR Technical Advisory*, supra, p. 14. [Emph. added.]

[21] IS/MND, *supra*, p. 57.

[22] *OPR Technical Advisory*, supra, p. 12.

Technical Advisory, the project can be assumed to have a less-than-significant transportation impact.[23]

Here, however, the IS/MND does indeed conclude that the Project will generate 180 daily trips,[24] yet inconsistently argues that the total trips generated by the Project are estimated to be sixty-eight (68) and thus that the Project's transportation impacts are less than significant.[25] Assuming the IS/MND's estimated 180 daily trips applies here, the Project's daily trip generation thus exceeds the OPR Technical Advisory Guidelines' 110-daily-trip threshold and therefore the less than significant impact threshold does not apply. As such, a full VMT analysis should be conducted.

Lastly, given that the Project now purportedly proposes to provide *at least* eighty-nine (89) parking spaces, with forty-two (42) more spaces provided than what is required by the code, it is reasonably foreseeable that the other uses at the property – namely the Aviator Nation retail space and the Aviator Nation Dreamland restaurant space – may expand and intensify and thus the amount of daily trips to/from the Project site serving as parking of those nearby structures will also increase as a result of the additional parking spaces. For example, it is reasonably foreseeable that the Malibu Inn Motel patrons will use the Aviator Nation Dreamland restaurant and the Aviator Nation retail space.

As related, the Project's Traffic Impact Study and VMT analysis are also inaccurate since their VMT analysis is based on erroneous baseline assumptions that the Project's VMT impacts is limited to the daily trips generated by the Malibu Inn Motel only, whereas the Malibu Inn Motel will admittedly be serving the parking needs of the nearby (improperly piecemealed) other projects and hence serve as a catalyst for the potential expansion of those uses and increase in the VMT impacts therefrom.

For all of the foregoing reasons, there is substantial evidence to support a fair argument that the Project may have substantial transportation impacts, both individually and cumulatively. Therefore, an EIR must be prepared, which will include a new Traffic Impact Study and correct all inconsistencies and flawed baseline assumptions mentioned above.

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[23] *Id.*
[24] IS/MND, *supra*, p. 57.
[25] *Id.* at p. 88.

C. There Is a Fair Argument that the Project May Cause Significant Impacts on Air Quality, Greenhouse Gas Emission, Water, Noise, and Human Health and Wildlife

There is an acknowledged direct correlation between the increase in traffic impacts and an increase in their associated air quality, greenhouse gas emission ("**GHG**"), and noise impacts. See e.g., *City of Redlands v. County of San Bernardino* (2002) 96 Cal.App.4th 398, 413, "it is reasonable to assume" that a project enabling physical residential development would have reasonably foreseeable indirect air and other impacts.

As stated in the Office of Planning Research's Technical Advisory in 2018:

> "VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12 provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing GHG emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel."[26]

Similarly, there is an acknowledged nexus between the increase of traffic and an increase in related air quality, GHG impacts, noise, water/flooding impacts and impacts on human health and natural environment, including wildlife and waterways. As described in the 2018 OPR Technical Advisory:

> "VMT and Other Impacts to Health and Environment. VMT mitigation also creates substantial benefits (sometimes characterized as "co-benefits" to GHG reduction) in both in the near-term and the long-term. Beyond **GHG emissions**, **increases** in **VMT** also impact **human health** and the **natural environment**. Human health is impacted as increases in **vehicle travel** lead to **more vehicle crashes**, **poorer air quality**, increases in chronic diseases associated with reduced physical activity, and worse mental health. Increases in vehicle travel also negatively affect other road users, including pedestrians, cyclists, other motorists, and many transit users. The **natural environment** is **impacted** as **higher VMT** leads to more collisions with wildlife and fragments habitat. Additionally, development that leads to more vehicle travel also tends to consume **more**

[26] *OPR Technical Advisory*, supra, at p. 2.

> **energy**, **water**, and **open space** (including farmland and sensitive habitat). This increase in impermeable surfaces **raises** the **flood risk** and **pollutant transport** into **waterways**."[27]

In light of the fair argument that the Project's VMT impacts were significantly understated and the Project may actually have traffic impacts, as discussed in Section C, *supra,* the Project may derivatively also have air quality, greenhouse gas emission, noise, and other traffic-related impacts, during both the construction and operation phase. Yet, those impacts were understated in the IS/MND, due to the erroneous reliance on the IS/MND's findings of no traffic impacts.

In addition, even though the conditions of approval may arguably address the air quality and other impacts during the *construction* phase, it does not address traffic, air, GHG, energy, noise, and other impacts during the *long-term operational* phase of the project. Yet, CEQA requires to study impacts at all phases of the project. "All phases of the project must be considered. (Guidelines, § 15126.) The EIR must describe the project's direct and reasonably foreseeable indirect environmental effects and analyze them in both the short-term and the long-term. (Guidelines, §§ 15126.2, subd. (a); 15064, subd. (d).) It should emphasize the specific effects in proportion to their severity and their probability of occurrence. (Guidelines, § 15143.)" *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022)75 Cal.App.5th 63, 92.

Further, in light of the evidence in Section B that the Project may serve as a catalyst for a further expansion and intensification of land uses nearby, since it will provide parking – or better yet, more and excess parking far above what is required by the code – there is a fair argument that those expanded and more intensive land uses may have operational and *non-traffic* related air quality, greenhouse gas emissions, noise, energy, water, and other impacts. For example, to the extent the nearby restaurant space gets expanded again to cover the retail area or intensifies in uses and number of visitors, then the restaurant will have to use more appliances and produce more impacts, including on air quality, GHG, water, energy, etc.

In addition, the Project may have such related cumulative impacts, along with other related projects, as discussed in Section C, *supra.*

As such, there is a fair argument that the Project – through its added motel uses and enabled expanded nearby uses, and along with other related projects in the area – may

[27] *Id.* at p. 3.

cause more air, GHG, energy, water, noise and other impacts, both related and unrelated to traffic, including impacts on human beings and natural environment.

D. The IS/MND Omits Evidence in its Findings on Air Quality and Greenhouse Gases

CEQA Guidelines section 15064.4 allows a lead agency to determine the significance of a project's greenhouse gas ("**GHG**") impact via a qualitative analysis (e.g., extent to which a project complies with regulations or requirements of state/regional/local GHG plans), and/or a quantitative analysis (e.g., using model or methodology to estimate project emissions and compare it to a numeric threshold). So too, CEQA Guidelines allow lead agencies to select what model or methodology to estimate GHG emissions so long as the selection is supported with substantial evidence, and the lead agency "should explain the limitations of the particular model or methodology selected for use." CEQA Guidelines section 15064.4(c).

The IS/MND indicates that the emissions from construction would consist of mobile sources such as haul trucks, excavators and other construction equipment. IS/MND, p. 51. However the IS/MND fails to consider the GHG emissions from the workers and the trips generated from the workers travelling to and from the Project Site. *Id.*

Additionally, the IS/MND states that sensitive receptors would not be exposed to pollutants due to prevailing winds. However, the IS/MND does not explain whether or not prevailing winds will occur at the same time as construction or what will happen when there are no winds. IS/MND, p. 33. In addition, the IS/MND fails to account for the possibility of exposure to sensitive receptors when there are no winds. *Id.*

Therefore, the IS/MND fails to provide substantial evidence that the Project will not result in a significant impact on air quality and GHG emissions. Accordingly, an EIR should be prepared that fully analyzes these potential impacts.

E. IS/MND Noise Mitigation Measures are Inadequate

Section 15126.4(a)(1)(B) of the CEQA Guidelines states "[f]ormulation of mitigation measures shall not be deferred until some future time." While specific details of mitigation measure may be deferred, an agency is required to (1) commit itself to mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. *See Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th

260, 281; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671.

The IS/MND states that it would implement a noise mitigation measure, NOI-1, that will designate a noise control coordinator who will reply to all construction noise-related questions and inform residents about the construction. IS/MND, p. 79. However, this mitigation measure fails to demonstrate how the significant effects of noise would be mitigated simply by having the noise control coordinator speak to residents and merely having an individual handle noise complaints. Such mitigations would not achieve the goal of reducing the potentially significant noise impact.

In addition, the IS/MND states that the Project will include a rooftop bar and pool area which would potentially generate noise, especially during the evenings. IS/MND, p. 78. The Project proposes to implement Mitigation Measure NOI-2 to "prohibit the use of amplified sound and require a noise study before allowing any amplification at the project site." *Id.* The IS/MND therefore concludes that with the implementation of the mitigation measures, including Mitigation Measure NOI-2, the potential impacts would be reduced to less than significant with mitigation. *Id.* However, the IS/MND's reliance on its implementation of Mitigation Measure NOI-2 is insufficient, as it relies on the preparation of a *future* noise study after the Project has already been constructed if amplified sound is proposed outdoors at the property. *Id.* at 79. However, the City cannot rely on a future noise study as a mitigation measure. Instead, the City should prepare an EIR that fully assesses the Project's potential noise impacts before the Project has been approved and constructed.

IV. THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY'S GENERAL PLAN

A. Background Regarding the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal.App.4th 763, 773), and serves as a "constitution" or "charter" for all future development. *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.App.3d 531, 540.

General plan consistency is "the linchpin of California's land use and development

laws; it is the principle which infused the concept of planned growth with the force of law." See *Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or "horizontally" consistent: its elements must "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." See, Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal.App.3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. See *DeVita*, 9 Cal.App.4th at 796 fn. 12.

Second, state law requires "vertical" consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. See, Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be "compatible with the objectives, policies, general land uses, and programs specified in the [general] plan."]; see also *Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. See *Lesher*, 52 Cal.App.3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal.App.3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is "fundamental, mandatory, and clear," regardless of whether it is consistent with other general plan policies. See *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal.App.4th 1332, 1341-42 ("*FUTURE*").

Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan's policies and objectives. See *Napa Citizens*, 91 Cal.App.4th at 378-79; see also *Lesher*, 52 Cal.App.3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

B. The IS/MND Is Required to Review the Project's Consistency with Regional Housing Plans, Sustainable Community Strategy and Regional Transportation Plans

CEQA Guidelines section 15125(d) requires that an environmental document "discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans. *See also Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 543. The IS/MND should thoroughly evaluate the consistency of this Project with the City's General Plan, City's Regional Housing Needs Assessment targets, Sustainable Community Strategy and Regional Transportation Plan. Here, the IS/MND fails to analyze the Project's consistency with any of these applicable plans. As a result, there is a fair argument that the Project may have significant land use impacts that were not properly addressed and accounted for. As noted earlier, failure to study enlarges the scope of the fair argument.

C. There Is a Fair Argument that the Project May Have Significant Impacts Since the City Improperly Piecemealed the Project and Failed to Consider the Whole of an Action

CEQA forbids piecemeal review of the significant impacts of a project. *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1222. Piecemealing is "[t]he process of attempting to avoid a full environmental review by splitting a project into several smaller projects which appear more innocuous than the total planned project". *East Sacramento Partnerships for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 293.

CEQA provides that a public agency may not divide a single project into smaller individual subprojects to avoid responsibility for considering the environmental impact of the project as a whole. *Orinda Ass'n v Board of Supervisors* (1986) 182 Cal. App. 3d 1145, 1171. CEQA "cannot be avoided by chopping up proposed projects into bite-sized pieces which, individually considered, might be found to have no significant effect on the environment or to be only ministerial." *Tuolumne County Citizens for Responsible Growth, Inc. v City of Sonora* (2007) 155 CalApp.4th 1214; *Association for a Cleaner Env't v Yosemite Community College Dist.* (2004) 116 Cal.App.4th 629, 638; *Plan for Arcadia, Inc. v City Council* (1974) 42 Cal.App.3d 712, 726.

Here, according to the City's website, the Project at hand, i.e. the Malibu Inn Motel Project, was set for hearing before the City of Malibu Planning Commission to be

heard in tandem with a Conditional Use Permit Amendment ("**CUPA**") that related to the conversion of an existing restaurant space called Aviator Nation Dreamland to retail space for the Malibu Inn Motel and a Joint Use Parking Agreement ("**JUPA**").[28] However, per the City's website, the Project applicant requested that the CUPA and JUPA hearings be rescheduled to April 4, 2022, and both entitlements were subsequently approved by the Planning Commission for Aviator Nation.[29] Thus, the Planning Commission's separate approval of the CUPA and JUPA for Aviator Nation on April 4, 2022 was improper piecemealing as the CUPA and JUPA should have been heard concurrently with the subject Malibu Inn Motel Project.

This piecemealing fact is further critical since it enlarges the scope of the doubt as to whether the Project is or is not exempt from CEQA, requiring that all doubts be resolved towards requiring an EIR. Any "doubt whether a project is ministerial or discretionary should be resolved in favor of the latter characterization." *Protecting Our Water & Envtl. Res. v. Cty. of Stanislaus* (2020) 10 Cal.5th 479, 497. Accordingly, the City's approval of the CUPA and JUPA for Aviator Nation improperly piecemeals the Project, fails to consider the entire Project, and creates doubt as to the impacts of the whole to be resolved in favor of a discretionary review. As such, a CEQA exemption for the Aviator Nation portion of the Project is legally unsupported.

In analogous cases, courts required an agency to look into the past and consider the cumulative impacts of piecemealed or related projects as part of the challenged project's environmental review. *See, Arviv Enterprises, Inc. v. South Valley Area Planning Com.* (2002) 101 Cal.App.4th 1333, 1350-1351 (requiring the developer to prepare an EIR for all previously approved projects, some of which were already built).

Accordingly, the City must look back at its prior approvals of the CUPA and JUPA for Aviator Nation and consider the environmental impacts of those approvals in its CEQA review for the subject Malibu Inn Motel Project here, as both the Malibu Inn Motel Project and the Aviator Nation project entitlements are part of the same Project and were improperly piecemealed.

Alternatively, the Project's CEQA review must consider the cumulative impacts of the noted piecemealed components. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 733 ["Even assuming the sewer expansion was

[28] City of Malibu, *Malibu Inn Motel* (Apr. 5, 2022), *available at* https://www.malibucity.org/810/Malibu-Inn-Motel (accessed on Apr. 5, 2023).
[29] *Id.*

severable from the development project, the FEIR still did not comply with CEQA. Public Resources Code section 21083, subdivision (b) requires the cumulative effects of two separate projects which are "individually limited but cumulatively considerable" to be addressed in the EIR.].

V. THE PROJECT DOES NOT QUALIFY FOR A COASTAL DEVELOPMENT PERMIT

A. The Project is Inconsistent with the City's General Plan

The Project seeks a Coastal Development Permit. Pursuant to the City of Malibu Municipal Code ("**CMMC**") section 17.62.060, all development projects requiring a coastal development permit and that propose a structure that is more than eighteen (18) feet must obtain a site plan review. For a site plan review to be approved, CMMC section 17.62.060 further requires the project to meet each of the following:

> (1) [t]he project is consistent with the city's general plan and local coastal program; and
>
> (2) The portion of the project that is greater than eighteen (18) feet in height does not 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 . . .

According to Policy 1.1.2 of the Land Use ("**LU**") Element of the City of Malibu General Plan, "[t]he City shall ensure that land uses avoid or minimize adverse impacts on water quality and other natural resources, such as undisturbed watershed and riparian areas." However, the proposed Project Site sits adjacent to the Pacific Coast Highway ("**PCH**"), which is directly next to the shoreline of the Pacific Ocean. Furthermore, although the IS/MND states that the "[P]roject site is 2,000 feet from the sensitive natural communities within the Malibu Creek and Malibu Lagoon, and would not drain to this creek and wetland," the IS/MND admits that the "Project runoff into offshore waters could reach Malibu Lagoon, . . ." which the IS/MND states is one of "[t]he closest major riparian and wetland and habitats that are also sensitive natural communities . . ." IS/MND, pp. 36-37. Therefore, the Project could result in an adverse impact on water quality and on the Malibu Lagoon, which is a natural resource and a riparian area. Accordingly, the Project as proposed is

inconsistent with LU 1.1.2 of the General Plan. Furthermore, an EIR should be prepared that fully assesses the Project's potential impacts on water quality and natural resources.

Furthermore, LU Policy 1.3.2 states that "[t]he City shall require proposed development to avoid geologic safety hazards created by development." Here, the Project is located along the Pacific coastline and would sit several hundred feet away from the shoreline. Furthermore, in its environmental analysis on Geology and Soils, the IS/MND notes that the Project Site "is located within an area susceptible to liquefaction" and that "[t]he onsite hillside and slopes to [the] north of [the] site area are located in a designated landslide hazard zone . . ." IS/MND, p. 46. Therefore, the Project's proposed location could result in a geologic safety hazard. Furthermore, the Project Site could have the potential for landslides. Therefore, the Project as proposed would violate LU Policy 1.3.2 of the General Plan.

For the foregoing reasons, the Project is inconsistent with the General Plan and therefore does not qualify for a Coastal Development Permit.

VI. CONCLUSION

Based on the foregoing, the City should deny the Project's proposed entitlements and require that an Environmental Impact Report be prepared pursuant to CEQA, consistent with the comments and issues identified in this comment letter.

Sincerely,

Stephanie Papayanis

Stephanie Papayanis
Attorneys for Southwest Mountain States
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C);

May 19, 2023 RK Engineering Group, Inc. Letter to Mitchell M. Tsai re: 22959 PCH Malibu Inn Motel TIS (Traffic Impact Study) and VMT Review, City of Malibu (Exhibit D);

September 20, 2022 Jeffer Mangels Butler & Mitchell LLP Letter re: Malibu Inn Motel Parking (Exhibit E); and

April 22, 2022 LAZ Parking Memorandum re: Parking Clarifications – Malibu Inn Motel (Exhibit F).

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

---

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	**Rural (miles)**	**Urban (miles)**
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
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San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Mininum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6826**	**1,721.6826**	**0.1294**	**0.0000**	**1,724.9187**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**6.1625**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.6823**	**1,721.6823**	**0.1294**	**0.0000**	**1,724.9183**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

9	9-1-2023	11-30-2023	1.0265	1.0265
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.6207	1.6207
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.5816**	**19.6816**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**7.7000e-004**	**6.0000e-004**	**6.8100e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7801**	**1.7801**	**5.0000e-005**	**0.0000**	**1.7814**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	**1.6400e-003**	**1.2700e-003**	**0.0144**	**4.0000e-005**	**4.1600e-003**	**3.0000e-005**	**4.2000e-003**	**1.1100e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.7579**	**3.7579**	**1.1000e-004**	**0.0000**	**3.7607**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	**2.8000e-004**	**2.1000e-004**	**2.4400e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**0.6679**	**0.6679**	**2.0000e-005**	**0.0000**	**0.6684**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.7952**	**1,408.7952**	**0.0530**	**0.0000**	**1,410.1208**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.4135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.3369**	**1,327.3369**	**0.0462**	**0.0000**	**1,328.4916**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	**3.7000e-004**	**2.7000e-004**	**3.1200e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0800e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8963**	**0.8963**	**2.0000e-005**	**0.0000**	**0.8968**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	**5.9000e-004**	**4.1000e-004**	**4.9200e-003**	**2.0000e-005**	**1.8100e-003**	**1.0000e-005**	**1.8200e-003**	**4.8000e-004**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**1.4697**	**1.4697**	**4.0000e-005**	**0.0000**	**1.4706**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	**0.0101**	**6.9900e-003**	**0.0835**	**2.8000e-004**	**0.0307**	**2.3000e-004**	**0.0309**	**8.1500e-003**	**2.2000e-004**	**8.3700e-003**	**0.0000**	**24.9407**	**24.9407**	**6.1000e-004**	**0.0000**	**24.9558**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2353
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2353
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	**0.0803**	**0.0532**	**0.7432**	**2.2100e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**219.7425**	**219.7425**	**6.0600e-003**		**219.8941**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	**0.0566**	**0.0361**	**0.5133**	**1.5900e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**158.7723**	**158.7723**	**4.1000e-003**		**158.8748**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	**0.0535**	**0.0329**	**0.4785**	**1.5400e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**153.8517**	**153.8517**	**3.7600e-003**		**153.9458**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7864	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	**0.0954**	**0.0652**	**0.7365**	**2.1500e-003**	**0.2236**	**1.8100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.4502**	**214.4502**	**6.3100e-003**		**214.6080**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	**0.0896**	**0.0589**	**0.6784**	**2.0800e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6100e-003**	**0.0609**		**206.9139**	**206.9139**	**5.7000e-003**		**207.0563**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	**4.0156**	**15.5266**	**30.9685**	**0.1186**	**9.8688**	**0.0957**	**9.9645**	**2.6381**	**0.0891**	**2.7271**		**12,075.9763**	**12,075.9763**	**0.4663**		**12,087.6341**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**12.1065**	**28.3496**	**0.1144**	**9.8688**	**0.0803**	**9.9491**	**2.6381**	**0.0743**	**2.7124**		**11,655.1325**	**11,655.1325**	**0.4151**		**11,665.5099**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	**0.0633**	**0.0400**	**0.4677**	**1.5000e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**149.5081**	**149.5081**	**3.8500e-003**		**149.6043**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.2860	1,545.2860	0.0376		1,546.2262
Total	**0.6406**	**0.3886**	**4.6439**	**0.0155**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,545.2860**	**1,545.2860**	**0.0376**		**1,546.2262**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6554**	**1,418.6554**	**0.1215**	**0.0000**	**1,421.6925**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.6550**	**1,418.6550**	**0.1215**	**0.0000**	**1,421.6921**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

9	9-1-2023	11-30-2023	0.9798	0.9798
10	12-1-2023	2-29-2024	2.8757	2.8757
11	3-1-2024	5-31-2024	1.6188	1.6188
		Highest	2.8757	2.8757

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	**6.8692**	**9.5223**	**30.3407**	**0.0914**	**7.7979**	**0.2260**	**8.0240**	**2.0895**	**0.2219**	**2.3114**	**236.9712**	**12,294.1807**	**12,531.1519**	**15.7904**	**0.1260**	**12,963.4751**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0012**	**51.0012**	**0.0144**	**0.0000**	**51.3601**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7061**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7060**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	**5.8000e-004**	**4.3000e-004**	**4.8700e-003**	**1.0000e-005**	**1.3400e-003**	**1.0000e-005**	**1.3500e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.2225**	**1.2225**	**4.0000e-005**	**0.0000**	**1.2234**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5405**	**103.5405**	**0.0335**	**0.0000**	**104.3776**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	**0.0796**	**0.8816**	**0.5867**	**1.1800e-003**	**0.1741**	**0.0377**	**0.2118**	**0.0693**	**0.0347**	**0.1040**	**0.0000**	**103.5403**	**103.5403**	**0.0335**	**0.0000**	**104.3775**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	**0.0127**	**0.1360**	**0.1017**	**2.2000e-004**	**0.0807**	**5.7200e-003**	**0.0865**	**0.0180**	**5.2600e-003**	**0.0233**	**0.0000**	**19.0871**	**19.0871**	**6.1700e-003**	**0.0000**	**19.2414**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	**2.1000e-004**	**1.5000e-004**	**1.7400e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.3000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4587**	**0.4587**	**1.0000e-005**	**0.0000**	**0.4590**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9125**	**2.9812**	**0.0119**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.9771**	**1,105.9771**	**0.0451**	**0.0000**	**1,107.1039**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0681**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1942**	**1.7765**	**2.0061**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.5294**	**1,042.5294**	**0.0392**	**0.0000**	**1,043.5090**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**7.3000e-004**	**1.0000e-005**	**7.3000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.6156**	**0.6156**	**2.0000e-005**	**0.0000**	**0.6160**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0109**	**0.1048**	**0.1609**	**2.5000e-004**		**5.1500e-003**	**5.1500e-003**		**4.7400e-003**	**4.7400e-003**	**0.0000**	**22.0292**	**22.0292**	**7.1200e-003**	**0.0000**	**22.2073**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	**4.4000e-004**	**2.9000e-004**	**3.5100e-003**	**1.0000e-005**	**1.2300e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0094**	**1.0094**	**3.0000e-005**	**0.0000**	**1.0100**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	**4.1404**	**0.0213**	**0.0317**	**5.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**4.4682**	**4.4682**	**2.5000e-004**	**0.0000**	**4.4745**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	**7.4800e-003**	**4.9300e-003**	**0.0596**	**1.9000e-004**	**0.0209**	**1.6000e-004**	**0.0211**	**5.5500e-003**	**1.5000e-004**	**5.7000e-003**	**0.0000**	**17.1287**	**17.1287**	**4.3000e-004**	**0.0000**	**17.1394**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		**0.1398**	**1.2312**	**0.7770**	**7.6200e-003**		**0.0966**	**0.0966**		**0.0966**	**0.0966**	**0.0000**	**1,383.4268**	**1,383.4268**	**0.0265**	**0.0254**	**1,391.6478**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		**2,512.6465**	**0.1037**	**0.0215**	**2,521.6356**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2353
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2353
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		**585.8052**	**3.0183**	**0.0755**	**683.7567**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**12.2811**	**0.0000**	**514.8354**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0956
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0068	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8786**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	**0.0584**	**0.0375**	**0.5139**	**1.4100e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**140.7359**	**140.7359**	**4.2200e-003**		**140.8414**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	**0.0649**	**0.0417**	**0.5710**	**1.5700e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**156.3732**	**156.3732**	**4.6900e-003**		**156.4904**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	**0.0427**	**0.0255**	**0.3633**	**1.0900e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**109.0150**	**109.0150**	**2.8600e-003**		**109.0866**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	**0.0403**	**0.0233**	**0.3384**	**1.0600e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**105.6336**	**105.6336**	**2.6300e-003**		**105.6992**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0068	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	**0.0638**	**0.0415**	**0.4755**	**1.3300e-003**	**0.1369**	**1.1400e-003**	**0.1381**	**0.0363**	**1.0500e-003**	**0.0374**		**132.5649**	**132.5649**	**3.9900e-003**		**132.6646**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	**0.0709**	**0.0462**	**0.5284**	**1.4800e-003**	**0.1521**	**1.2700e-003**	**0.1534**	**0.0404**	**1.1700e-003**	**0.0415**		**147.2943**	**147.2943**	**4.4300e-003**		**147.4051**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	**0.0665**	**0.0416**	**0.4861**	**1.4300e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**142.1207**	**142.1207**	**4.0000e-003**		**142.2207**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.9354	5,691.9354	0.1602		5,695.9408
Total	**3.0904**	**14.8350**	**23.2704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.0104**	**9,481.0104**	**0.3984**		**9,490.9691**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	**2.8211**	**11.4799**	**21.2591**	**0.0893**	**7.0088**	**0.0601**	**7.0688**	**1.8799**	**0.0557**	**1.9356**		**9,155.1981**	**9,155.1981**	**0.3538**		**9,164.0437**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	**0.0469**	**0.0282**	**0.3349**	**1.0300e-003**	**0.1141**	**9.0000e-004**	**0.1150**	**0.0303**	**8.3000e-004**	**0.0311**		**102.6928**	**102.6928**	**2.7000e-003**		**102.7603**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5663**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**236.5923**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		**0.7660**	**6.7463**	**4.2573**	**0.0418**		**0.5292**	**0.5292**		**0.5292**	**0.5292**		**8,355.9832**	**8,355.9832**	**0.1602**	**0.1532**	**8,405.6387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives.* Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E. C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT D

May 19, 2023

Ms. Stephanie Papayanis
MITCHELL M. TSAI, ATTORNEY AT LAW, PC
139 South Hudson Ave, Suite 200
Pasadena, CA 91101

Subject: 22959 PCH Malibu Inn Motel TIS (Traffic Impact Study) and VMT Review, City of Malibu

Dear Ms. Papayanis:

Introduction

RK Engineering Group, Inc. (RK) is pleased to submit this review of the TIS (Traffic Impact Study), VMT analysis and Parking for the proposed Malibu Inn Motel project located at 22959 Pacific Coast Highway in the City of Malibu. The TIS was prepared by K2 Traffic Engineering, Inc. and was updated in April 2020. RK has also reviewed the staff report, MND (Mitigated Negative Declaration) and the various parking documents prepared for the project by the city and the applicant.

The Malibu Inn Motel project is proposed to redevelop approximately 66% of the 1.18 acres project site with a two-story motel providing, 7,693 square feet of floor area with 20 lodging units and 47 compliant surface and subterranean parking spaces. The project will also be supplemented with stacker and tandem parking in addition to the required code parking requirements. Based upon the latest documents, parking would be accommodated by a Valet Service, because of the stacker and tandem parking spaces. Access to the project will be from a new easterly driveway on PCH (Pacific Coast Highway). The project would be connected directly to the adjacent restaurant, which would include removing one of the three existing driveways at the restaurant property to the west and constructing a new driveway at the eastern edge of the project site.

RK has reviewed the documents and has identified a number of traffic, transportation and parking issues that need to be resolved before the project can be considered for approval. It appears that the project has been in process for a number of years with various iterations

1401 dove street, ste. 540
newport beach, ca 92660
P (949) 474-0809
W rkengineer.com

of the project description, including the amount and type of parking for the project. In addition, the relationship of the project to the adjoining restaurant is of concern, since it was recently modified and should have been considered in conjunction with the proposed PCH Malibu Inn Motel project. The two projects share common driveways and the restaurant project will be sharing parking with the proposed PCH Malibu Inn Motel. **The project will also be providing more parking (public parking) than will serve both the project and the restaurant which has the potential for generating additional traffic that has not been evaluated in the traffic study.** Therefore, there is a need to be consider all of these factors together from a traffic and parking standpoint.

RK has reviewed the documents provided and have a number of comments that need to be addressed with respect to the traffic and parking considerations for the project. Our comments are in the Comments section of this letter

Comments

Transportation Study

1. *Title Sheet, Data Preparation:* The traffic study prepared by K2 Traffic Engineering, Inc. is dated April 2020 and is an update of the previous traffic study prepared in September 2013. The traffic counts utilized in the latest study are dated June 2019 which indicates that the data is nearly 4 years old, and the study is three years old. **A more recent traffic study should be prepared that reflects current traffic conditions, including the latest status of the adjacent restaurant project including its traffic and potential impacts to the proposed project.**

2. *Page 5, Site Plan:* The site plan that is included in the 2020 traffic study does not reflect the currently proposed parking configuration for the project. It is understood that the parking will be reconfigured to include surface parking in front of the motel with a combination of surface parking, Tandem parking and stacker parking in the first floor of the subterranean parking area. A total of 47 parking spaces is required of which 23 would be for the hotel uses and 24 would be shared with the adjoining restaurant. **The additional public parking spaces above and beyond the required use would potentially generate additional trips not considered in the project's traffic study.**

3. *What is the actual proposal for the project parking?* The September 20, 2022 letter from JBBM indicates the project would include a total of 89 parking spaces with 42 more spaces provided than is what is required by code for the project and the adjacent restaurant. Whereas, the April 22, 2022 memo from LAZ Parking indicates that the project would provide as many as 112 parking spaces including normal spaces, stacker and stacked-tandem parking spaces. In either case, the project is providing a substantial increase in the amount of parking that would generate additional trips that have not been accounted for in the trip generation for the project. The site plan used in the 2020 Traffic Study only included 29 on-site parking spaces for the project. **The additional trips from the extra public parking spaces would generate additional trips that should be added to the various driveways and to PCH in the traffic analysis.**

4. *Page 6, Traffic Counts.* As previously noted, the traffic counts utilized in the study are dated June 2019. These are extremely outdated considering what is happened in the last four years. **More recent traffic counts are needed to fully evaluate the current impacts of the proposed project**. Additionally, the driveways to the adjacent restaurant which are shared by the Malibu Inn Motel need to be evaluated as part of traffic study, not just the easterly proposed project driveway at Pacific Coast Highway

5. *Pages 8 – 10, Study Intersections:* **Study area intersections need to also include the adjoining restaurant driveways,** since the project has shared driveways between the two uses and could be used by the project.

6. *Page 11, Trip Generation:* The traffic study has utilized the trip generation rates from the SANDAG *"Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region"*. However, they made an error in the percentage of inbound and outbound PM peak hour trip generation rates. **The PM inbound trip percentage should be 60% and the outbound percentage should be 40%. This would make some differences in the project traffic entering and leaving the study area intersections.** This should be evaluated in a revised traffic analysis along with the need to consider the additional trips that would be generated by the additional parking provided at the site as noted in Comment 2.

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7. *Pages 12 – 14, Project Distribution.* Since the project is interconnected to the adjacent restaurant use, this could affect the distribution of traffic, since the project and the restaurant could utilize any of the driveway along the frontage of the project and the restaurant. **The impact of the restaurant traffic on the project's driveway and the project's impact to the restaurant driveways needs to be evaluated.**

8. *Page 15, Table 6 – Existing with Project Conditions:* Again, **the additional driveways within the restaurant site need to be included in the traffic analysis evaluation.**

9. *Page 17, Table 7 Cumulative Development Projects and Page 18, Exhibit 8 Location of Cumulative Projects:* **Any additional cumulative projects since 2020 also need to be included in the traffic analysis.** This would also include the current use of restaurant use including its entertainment uses adjacent to the project.

10. *Page 20, Table 8 Opening Year 2021 Without Project Conditions and Page 22, Table 9 Opening Year 2021 With Project Conditions,* Page 24, Table 10 Future 2035 Without Project Conditions and Page 26, Table 11 Future 2035 With Project Conditions: Again, **the adjacent driveways within the restaurant site need to be analyzed since the project could impact those driveways in addition to the project's driveway.**

11. *Pages 29 – 31, Intersection Impacts:* The evaluation of the project's **intersection impacts needs to be updated,** based upon newer traffic counts and the additional driveway intersections as previously mentioned.

12. *VMT (Vehicle Miles Travelled) Analysis.* **An updated VMT analysis is required** as a result of the latest CEQA requirements of the State of California. This should be based upon the adopted City VMT requirements with respect to SB 743. It should include the additional project traffic that would be generated by the public parking spaces within the project's garage.

13. *VMT analysis*. **Any additional trip generation generated by the fact that the project is providing more than the required parking needs to be considered in the VMT analysis**. The amount of parking provided is near twice the amount of parking required for the project and the adjacent restaurant. This parking would be used by the

public and would generate additional project trips and VMT. This could easily exceed the 110 trips per day suggested by the (OPR) State Office of Planning & Research.

14. *The Traffic Study needs to evaluate construction impacts as a result of the project.* An evaluation is needed of the potential traffic generation during construction, since they could have even more significant impacts than the project itself, as a result of the need for construction trucks construction employees and material deliveries. **Traffic impacts during construction need to be determined for PCH and the construction access location to the project.**

Parking Evaluation

15. *Parking Configuration:* There appears to be a variety of different parking configurations that have been presented throughout the development review process for this project. **There needs to be a concise parking study prepared for the project.** The study needs to clearly define the proposed parking for both the PCH Malibu Inn Motel project, the adjacent restaurant project and any additional parking provided for public use which may generate additional traffic on PCH and the study area intersections.

16. *Parking Operations:* It appears that based upon the latest project documentation the project will make use of valet parking, including tandem stacked parking and stacker parking within the parking garage. **A parking operations plan needs to be provided to determine how it will work to ensure that any queuing that happens from the valet operations would not queue onto PCH.**

Conclusions

RK has reviewed the traffic and parking evaluation for the proposed 22959 PCH Malibu Inn Motel project. The traffic study that was performed in 2020 is outdated and needs to be updated based upon more current traffic counts. Also, the study should be expanded to include the driveways within the adjacent restaurant since the parking between the two uses is shared. It also needs to consider the additional traffic generation from the public parking spaces provided in excess of the code required parking.

A variety of parking concepts have been provided by the applicant, MND/IIS and staff reports for the project. A clear and concise parking study needs to be provided to fully evaluate the project from a parking standpoint in terms of both what is required and any additional parking that will be provided on-site. A parking operations plan is needed to evaluate the operation of the parking and how it may or may not impact the adjacent PCH.

Finally, an evaluation construction impacts was not included in the traffic study and is necessary to determine if any adverse impacts would occur beyond what is expected to occur from the operation of the project itself.

RK appreciates this opportunity to work with Mitchell M. Tsai, Attorney at Law on reviewing this project. If you have any questions regarding our comments or need additional review, please call me at 949-293-9639.

Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn, PE
Founding Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

RK19040
JN:2828-2023-03



XC: Mitchel Tsai, Mitchel M. Tsai, Attorney at Law, PC

EXHIBIT E

Seena Max Samimi
ssamimi@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

September 20, 2022

VIA EMAIL
Richard Mollica, Planning Director
Adrian Fernandez, Assistant Planning Director
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265

Re: Malibu Inn Motel Parking

Dear Mr. Mollica and Mr. Fernandez:

We represent Surfrider Plaza LLC, the applicant for the Malibu Inn Motel Project ("Project"), in connection with its parking, planning, and land use issues. This letter is meant to clarify the applicant's position regarding certain parking-related issues, in advance of the upcoming Planning Commission hearing for the Project.

1. Parking Project Background: 23 Parking Spaces Required for Project

According to the Staff Report for the January 11, 2022[1] Planning Commission hearing, the Project requires 23 parking spaces:

> The required number of parking spaces for the Project, as per LIP Sections 3.14.2 and 3.14.3 is as follows: one parking space for each lodging unit (keyed room) is required, totaling 20 spaces; in addition to one space for the average, per-shift number of employees, totaling 3 spaces. A total of 23 spaces are required for the Project. (Jan 11, 2022 Staff Report, pp. 4, 12-13.)

There is a Joint Use Parking Agreement ("JUPA") in place for the Project in which 24 spaces are required to be provided for the neighboring restaurant, Aviation Nation. (*Id.* p. 12.) This makes the total required parking spaces for the Project 47 spaces. (*Id.*) This is detailed in the table below, taken from the same staff report (Jan 11, 2022 Staff Report, p. 12):

[1] https://www.malibucity.org/AgendaCenter/ViewFile/Item/5350?fileID=26238

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Table 5 – Proposed Parking Program	
Required Parking	Number of Spaces
Lodging (20 units)	20
Average, per-shift number of employees	3
JUPA- Aviation Nation	24
Total Onsite Parking Required	**47 spaces**
Proposed Parking	Number of Spaces
Regular Parking	35 spaces
ADA Parking	3
Compact Parking	9
Total Onsite Parking Proposed	47 spaces

2. Applicant Submits Plans for 42 Additional Parking Spaces to be Added to Project

On April 19, 2022, the applicant submitted a plan for 42 additional parking spaces. This brings the total number of spaces being offered at the Property up to 89 spaces. Importantly, the 42 additional spaces are just that: additional spaces that go beyond the code-required parking, but that are being provided by the applicant in recognition of the fact that parking is relatively scarce in the area, and that additional parking beyond the code requirements would be beneficial for the Project, as well as for the area in general. Indeed, the applicant has even agreed to offer some of the additional spaces to the general public.

The additional 42 parking spaces use tandem/stacked parking, lifts, and valet operators, and are being proposed as part of the parking that is offered for the Project. Because the additional parking essentially doubles the parking that is required for the Project under the code, this would more than accommodate the parking needs for all employees (regardless of how the number of employees are calculated), and would even obviate the need for the reduction of parking spaces in the JUPA (due to conversion of restaurant space to retail space), currently on appeal to the City Council.

This firm has looked into the zoning code, and the LIP, and have seen no indication anywhere that approval of valet parking, tandem/stacked parking, or lift parking requires a variance. Variances are required under the Malibu Municipal Code when the applicant is seeking an approval that goes beyond what the code typically allows. MMC Section 17.72.010, which explains the purpose of the variance provisions under the Malibu Municipal Code, provides: "These provisions are intended to ***relieve the owner of property from standards or requirements of this title which make impractical or impossible reasonable use of a property in the same manner that other property of like character in the same vicinity and zone can be used***. A variance or stringline modification shall not be granted which confers a special privilege inconsistent with the limitations upon other properties in the same vicinity and zone in which the

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subject property is situated or which authorizes a use or activity which is not otherwise expressly authorized by the zoning regulations governing that parcel of property."

As described above, the Project already satisfies its code-required parking, and the City has acknowledged this fact time after time in multiple staff reports and meetings. There is no provision of the Malibu Municipal Code that makes "impractical or impossible" the applicant's use of the Property, and therefore, there is no provision of the code the applicant would even need to seek a variance from. In contrast, the applicant seeks a variance in this case for using space in the front yard for parking, precisely because the applicant specifically seeks relief from those provisions that restrict parking in front yards. There is no equivalent provision here from which the applicant can or would need to seek relief.

Rather, the appropriate procedural mechanism for the parking being proposed by the applicant is to simply modify the application such that the total amount of parking being proposed includes the 42 additional spaces, for a total of 89 spaces. The valet operational plan (already submitted to the City) explains how the parking and circulation at the Property will function.

The applicant seeks to proceed with processing the additional parking spaces as part of the CUP/CDP application, and has provided all information is necessary to effectuate that change (and has offered in prior correspondence to provide any additional information requested by the City in this regard).

3. The City Routinely Approves Tandem and Valet Parking for Projects Without the Need for Separate Discretionary Approvals

The Planning Department is requesting that a variance (or some other unspecified entitlement) be processed by the applicant in order to have its 42 additional spaces be included in the total parking calculation. The applicant submits, however, that just like other projects processed in the City in recent years, the parking proposed by the applicant should simply be added to the total for the Project, and processed and regulated as part of the CUP.

The City has dealt with this issue before. In other projects where valet is utilized to accommodate the available parking spaces on site (tandem spaces, etc.), the City has not required any additional entitlements beyond the CUP for the underlying project itself. Indeed, to our knowledge, the City has never required a variance for any other project seeking approval for tandem spaces, valet operations, or lift operations.

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3.1. Example #1: Nobu/Soho, Planning Commission Resolution No. 07-02 (Exhibit 1)

In the Nobu and Soho parking lot, the project was approved with a large number of the proposed parking spaces being tandem spaces, with a requirement in the CUP that "Valet parking shall be used for all uses associated with the project and during all hours of operation." (Ex. 1, p. 26, Condition of Approval No. 43.) A JUPA was used so that one of the restaurants could use the available parking on the adjacent lots (Ex. 1, pp. 7-8), and a variance was obtained to allow for parking within the front yard, as the applicant seeks here for the Motel. (Ex. 1, pp. 4-6.)

However, no variance was required for the fact that the parking being approved for the project was through tandem spaces, or being provided by valet operators. (Ex. 1, pp. 1-27.) Those regulations were simply addressed through conditions of approval in the existing CUP. (Ex. 1, pp. 26-27, Conditions of Approval Nos. 40-47.)

Notably, Nobu and Soho are popular establishments that draw people in ways that a motel will not, so the motel is a much less intensive use. As shown in the traffic analysis (already submitted to the City), motel patrons typically do not drive very much, and the entry/exit from the parking lot is significantly less than what a restaurant use typically sees. Customers will typically check in, and either leave the car at the motel until check out, or maybe take one trip during the stay. In contrast, restaurants have turnover of many cars each hour.

Also, Nobu's "required" parking is all provided on-site (with a JUPA with Soho), but the restaurant often exceeds the "required" parking that is established in the Malibu Municipal Code. In such circumstances, the valet operators must use off-site lots for parking that is needed beyond the "required" parking. In contrast, this motel Project is proposing to add 42 on-site spaces beyond the parking required by the City's codes, and thus, overflow parking will be conveniently provided on the Property. This is a massive benefit, and obviates the need for traffic on PCH to accommodate additional cars.

3.2. Example #2: Sea View Hotel, Planning Commission Resolution No. 21-45 (Exhibit 2)

On September 13, 2021, the City approved a hotel directly across the street from Nobu/Soho in which Condition of Approval No. 52 states: "All vehicles other than vehicles owned by hotel staff shall be by valet parked." (Ex. 2, p. 13.) Like in the case of Nobu/Soho, no additional variance or other entitlement was required for this accommodation of valet parking.

Furthermore, hotel uses typically require 2 parking spaces per room. Yet, in this case, the City approved an overlay district that only required 1.5 spaces per room. (Ordinance No. 491, p. 11.)[2] In other words, the City allowed a reduction on ***required parking*** for a more intensive use. In

[2] https://www.malibucity.org/AgendaCenter/ViewFile/Item/5168?fileID=24100

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contrast, here, the applicant is seeking to provide additional parking beyond the code requirements, on a much less intensive motel project.

3.3. Example #3: Café Habana, Planning Commission Resolution No. 14-40 (Exhibit 3)

The applicant in this case sought to add 900 square feet of additional restaurant service area, requiring 18 additional parking spaces. (Ex. 3, p. 1.) Those spaces were provided with 100% valet operation, per Condition of Approval #4 of the Resolution: "Valet parking shall be used for all uses associated with the restaurant." (Ex. 3, p. 4.) Several additional conditions of approval were included that further regulate the valet parking use. (Ex. 3, pp. 4-5.) Again, as in the Sea View Hotel example, the City agreed to valet parking for all parking on site, and did not require any entitlements for such a condition. (*Id.*) The relevant parking-related conditions of approval were simply included in the list of conditions of approval that were required for the underlying CUP. (*Id.*)

In the case of the Malibu Inn Motel Project, the applicant would be willing to agree to a condition of approval requiring that all parking on site be by valet only, just as in the examples provided above. That may assist with the City's parking concerns. Of course, because the Planning Commission has the ability to add conditions of approval to further regulate the 42 spaces proposed by the applicant through the modified CUP/CDP application, there is no need for an additional entitlement (variance or otherwise) to be added to the list of planning approvals already being sought for the Motel.

Finally, unlike the examples listed above, the Project is not open to the public and parking is strictly dedicated to motel guests, such that the Project's parking needs are much less intensive. As such, the Project should not be treated differently than the examples above, and the additional parking, with valet, should be processed as part of the underlying CUP application, and with conditions of approval reflecting any further regulations that the Planning Commission deems appropriate.

4. Conclusion

The additional 42 parking spaces that the Motel plans to provide above and beyond code required parking is an added bonus for the Project, and a service that will provide much-needed parking in the area. The additional parking is a major selling point for the entirety of the Project, not just because the Project itself will be more-than-adequately parked, but also, because some of the parking can be made available to the general public. Also, because the bulk of additional parking is being provided underground (*i.e.*, not visible to the public, and all lifts will be subterranean), the proposal is much different from other proposals for lifts that have been made in the City, where the lift/stack/valet parking is visible from the street.

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The applicant will be happy to provide any additional information to the City surrounding the additional parking that is being provided as part of the Project. That said, we look forward to your confirmation that the Project will be presented to the Planning Commission with the full slate of 89 parking spaces (47 plus 42), and that no additional entitlements beyond the CUP are required to effectuate this change in the application.

Sincerely,

SEENA M. SAMIMI of
Jeffer Mangels Butler & Mitchell LLP

CC:

Trevor Rusin, Assistant City Attorney
Steve McClary, City Manager

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

EXHIBIT F

Received
5/27/2022
Planning Dept.

RESPONSES TO REVIEW COMMENTS

22959 Pacific Coast Highway CDP 09-067 Memorandum No.6 Proposed Motel (Traffic)

Review Comments made by Nicole Benyamin, dated March 31, 2020

Date: April 29, 2020

No.	Review Comments	Action	by	Response
1	The applicant did not respond to a majority of the comments stating "will comply". This review letter is a list of items that are required at this stage of the project.	Incorporated	K2 & BUAIA	See #4, 8, 9, 10, 11
2	2nd Request: How will the development control site circulation? The report states that all inbound and outbound trips for the proposed development will be through the proposed driveway however it is not shown how patrons will be prevented from using the driveways of the neighboring property. Explore options such as pavement markings (striping plan). The applicant responded by adding an arrow on the motel property. This mitigation is not substantial enough to address the request. Provide a discussion on a minimum of three options that you explored, and describe why the option was or was not chosen to be implemented.	Incorporated	K2	The paragraphs of Site Access and On-Site Circulation have been completed revised. See revised TIA pages 32 and 33.
3	2nd Request: The multiple existing driveways on the neighboring property, the addition of the proposed project and associated project trips combined with the inability to restrict access between the two properties creates an uncontrolled, unsafe and queue promoting atmosphere for all those traveling on PCH and to the site. The applicant shall close the second driveway from the most easterly property limits on the neighboring site (22959 PCH). Revise the project to reflect the closing/removal of this driveway. While the two sites are under separate ownership, a joint use parking agreement, the use of the neighboring property's driveway for fire access, and the lack of physical separation/barriers between the two properties connect the two properties together in terms of traffic flow deeming this request warranted. Please address this comment.	Incorporated	K2	The paragraphs of Site Access and On-Site Circulation have been completed revised. See revised TIA pages 32 and 33.

4	2nd Request: The introduction shall include a discussion of the total number of parking spaces provided, including the number of valet parking spaces. On the site plan, the report shall indicate which parking spaces are designated for motel guests and which are to be shared with the Malibu Inn. The applicant responded that this is not part of the scope of the TIA. Whether or not this information is shown in the TIA or a separate report is irrelevant. The information is still required. Either include a discussion in the TIA or provide a separate report that addresses the questions. Provide a parking site plan as well.	Incorporated	BUAIA	See Parking Site Plan A-0.1 & A-0.2
5	2nd Request: The applicant shall install a stop sign at the proposed driveway and also at the driveway being used for Fire Department egress. There should be a total of two (2) proposed stop signs. Applicant added one stop sign but did not add the second stop sign on the neighboring property. Revise the plan to include the second stop sign as well. This stop sign is to be implemented as a safety measure.	Incorporated	K2	STOP sign is generlly unecessary for driveway and not found on similar commercial sites in the vicinity. Therefore, STOP sign is not recommended.
6	In the executive summary, the applicant discusses that he construction management plan, traffic control plan, and construction parking plan shall be "submitted for review and approval by the Building Official prior to the issuance of a demolition, grading or building permit." Revise to include the Public Works Department as a reviewer/approver.	Incorporated	K2	See revised TIA pages 3 and 4
7	Exhibit 9 is duplicated in this report. Please remove the page that does not match the name in the Table of Contents.	Incorporated	K2	Duplicated page removed
8	2nd Request: The Site Plan should indicate all parking spaces that are proposed to be compact. Not more than 20% of the total number of required parking spaces may be compact.	Incorporated	BUAIA	To be filled in by BUAIA
9	2nd Request: Van accessible ADA space should be a minimum of 9' wide and 18' deep.	Incorporated	BUAIA	To be filled in by BUAIA

10	2nd Request: The accessible access aisle must be clearly marked as described in the ADA Parking Requirements (https://www.ada.gov/restriping_parking/restriping2015.html)	Incorporated	BUAIA	To be filled in by BUAIA
11	2nd Request: The proposed project driveway and removal of the neighboring driveway will require a Caltrans permit. Prior to planning approval, please submit documentation showing that Caltrans will allow the improvements. This is not a request for the Caltrans encroachment permit. This is a request for a document or email from Caltrans that acknowledges that the removal of the driveway will be granted per conditions set by Caltrans. The email from Caltrans for the proposed project driveway has been submitted and received. Provide one for the driveway removal.	Incorporated	BUAIA	To be filled in by BUAIA

Received
5/27/2022
Planning Dept.

MEMORANDUM

To: Steven Hakim

From: Rio Lupisan

CC:

Date: April 22, 2022 *updated May 27, 2022*

Re: *Parking Clarifications – Malibu Inn Motel*

The proposed Malibu Inn Motel project will possess a total of 69 parking spaces, with 18 located in front of the building in the surface area and the remaining balance of 51 spaces located in a covered area within the building. The adjacent future restaurant, located at 22969 PCH, will possess a total of 23 spaces, which will be shared with the Malibu Inn Motel. All surface lot spaces are intended to be used for self parking; however, the garage will be equipped with 22 vehicle stackers that will be managed by (an) attendant(s).

	Surface	Garage		Total	Stack Parking
		Single	Vehicle Stacker		
Malibu Inn Motel	18	7	44	69	13
22969 PCH	23			23	7
Total	41	7	44	92	20
			Total	112	

Once the motel construction is complete and as warranted by demand, a valet/attendant-assist operation will be deployed to maximize the ease of patron navigation through the parking areas and to ensure adequacy of the parking supply. (An) attendant(s) would be stationed in the lot to primarily direct patrons towards available self parking spaces. Once all self park spaces have been exhausted and patrons need to utilize the garage, attendants would then advise patrons to valet park with them, issuing a claim ticket, and then parking the vehicles within the garage. While seven (7) spaces exist in the garage without vehicle stackers, attendants would manage use of all of the garage spaces to avoid any self park/valet conflicts, as well as to minimize any corresponding liability. Once all of the garage spaces have been occupied by single vehicles, attendants would then begin to stack park drive aisles within the surface parking areas, reserving the vehicle stacker spaces as the last option.

All driveways would be open for ingress/egress during non-peak conditions, but to most effectively manage ingress activity once all single spaces have been exhausted, all patrons would be directed via signage to enter the property using the easternmost driveway. This allows for maximum control, allowing (an) attendant(s) to monitor all arriving traffic, as opposed to vehicles entering the site from two different directions and possibly having to drive back onto PCH to re-enter the site to park a vehicle. Vehicles would be strategically parked by the attendant(s), so that they are facing outbound, ready for departure once patrons are ready to leave.

Attendant scheduling will be based on project occupancy, which will be known in advance and can be planned for accordingly. If the occupancy reaches a level that requires additional parking beyond the surface spaces consistently, a minimum of one attendant will be scheduled to manage the

garage/attendant-assist operation 24 hours a day. As the parking demand materializes and additional stack parking becomes necessary in the westernmost section of 22969 PCH, a second attendant, at minimum, will be scheduled, so that attendants could have clear visibility of stack parked vehicles throughout the properties and will be readily available to assist patrons that are blocked in or are ready for their keys if their vehicles are stack parked within the drive aisles. Up to twice a month, the restaurant is also entitled to host large events, which will be coordinated with the parking team, so that the operation can be staffed appropriately.

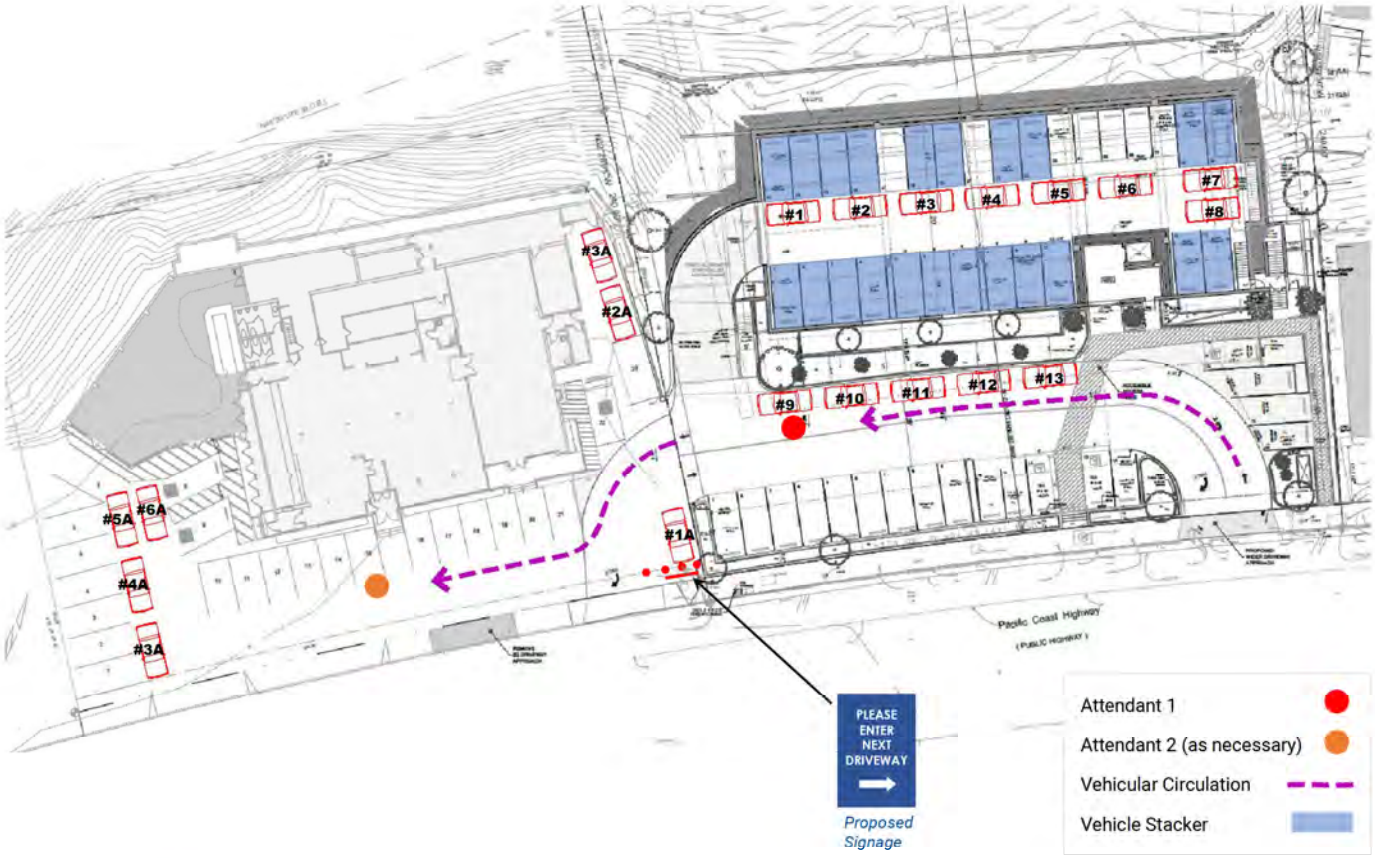
The diagram on the following page illustrates the proposed stack parking strategy, which reflects a relatively conservative approach, as additional vehicles could be accommodated, if necessary, particularly as the main driveway is comfortably wide at 28'-0" (about 3'-0" wider than typical) and the adjacent parking stalls are about 2'-0" longer than most minimum stall lengths required in our municipalities.

Should you have any questions regarding the findings outlined in this memo, please feel free to contact me.

Sincerely,

Rio Lupisan
Special Projects / Development Manager

Proposed Parking Operations Plan



Responses to Public Works Dept. Comments, dated May 24, 2022
Re: 22959 Pacific Coast Highway CDP Memorandum No. 8 (Traffic)

1) How will Valet #1A affect vehicles turning in from PCH? Provide a turning template and consider striping to aid circulation.

   a) *Per the previous diagram, parkers would be encouraged to utilize the easternmost driveway to enter the site, the main purpose of which, is to maximize control of traffic flow during peak conditions.*

2) Valet #13 should not be shown blocking the accessible access aisle. Either reconfigure the spacing of Valet #9-13 or remove the spot.

   a) *Valet #13 is shown outside of the accessible path of travel in the diagram above.*

3) Will vehicles in spaces #1-9 (for the Malibu Inn Restaurant) be able to enter/exit without maneuvering Valet #3A-6A vehicles off-site?

   a) *Yes. Stack parking within drive aisles is common in parking operations in other facilities that possess drive aisles that are typically 25'-0" wide. The drive aisle in front of spaces #1 – 9 is 28'-0" wide, not to mention the adjacent parking stalls are 20'-0" in length versus only 18'-0" typically required in other cities.*

4) Similarly, how will Valet #2A-3A (for the Malibu Inn Restaurant, on the east side of the building) maneuver while spaces #22-23 are occupied?

   a) *When Valet #2A-3A are being parked, attendants will be on site to manage the operation, shuffling vehicles as necessary to allow blocked vehicles to exit.*

5) How does Valet #9-13 affect circulation and vehicles utilizing the exterior motel parking? Consider providing turning templates.

   a) *Please see response to 3# above.*

6) Provide clarification on the usage of the parking garage. Is the parking garage always valet? Or will it also be self-park at times? It's unclear how the motel-dedicated spaces (#11-12, #27-29, and sometimes #8-10) are meant to function and if they will be affected by the valet parking. Please provide turning templates.

   a) *As noted in the enclosed memo, the parking garage will be managed entirely by attendants to avoid any liability exposure resulting from mixing self and valet parked vehicles.*

Received
5/27/2022
Planning Dept.

TRAFFIC IMPACT STUDY

Malibu Inn Motel

22959 Pacific Coast Highway, Malibu

Date: April 29, 2020

Prepared For:

Surfrider Plaza, LLC.

1541 Ocean Ave, Suite 200

Santa Monica, CA 90401

Prepared By:

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210

Tustin, CA 92780

(714) 832-2116

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Traffic Impact Study for Malibu Inn Motel

22959 Pacific Coast Highway, Malibu



Prepared under the supervision of

Jende Kay Hsu, P.E., T. E.
California License # T2285

EXECUTIVE SUMMARY

The purpose of this study is to evaluate traffic impact of the proposed Malibu Inn Motel located at 22959 Pacific Coast Highway in the City of Malibu. The site is currently used for parking and the proposed development will construct a new 20-room motel.

The project is expected to generate 14 trips in the AM peak hour, including 6 inbound and 8 outbound trips, 16 trips in the PM peak hour, including 6 inbound and 10 outbound trips, and 180 daily trips. The project does not generate any significant impact at study intersections. Therefore, mitigation measure is not required.

The primary site access is provided by a new driveway on Pacific Coast Highway. Since shared parking will be provided between the subject motel and the adjacent restaurant, an internal access to the adjacent restaurant is provided so that shared parking operations do not require entering Pacific Coast Highway. "Right Turn Only" signs (R3-5R) and pavement arrow markings will be installed to prohibit left-turn egress at project driveway as well as the restaurant driveway adjacent to the property line.

Public transit is served by bus stops located within 300 feet in both directions for Metro Bus Route 534 which operates along Pacific Coast Highway between Malibu and Santa Monica. The project should not have a significant impact on pedestrian facilities. Pacific Coast Highway is a designated bicycle route as a Class III facility consisting of an on-road signed route without separate lanes. The project is not expected to affect or modify the bicycle route.

The subject hotel development is expected to generate very few truck traffic on a regular basis, if any, expect during the construction period. The construction traffic would generally avoid rush hour traffic therefore not generate any significant traffic impact. Nonetheless, a construction management plan, including a traffic control plan and construction parking plan, shall be submitted for review and approval by the Public Works Department and Building Official prior to the issuance of a demolition, grading or building permit.

INTRODUCTION

The purpose of this study is to evaluate traffic impact of the proposed Malibu Inn Motel located at 22959 Pacific Coast Highway in the City of Malibu. The site is currently used for parking and the proposed development will construct a new three-story motel building. The ground floor of the building consists of the lobby and a valet parking garage. The main and upper floors accommodate 20 motel rooms and suites. Vicinity map is shown in **Exhibit 1**. The proposed site plan is shown in **Exhibit 2**.

The development proposes to construct a new driveway on Pacific Coast Highway at the east end of the site. Left-turn egress will be restricted for this proposed driveway. However, U turn is allowed at the adjacent traffic signal intersection 100 feet to the west Egress. Site access is independent from the adjacent restaurant although the parking lots are connected for patrons' convenience.

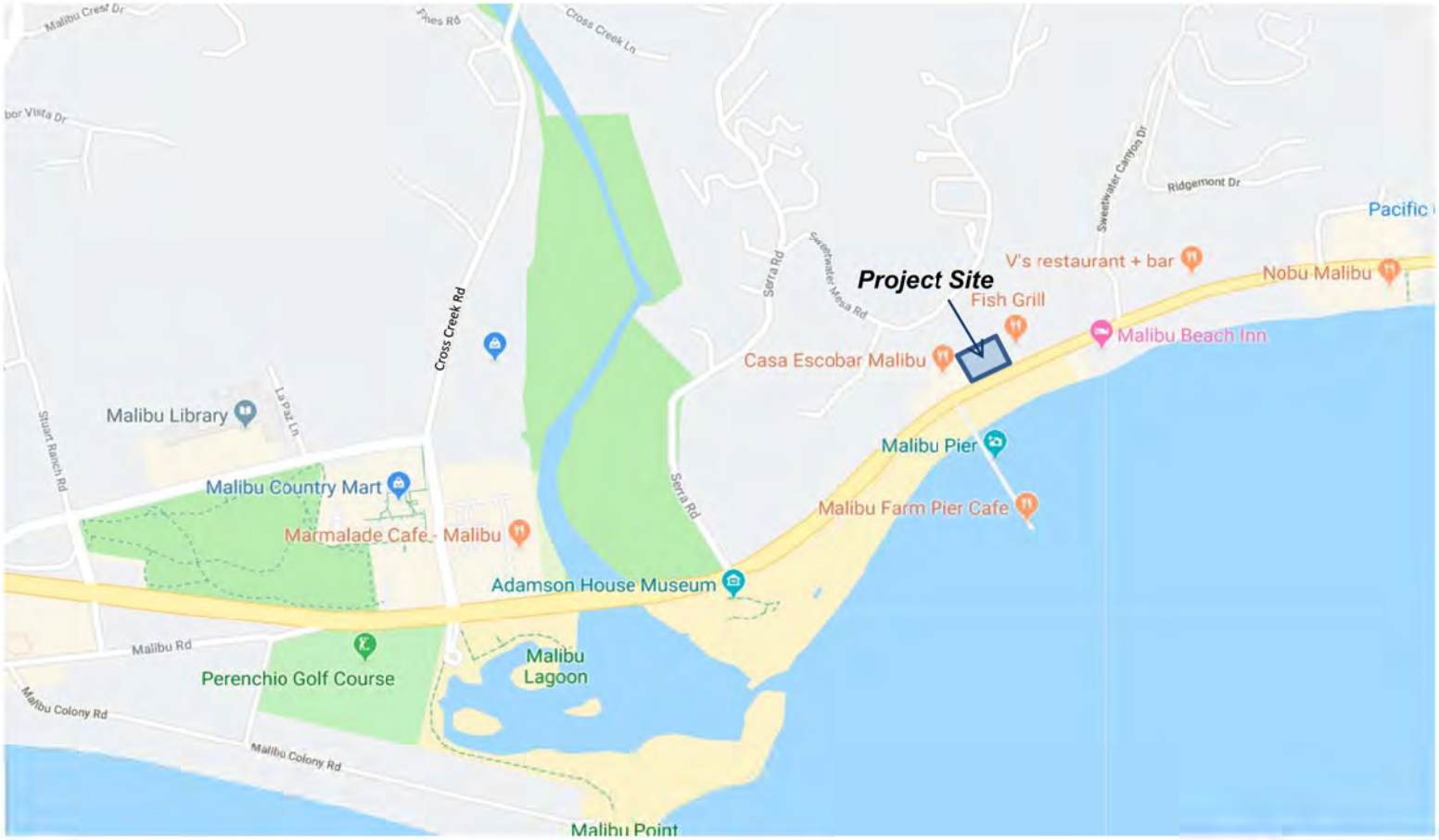
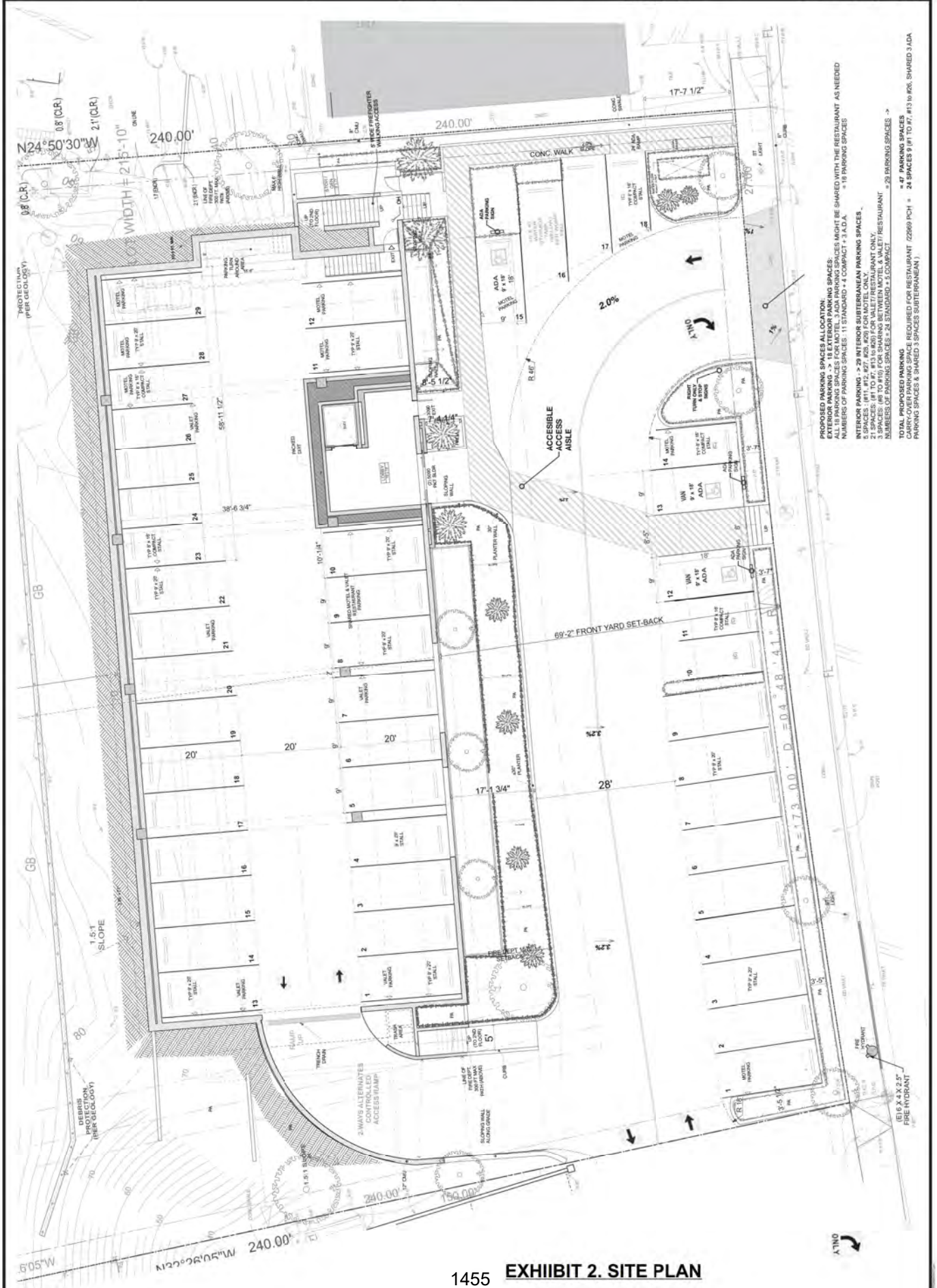


Exhibit 1. Vicinity Map
Not to Scale

North



1455 **EXHIIBIT 2. SITE PLAN**

STUDY SCENARIOS

In compliance with the "City of Malibu Traffic Impact Analysis Guidelines" (dated August, 2012) and the scoping agreement (see **Appendix "A"**), this study includes the following scenarios:

i. Existing Conditions
ii. Existing With Project Conditions
iii. Opening Year (2021) Without Project Conditions
iv. Opening Year (2021) With Project Conditions
v. Future (2035) Without Project Conditions
vi. Future (2035) With Project Conditions

This study includes traffic counts and level of service (LOS) analysis for the following intersections:

1. Pacific Coast Highway at Cross Creek Road (Signalized)
2. Pacific Coast Highway at Malibu Pier (Signalized)
3. Project Driveway at Pacific Coast Highway (to be constructed)

The proposed project driveway will also be analyzed for the scenarios of project completion.

ANALYSIS METHODOLOGY

In compliance with the "City of Malibu Traffic Impact Analysis Guidelines" (dated August, 2012), the Level of Service (LOS) analysis for signalized intersections is based on Intersection Capacity Utilization (ICU) methodology. **Table 1** provides the definition for LOS associated with values of volume-to-capacity ratios (V/C).

Table 1. LOS Definition for ICU Methodology – Signalized Intersections

LOS	V/C Ratio	Definition	
A	0.000 – 0.600	Excellent	No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	Very Good	An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	Good	Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	Fair	Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901- 1.000	Poor	Represents the most vehicles intersection approaches can accommodate; may be long line of waiting vehicles through several signal cycles.
F	> 1.000	Failure	Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

For un-signalized intersections, the LOS analysis is performed using SYNCHRO software based on the methodologies prescribed in the Highway Capacity Manual (HCM 2010). **Table 2** provides the definition for LOS associated with average control delay.

Table 2. LOS Definition for HCM Methodology – Unsignalized Intersections

LOS	HCM (seconds/vehicle) Average Control Delay
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

EXISTING CONDITIONS

The site address is 22959 Pacific Coast Highway in the City of Malibu. The project site is situated on the north side of Pacific Coast Highway, bounded by a restaurant to the west and commercial uses to the east. The project site is currently a public parking lot and can be accessed only via the adjacent restaurant, Casa Escobar Malibu.

Pacific Coast Highway is an undivided major arterial running east-westerly in the project vicinity with two lanes in each direction and two-way-left-turn lane in the middle. Left-turn lanes are provided at major intersections. The speed limit is 45 mph in the project vicinity.

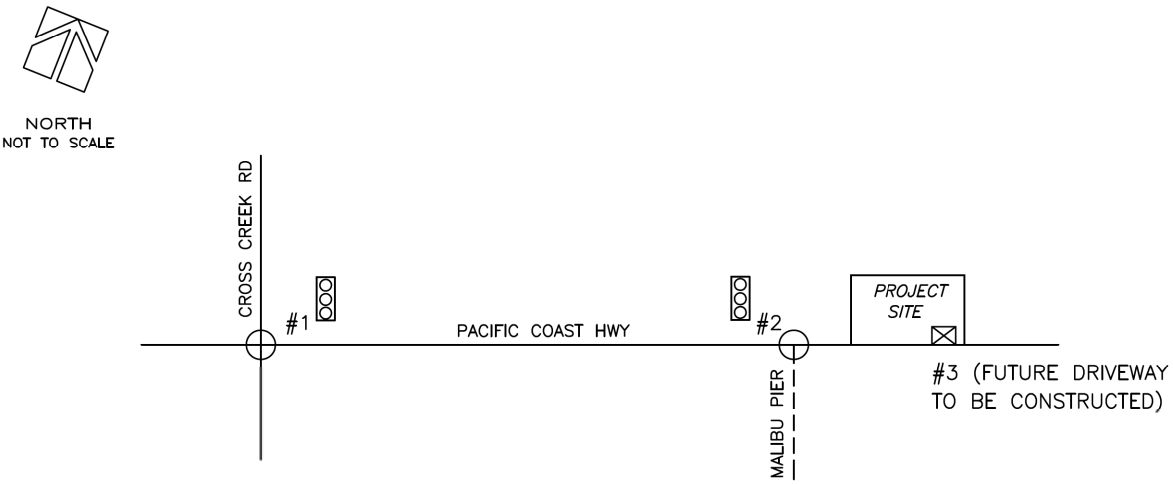
The intersection of Pacific Coast Highway at Malibu Pier is signalized to ensure pedestrian crossing safety and allow left turns to and from the restaurant Casa Escobar Malibu. It is noted that the south approach at this intersection which is one of the driveway entrances to Malibu Pier parking lot has been permanently closed. However, U turns are still allowed for the westbound left-turn lane.

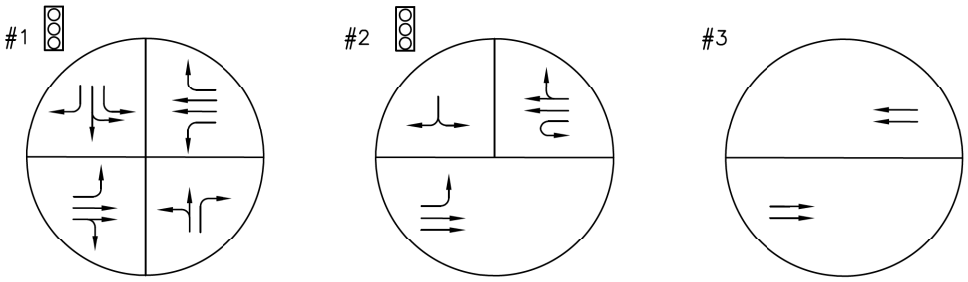
AM and PM peak hour turning movements were collected on Tuesday, June 4, 2019. Lane configurations and traffic volumes at the study intersections are shown in **Exhibit 3** and **4**, respectively. Complete traffic data can be found in **Appendix "B"**.

The V/C ratios, delay values and the corresponding LOS for existing traffic conditions were shown in **Table 3**. For the existing conditions, all study intersections are currently operating at acceptable LOS C or better during AM and PM peak hours. The analysis worksheets can be found in **Appendix "C"**

Table 3. Existing Traffic Conditions

No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.540	B	0.699
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.527	B	0.622
3	Project Driveway at Pacific Coast Hwy	To be constructed				



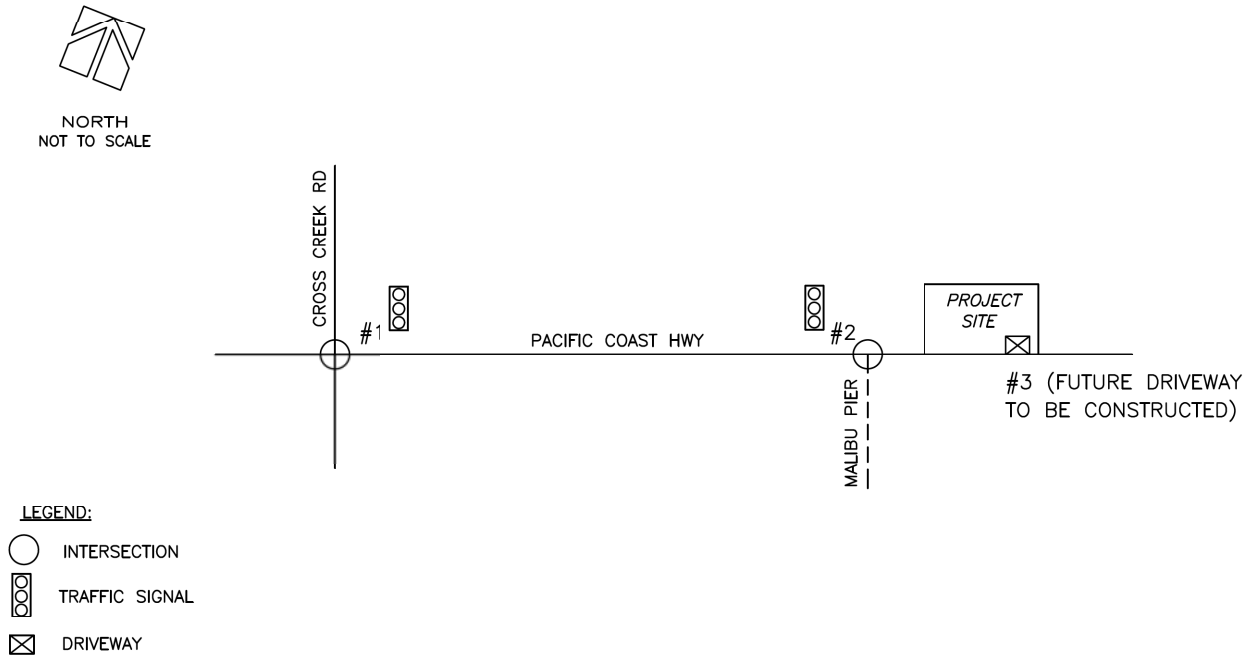


LEGEND:

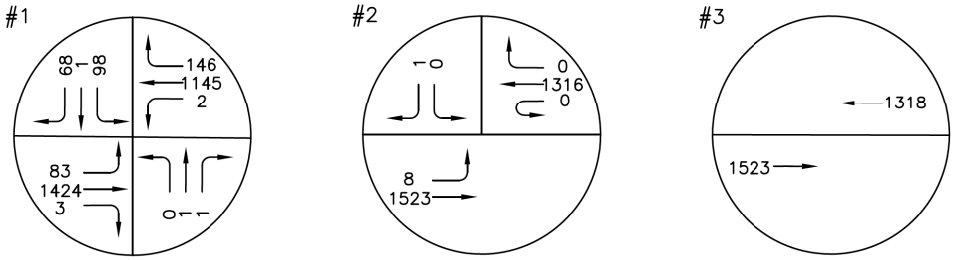
- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

EXISTING LANE CONFIGURATION

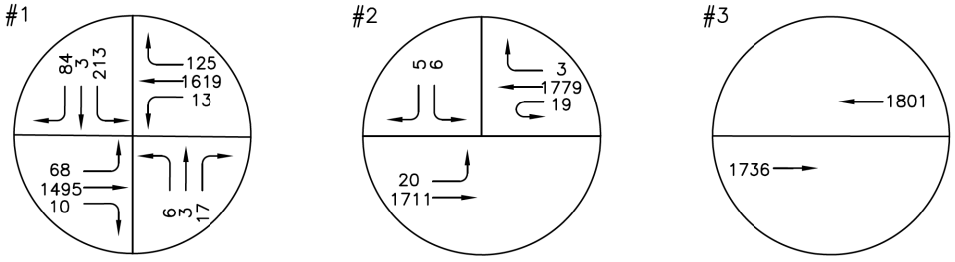
MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY



AM PEAK



PM PEAK



EXISTING TRAFFIC VOLUMES

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

TRIP GENERATION

Trip generation represents the amount of traffic attracted and produced by the project development. Based upon the recommendations from SANDAG "Not So Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region", dated April 2002, project related trip generation rates are shown in **Table 4**.

Table 4. Trip Generation Rate

Land Use	Unit	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Motel	Room	9	0.72	40%	60%	0.81	40%	60%

The project is expected to have a trip generation of 14 trips in the AM peak hour, including 6 inbound and 8 outbound trips, 16 trips in the PM peak hour, including 6 inbound and 10 outbound trips, and 180 daily trips. The projected trips associated with the project are provided in **Table 5**.

Table 5. Project Trip Generation

Land Use	Unit	Quantity	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Motel	Room	20	14	6	8	16	6	10	180

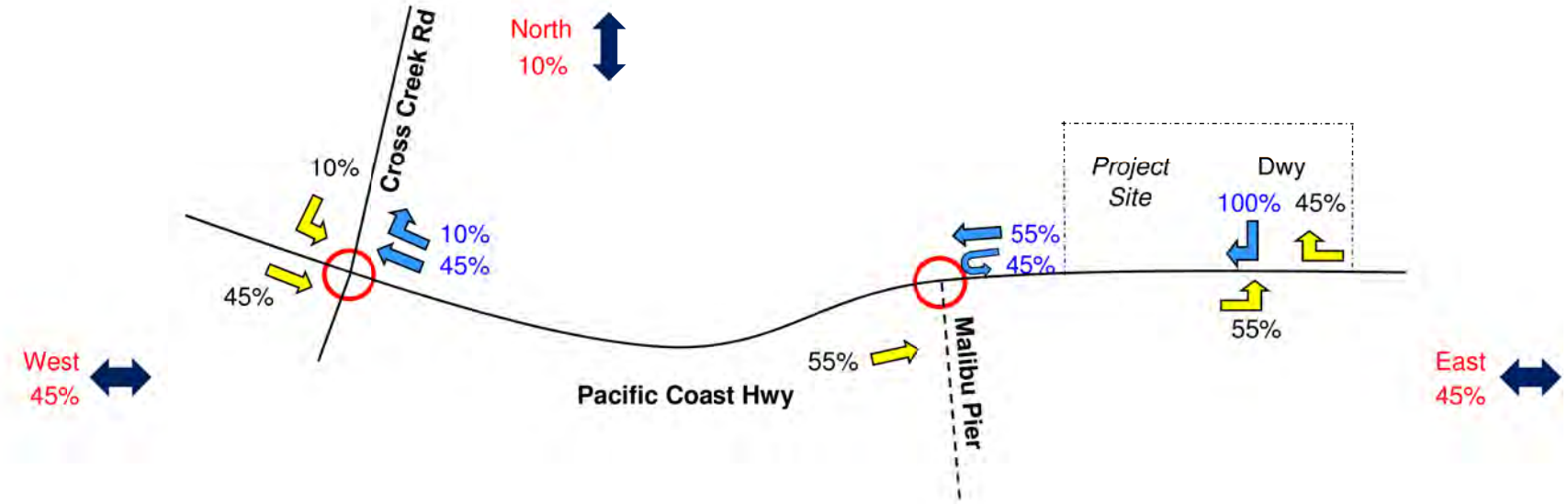
TRIP DISTRIBUTION

Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The proposed driveway will prohibit left-turn egress due to heavy traffic volumes on Pacific Coast Highway. All left-turn out traffic will go through the nearby signalized intersection. The trip distribution pattern for the project is illustrated in **Exhibit 5**.

TRAFFIC ASSIGNMENT

The traffic assignment to and from the Site has been based upon the results of trip generation, trip distribution, and access layouts. **Exhibit 6** illustrates the traffic assignment of the proposed project for the AM and PM peak hours.

EXHIBIT 5. TRIP DISTRIBUTION

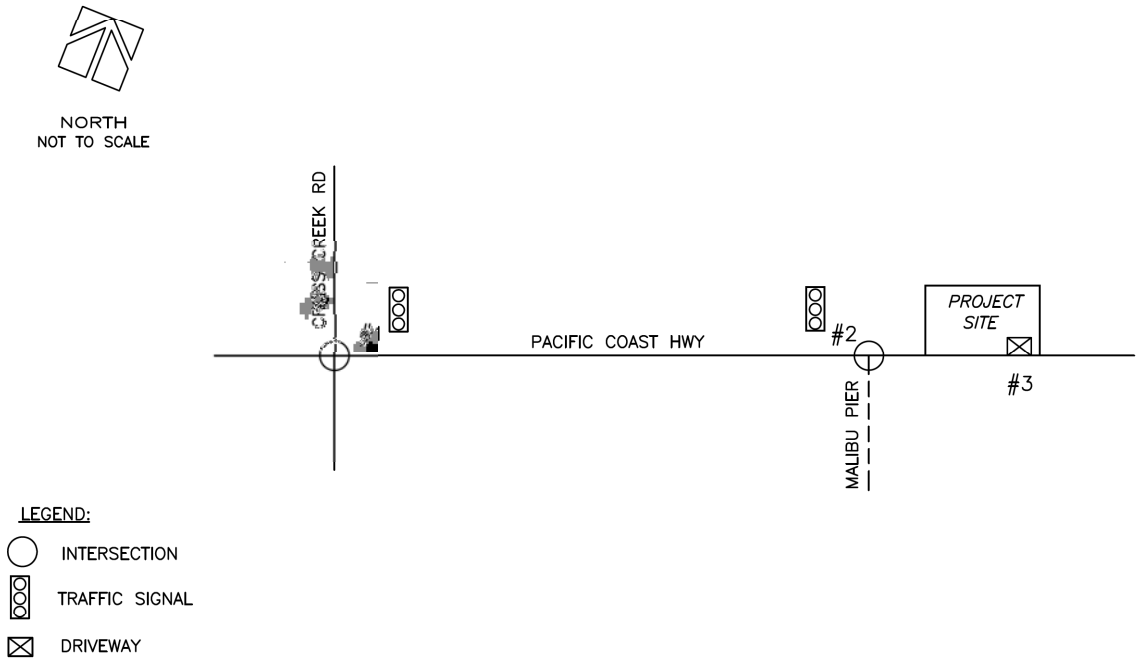


Legend:
- Inbound Trips
- Outbound Trips
- Directional Distribution

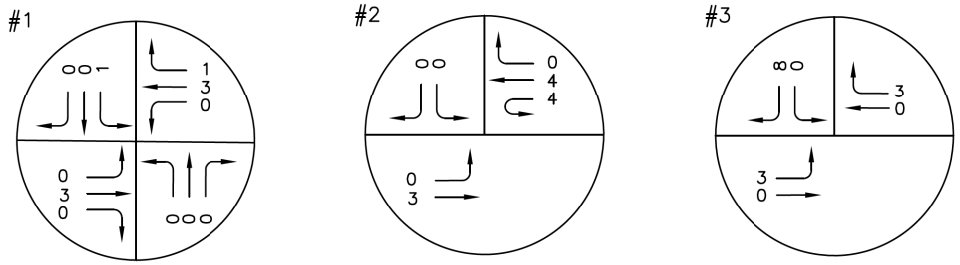
NORTH

NOT TO SCALE

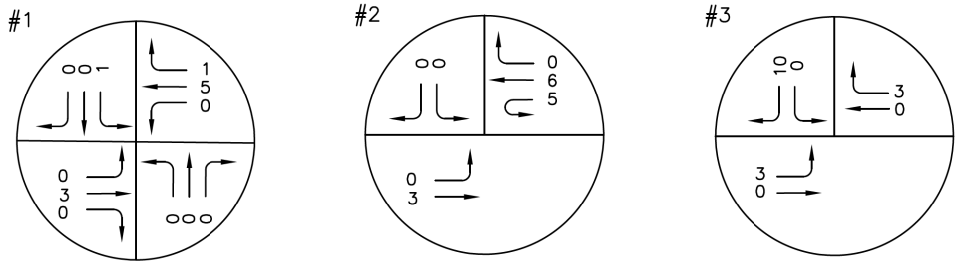
K2 Traffic Engineering, Inc.



AM PEAK



PM PEAK



MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

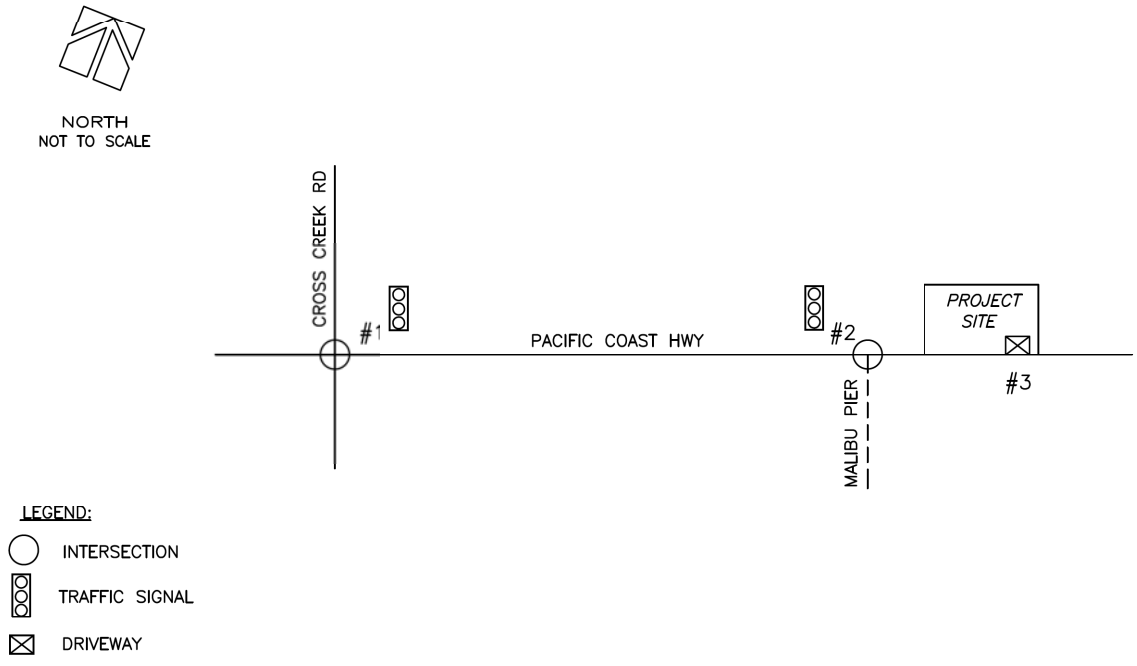
TRAFFIC ASSIGNMENT

EXISTING WITH PROJECT CONDITIONS

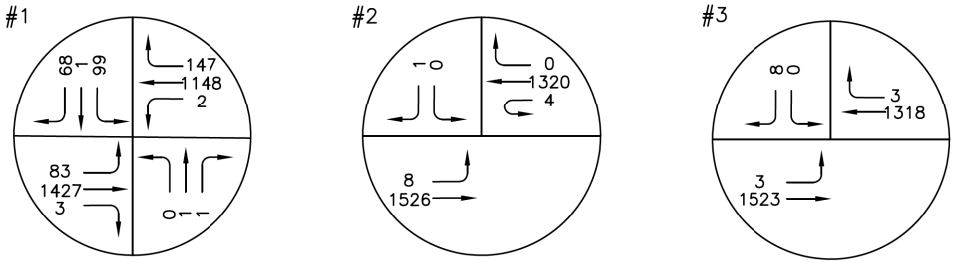
Traffic volumes of the existing condition plus project traffic are shown in **Exhibit 7**. The level of services, V/C ratios and delay values at study intersections are shown in **Table 6**. All study intersections will operate at acceptable LOS C or better for the AM and PM peak hours.

Table 6. Existing with Project Conditions

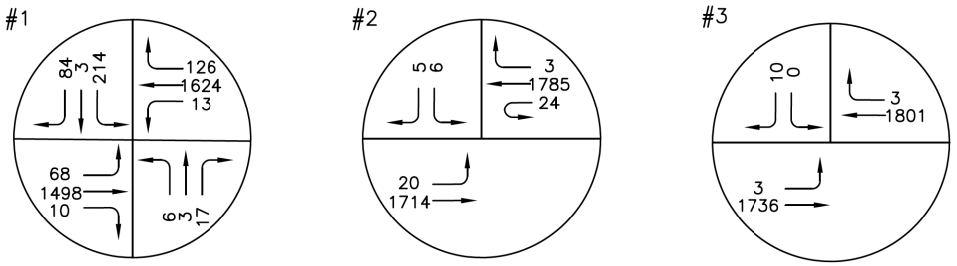
No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.541	C	0.702
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.531	B	0.624
3	Proposed Driveway on Pacific Coast Hwy	Unsignalized	B	14.9 sec	C	20.1 sec



AM PEAK



PM PEAK



EXISTING (2019) WITH PROJECT CONDITIONS

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

CUMULATIVE DEVELOPMENTS

Other approved developments within one mile radius were taken into consideration for the opening year conditions. Based on the information provided by the Planning Department of the City of Malibu, cumulative developments are listed in **Table 7**.

Location map of the cumulative development projects listed in **Table 7** is illustrated on **Exhibit 8**. **Exhibit 9** illustrates the traffic generated by these cumulative developments at study intersections.

Table 7. Cumulative Development Projects

#	Project Name	Location	Project Description
1	La Paz Shopping Center	23465 Civic Center Way	New retail, office (totaling 112,058 SF) and institutional (20, 000 SF) development.
2	Whole Foods Shopping Center	23401 Civic Center Way	New retail development including grocery (25, 000 SF), retail/commercial (14,839 SF, up to 4, 000 SF restaurant).
3	Santa Monica College	23525 Civic Center Way	New satellite campus, +/- 25, 000 SF building to replace vacant County Sheriff facility.
4	Malibu Sycamore Village	23575 Civic Center Way	Two project alternatives submitted: 1) 76,000 sf retail, restaurant, and office space; 2) 60,000 sf of retail, restaurant, and office space with 300 parking spaces; project site is a 10 acre commercial parcel and both alternatives include outdoor exhibition space.
5	Lunch Properties	2930 Sweetwater Mesa	5 new single-family residential houses ranging from 7,540 to 14,343 SF.
6	N/A	22729 Pacific Coast Hwy	New office of 2,499 SF with 32 parking spaces.

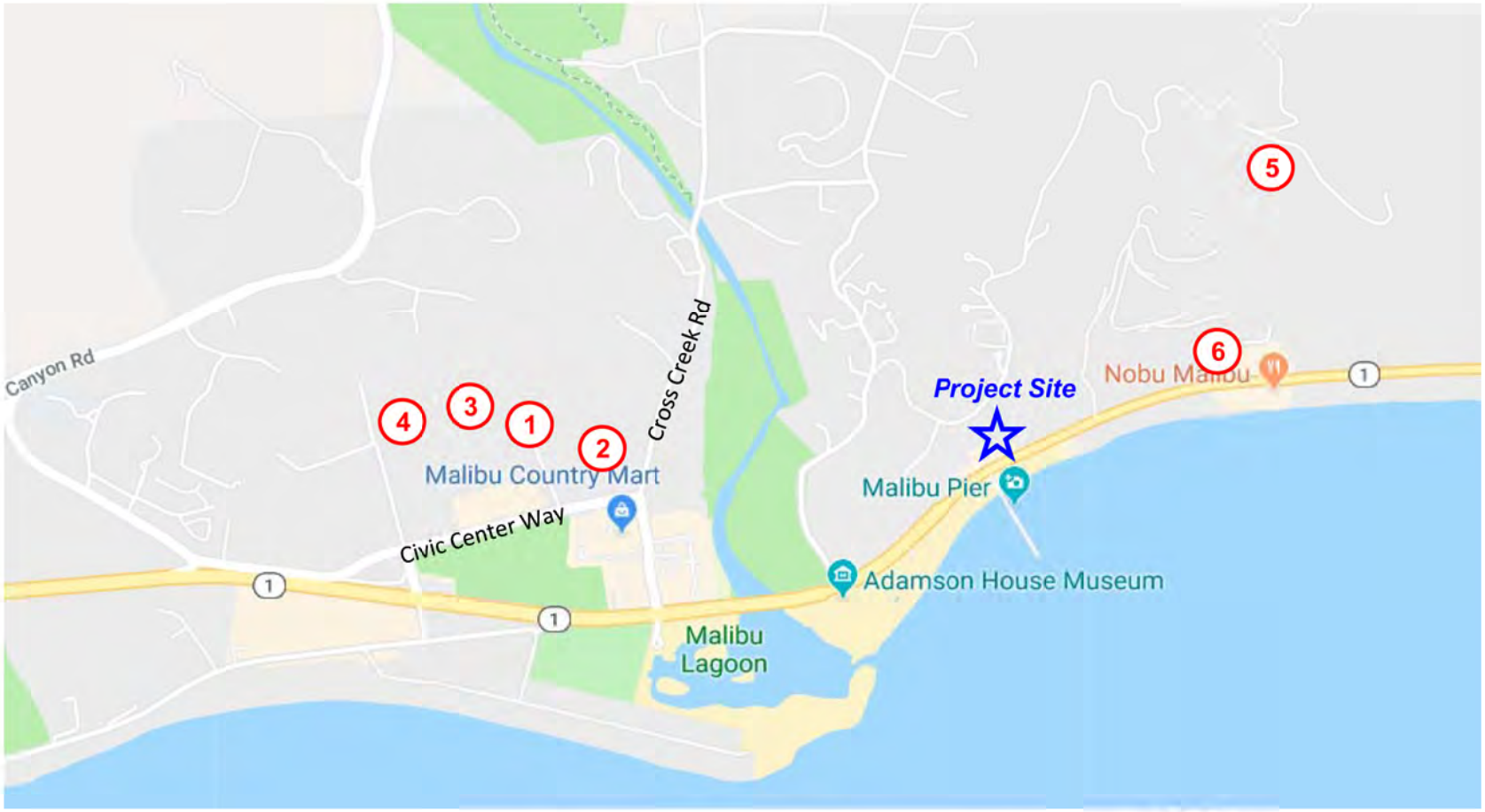
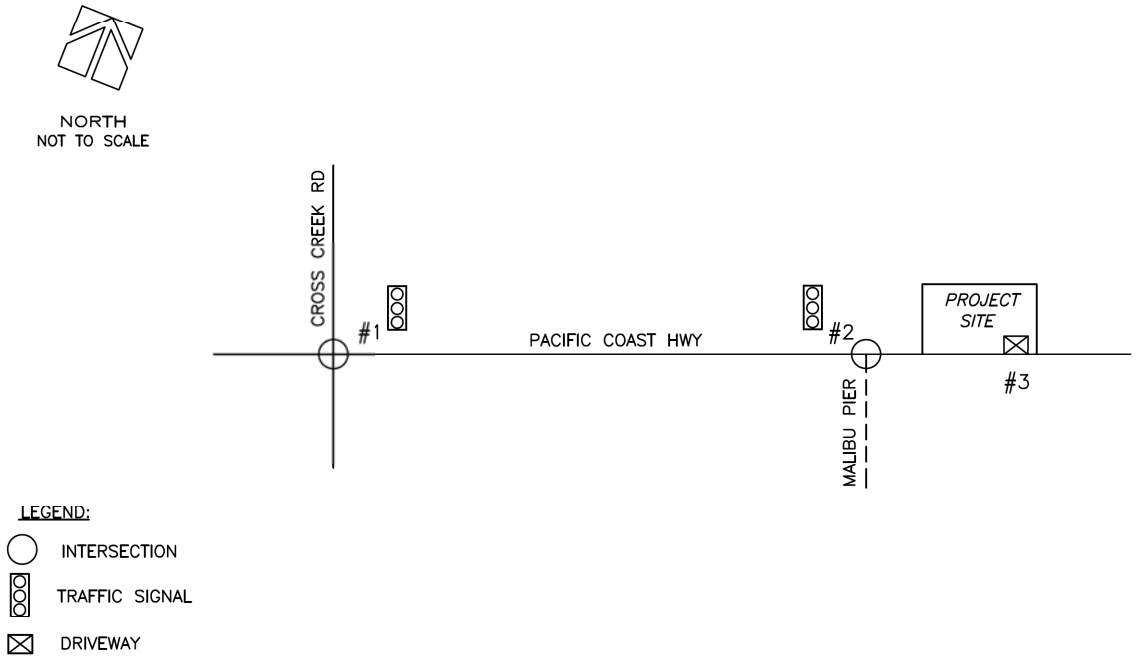
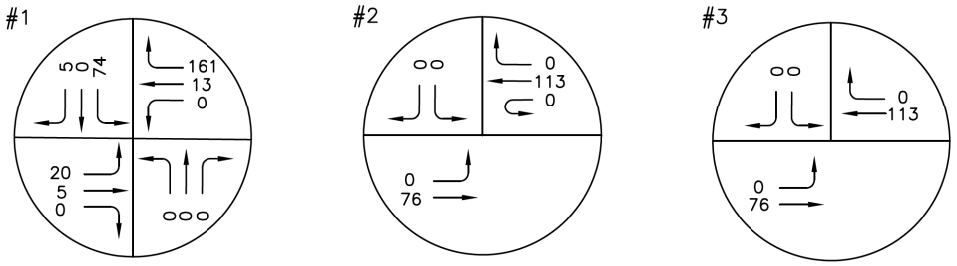


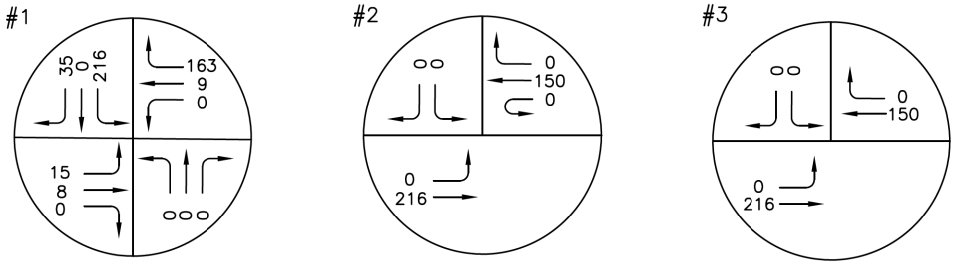
EXHIBIT 8. LOCATION OF CUMULATIVE PROJECT
NOT TO SCALE



AM PEAK



PM PEAK



CUMULATIVE PROJECTS
TRAFFIC VOLUME

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

OPENING YEAR (2021) WITHOUT PROJECT CONDITIONS

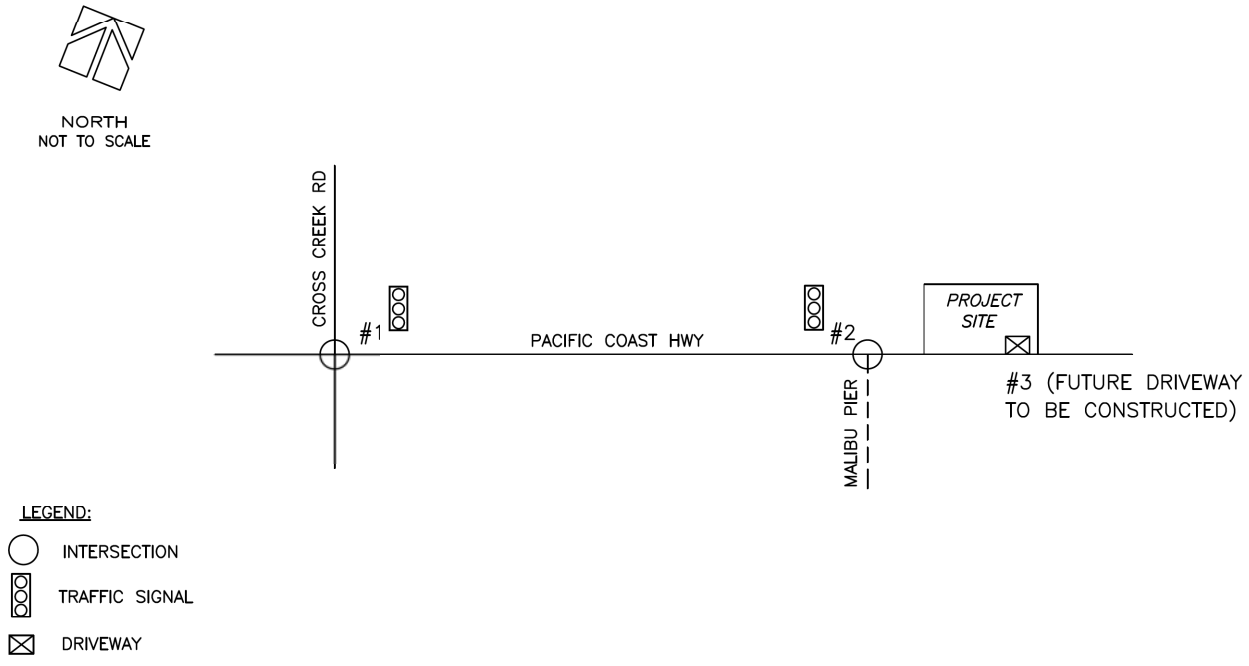
For the opening year 2021, the annual growth rate of 1.5% is used. The factor represents traffic increases resulting from regional growth. Traffic volumes for the project opening year with cumulative developments are shown in **Exhibit 10**.

For opening year with cumulative developments without project conditions, the level of services, V/C ratios and delay values at study intersections are shown in **Table 8**. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

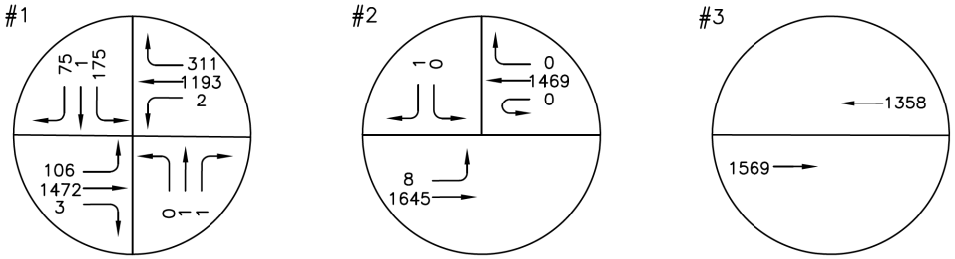
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

Table 8. Opening Year (2021) Without Project Conditions

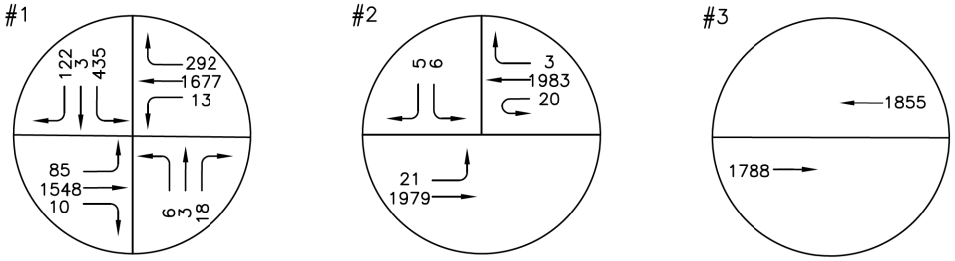
No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.586	D	0.820
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.565	B	0.686
3	Project Driveway at Pacific Coast Hwy	To be constructed				



AM PEAK



PM PEAK



MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

OPENING YEAR (2021) WITHOUT PROJECT CONDITIONS

OPENING YEAR (2021) WITH PROJECT CONDITIONS

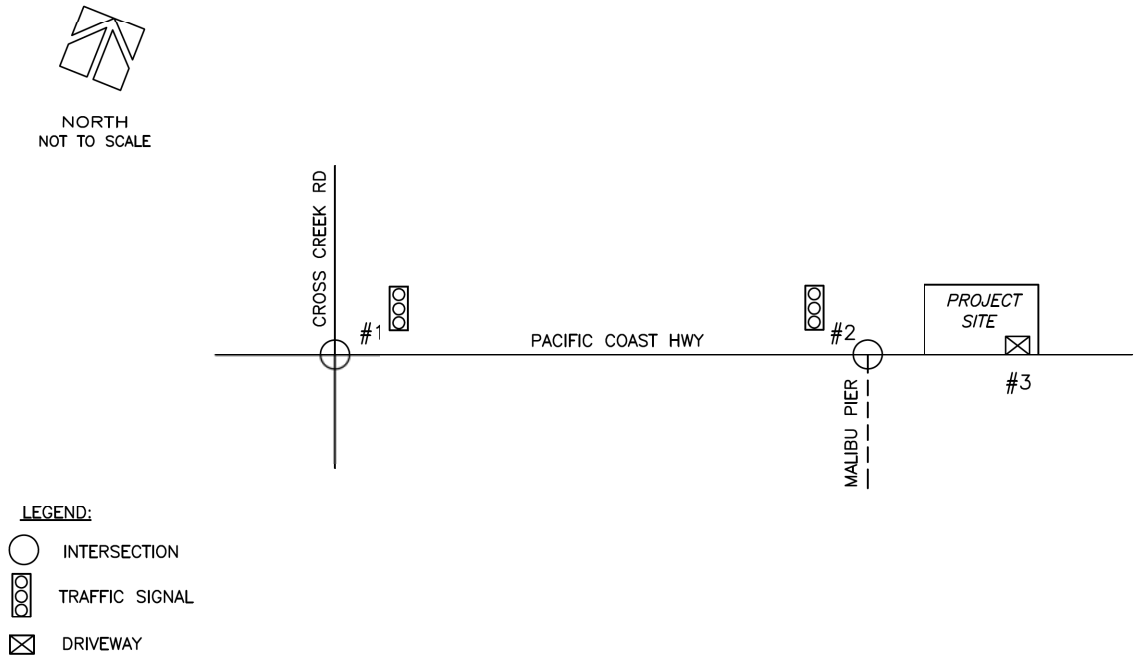
Traffic volumes for the project opening year with cumulative developments plus project traffic are shown in **Exhibit 11**.

For opening year with cumulative developments plus project conditions, the level of services, V/C ratios and delay values at study intersections are shown in **Table 9**. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

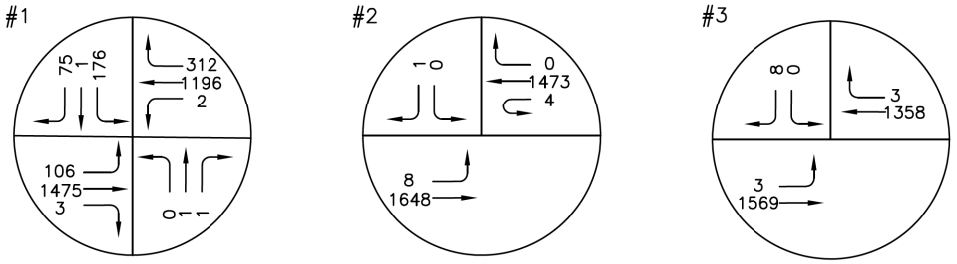
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

Table 9. Opening Year (2021) With Project Conditions

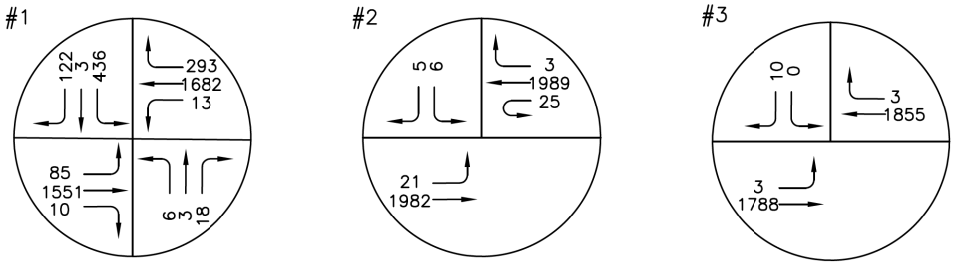
No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.588	D	0.823
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.569	B	0.688
3	Proposed Driveway on Pacific Coast Hwy	Unsignalized	C	15.3 sec	C	20.8 sec



AM PEAK



PM PEAK



OPENING YEAR (2021) WITH PROJECT CONDITIONS

MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

FUTURE (2035) WITHOUT PROJECT CONDITIONS

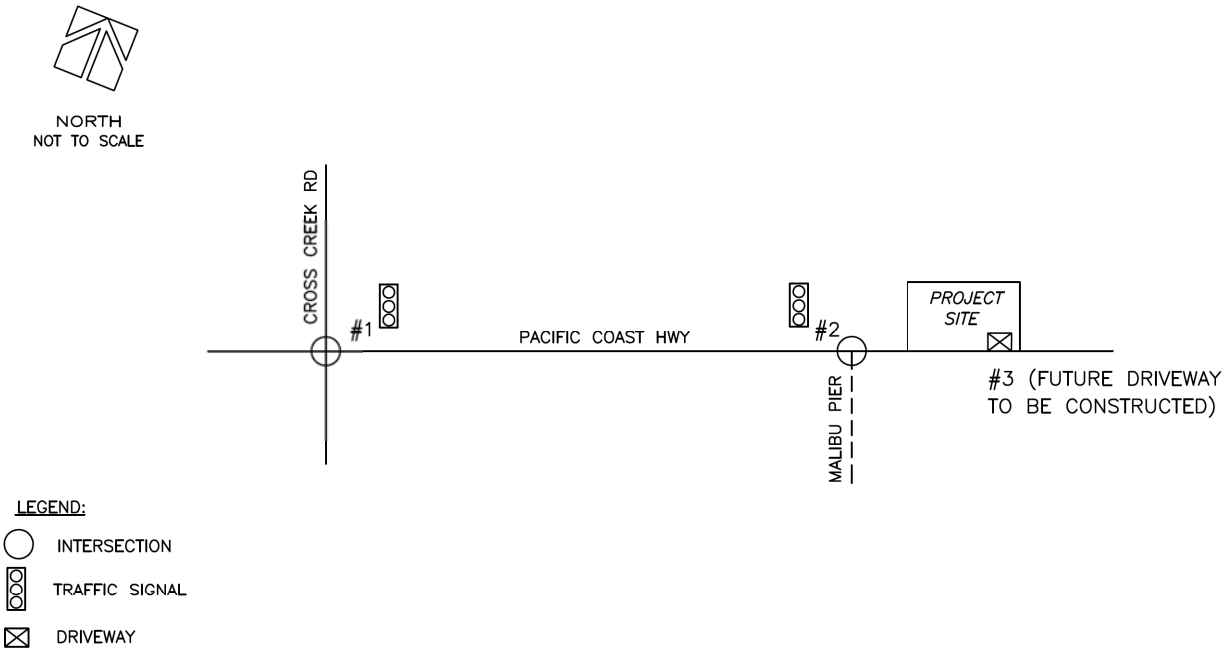
For the future year 2035, the annual growth rate of 0.5% is used. The factor represents traffic increases resulting from regional growth. Traffic volumes for the future (2035) without project conditions are shown in **Exhibit 12**.

Table 10 shows the project's level of service, V/C ratios, and delay values for future (2035) without project conditions. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

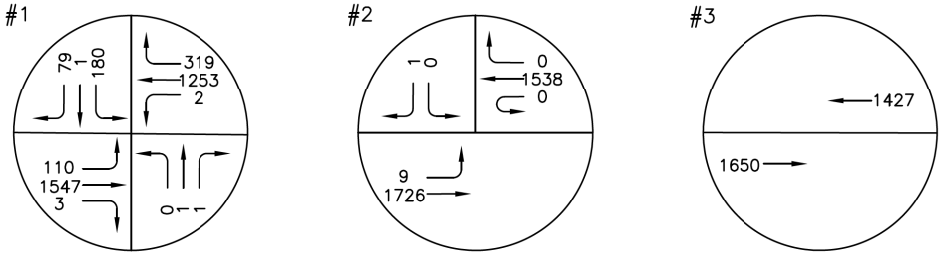
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

Table 10. Future (2035) without Project Conditions

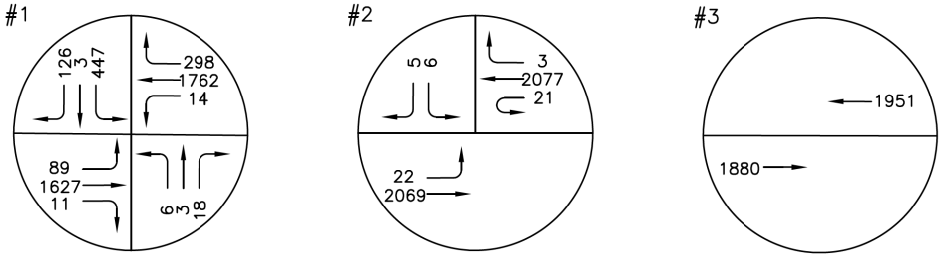
No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	B	0.611	D	0.855
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.590	C	0.716
3	Project Driveway at Pacific Coast Hwy	To be constructed				



AM PEAK



PM PEAK



MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

FUTURE (2035)
WITHOUT PROJECT CONDITIONS

FUTURE (2035) WITH PROJECT CONDITIONS

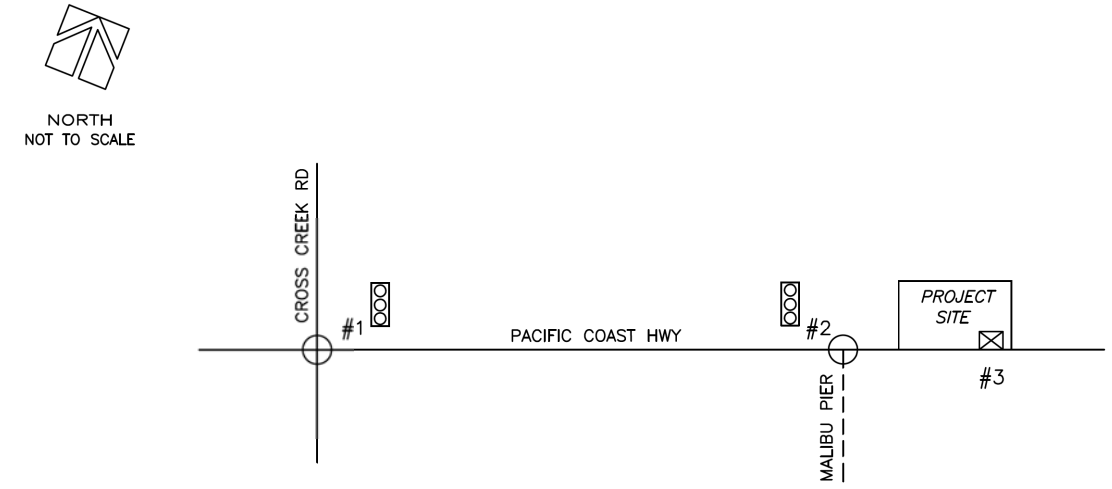
Traffic volumes for the future year (2035) plus project traffic are shown in **Exhibit 13**.

Table 11 shows the project's level of service, V/C ratio, and delay values for future (2035) with project conditions. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

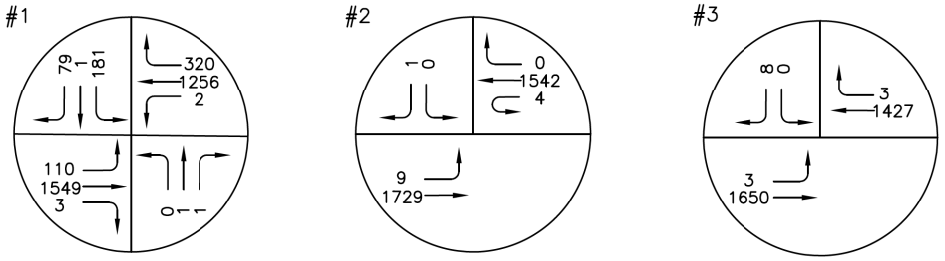
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

Table 11. Future (2035) With Project Conditions

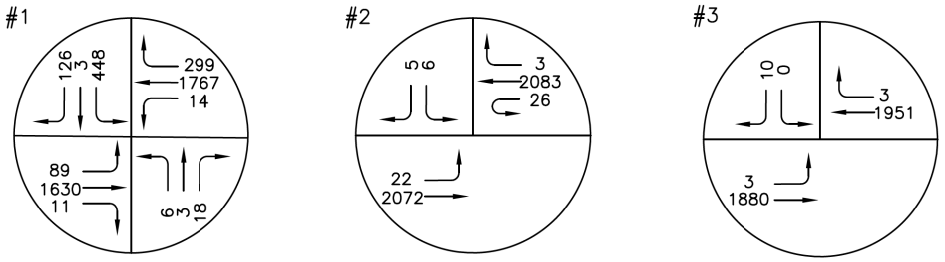
No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	B	0.613	D	0.857
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.594	C	0.718
3	Proposed Driveway on Pacific Coast Hwy	Unsignalized	C	15.9 sec	C	22.2 sec



AM PEAK



PM PEAK



MALIBU INN MOTEL
22959 PACIFIC COAST HIGHWAY

FUTURE (2035)
WITH PROJECT CONDITIONS

SIGNIFICANT TRANSPORTATION IMPACT THRESHOLD

According to "Traffic Impact Analysis Guidelines" of the City of Malibu, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

1. Degrades operations at a signalized intersection as follows:

Pre-Project		Project Related Increase in V/C
LOS	V/C	
C	0.71 - 0.80	0.04 or more
D	0.81 - 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

2. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or
3. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
4. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection or
5. increase the volume-to-capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

The traffic impacts of the proposed project based on existing conditions are shown in **Table 12**. The project does not have significant traffic impacts at any of the study intersections, and mitigation measure, is therefore, not required.

Table 12. Project Intersection Impact Analysis – Existing Conditions

No.	Intersection	W/O Project		With Project		Acceptable Level (LOS C or better)	Project Increase in V/C or Delay	Significant Impact
		LOS	V/C or Delay	LOS	V/C or Delay			
AM PEAK								
1	Pacific Coast Hwy at Cross Creek Rd	A	0.540	A	0.541	Yes	0.001	No
2	Pacific Coast Hwy at Malibu Pier	A	0.527	A	0.529	Yes	0.002	No
3	Project Driveway at Pacific Coast Hwy	n/a		B	14.8	Yes	n/a	No
PM PEAK								
1	Pacific Coast Hwy at Cross Creek Rd	B	0.699	B	0.702	Yes	0.003	No
2	Pacific Coast Hwy at Malibu Pier	B	0.622	B	0.625	Yes	0.003	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	19.8	Yes	n/a	No

The traffic impacts of the proposed project based on project opening year (2021) are shown in **Table 13**. The project does not have significant traffic impacts at any of the three study intersections, and mitigation measure, is therefore, not required.

Table 13. Project Intersection Impact Analysis – Opening Year (2021)

No.	Intersection	W/O Project		**With Project**		Acceptable Level (LOS C or better)	Project Increase in V/C or Delay	Significant Impact
		LOS	V/C or Delay	LOS	V/C or Delay			
AM PEAK								
1	Pacific Coast Hwy at Cross Creek Rd	A	0.586	A	0.588	Yes	0.002	No
2	Pacific Coast Hwy at Malibu Pier	A	0.565	A	0.567	Yes	0.002	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	15.7	Yes	n/a	No
PM PEAK								
1	Pacific Coast Hwy at Cross Creek Rd	D	0.820	D	0.823	No	0.003	No
2	Pacific Coast Hwy at Malibu Pier	B	0.686	B	0.690	Yes	0.004	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	21.9	Yes	n/a	No

The traffic impacts of the proposed project based on future (2035) conditions are shown in **Table 14**. The project does not have significant traffic impacts at any of the three study intersections, and mitigation measure, is therefore, not required.

Table 14. Project Intersection Impact Analysis – Future (2035)

No.	Intersection	W/O Project		With Project		Acceptable Level (LOS C or better)	Project Increase in V/C or Delay	Significant Impact
		LOS	V/C or Delay	LOS	V/C or Delay			
AM PEAK								
1	Pacific Coast Hwy at Cross Creek Rd	B	0.611	B	0.613	Yes	0.002	No
2	Pacific Coast Hwy at Malibu Pier	A	0.590	A	0.592	Yes	0.002	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	15.7	Yes	n/a	No
PM PEAK								
1	Pacific Coast Hwy at Cross Creek Rd	D	0.855	D	0.857	No	0.002	No
2	Pacific Coast Hwy at Malibu Pier	C	0.716	C	0.719	Yes	0.003	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	21.9	Yes	n/a	No

MITIGATION MEASURES

This study concluded that the project does not generate significant traffic impacts for all the scenarios including existing conditions, project opening year (2021) and future (2035) conditions. Therefore, mitigation measure is not required.

SITE ACCESS

The primary site access is provided by a new driveway on Pacific Coast Highway. Since shared parking will be provided between the subject motel and the adjacent restaurant, an internal access to the adjacent restaurant is provided so that shared parking operations do not require entering Pacific Coast Highway. "Right Turn Only" signs (R3-5R) and pavement arrow markings will be installed to prohibit left-turn egress at project driveway as well as the restaurant driveway adjacent to the property line.

ON-SITE CIRCULATION

Driveway analysis has demonstrated that the primary access driveway will not result in adverse traffic condition even if 100% of project trips are distributed through. The study has evaluated a few alternatives in regards to on-site circulation associated with internal access to the adjacent site:

ALTERNATIVE ONE will close the internal access with the restaurant by installing physical barriers. In this scenario, shared parking would become impractical due to lack of two-way access between two adjacent sites. This alternative will result in negative impacts to parking availability and create additional traffic conflicts on Pacific Coast Highway. Alternative One is not recommended.

ALTERNATIVE TWO will restrict the internal access by imposing advisory circulation measures such as mountable traffic island, directional signs, and/or pavement marking. This alternative will be difficult to enforce and ineffective due to obvious contradictions with the shared parking operations. This alternative is also not recommended.

ALTERNATIVE THREE will maintain the internal access at all times with no access restriction between two adjacent sites. In this scenario the shared parking operations can function properly without negatively impacting Pacific Coast Highway. The egress volume migrated through the adjacent restaurant driveway is deemed to have no or less than significant impact, e.g. no more than 8 and 10 trips in the AM and PM peak hours, respectively. **Alternative Three is recommended** as the pros clearly outweigh the cons.

Parking operators should continue monitoring on-site circulation and provide effective guidance to ensure no blockage and bottleneck. The site plan is subject to review and final approval by the Fire, Planning, Public Works Departments and Traffic Engineer.

TRANSIT, PEDESTRIAN, AND BICYCLE

Public transit is served by bus stops located within 300 feet in both directions for Metro Bus Route 534 which operates along Pacific Coast Highway between Malibu and Santa Monica. The project should not have a significant impact on pedestrian facilities. Pacific Coast Highway is a designated bicycle route throughout the City of Malibu. Bicycle routes are a Class III facility consisting of an on-road signed route without separate lanes. The project is not expected to affect or modify the bicycle route.

TRUCK TRAFFIC

The subject hotel development is expected to generate very few truck traffic on a regular basis, if any, expect during the construction period. The construction traffic would generally avoid rush hour traffic therefore not result in any significant traffic impact. Nonetheless, a construction management plan, including **a traffic control plan and construction parking plan**, shall be submitted for review and approval by the Public Works Department and Building Official prior to the issuance of a demolition, grading or building permit.

APPENDIX A

SCOPING AGREEMENT

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

RECEIVED
MAY 21 2019
PLANNING DEPT.

PUBLIC WORKS REVIEW FOR TRAFFIC
REFERRAL SHEET

TO: Public Works Department **DATE:** 6/11/2018

FROM: Planning Division

PROJECT NUMBER:	CDP 09-067
JOB ADDRESS:	22959 PACIFIC COAST HWY
APPLICANT / CONTACT:	Joseph Lezama, Burdge and Associates Architect
APPLICANT ADDRESS:	24911 Pacific Coast Highway Malibu, CA 90265
APPLICANT PHONE #:	(310) 456-5905
APPLICANT FAX #:	
PROJECT DESCRIPTION:	New Motel, Grading, Retaining Walls, NAOWTS. Previously proposed as a new commercial building.

TO: Planning Division and/or Applicant

FROM: Public Works Department Traffic Engineering

_____ The following items described on the attached memorandum shall be addressed and resubmitted.

_____ The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the planning process

_____ The project does require a parking study.

_____ The project does not require a parking study.

__✓__ The project requires a traffic impact analysis.

_____ A site circulation plan is required.

_____ A parking plan is required.

Nicole Bongiovi
SIGNATURE

5/28/19
DATE

Rev 101014

City of Malibu
MEMORANDUM

To: Joseph Lezama

From: Public Works Department
Nicole Benyamin, Assistant Civil Engineer NB

Date: May 28, 2019

Re: 22959 Pacific Coast Highway CDP 09-067 Memorandum No.4 Proposed Motel (Traffic)

The Public Works Department has begun its review of this application and cannot recommend approval at this time.

1. The scoping memo is acceptable and the applicant may move forward with the TIA. The next item to be submitted for review is the TIA.

Until these issues are revised the Public Works Department cannot recommend approval for the project.

CITY OF MALIBU
SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

The analysis follows the City of Malibu Traffic Impact Analysis Guidelines published August, 2012.

Project Name: Malibu Inn Motel
Project Address: 22959 Pacific Coast Highway
Project Description: Construct a new 20-room motel with a parking garage

	Consultant	Developer
Name:	Kay Hsu, PE, TE (K2 Traffic Engineering)	Steven Hakim (Surfrider Plaza, LLC.)
Address:	1442 Irvine Blvd, Ste 210, Tustin, CA 92780	1541 Ocean Ave, Ste 200, Santa Monica, CA 90401
Phone:	714-832-2116	310-908-7300
Email:	kay@k2traffic.com	steven@hakimholdings.com

A. Trip Generation Source: San Diego Traffic Generators published by SANDAG

Current Land Use	Parking	Proposed Land Use	Motel
Current Zoning	Community Commercial	Proposed Zoning	Community Commercial
Total Daily Trips	180		

	In	Out	Total
AM Trips	6	8	14
PM Trips	6	10	16

See Exhibit 2 Trip Generation

Internal Trip Allowance [ ] Yes [X] No
Pass-By Trip Allowance [ ] Yes [X] No

B. Trip Geographic Distribution: See Exhibit 3

C. Background Traffic

Project Completion Year: 2021
Annual Ambient Growth Rate: 1.5% for opening year (2021), 0.5% for future year (2035)
Other area projects to be analyzed: See Appendix A for cumulative projects
Model/Forecast methodology if required n/a

D. Build-out Studies: Does this project require a Build-out Study [X] Yes [ ] No

E. Study Intersections:

1 Pacific Coast Hwy at Malibu Pier
2 Pacific Coast Hwy at Cross Creek Rd
3 Pacific Coast Hwy at Both Project Driveways
4

F. Study Scenario

a. Existing Conditions
b. Existing With Project Conditions
c. Opening Year (2021) Without Project Conditions
d. Opening Year (2021) With Project Conditions
e. Future (2035) Without Project Conditions
f. Future (2035) With Project Conditions

G. Other Jurisdictional Impacts

Is this project within other Agency's Sphere of Influence or one-mile radius of boundaries? No

If so, name of Jurisdiction: n/a

H. Site Plan See Exhibit 1

I. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)

Site Access.

Recommended by:



Consultant's Representative — Date: 1/30/2019

Scoping Agreement Submitted on: 1/30/2019

Scoping Agreement Re-submitted on: 5/20/2019

Approved Scoping Agreement:

City of Malibu
Engineering Division — Date

cc: Planning Division

1489

EXHIBIT 1. SITE PLAN

- **EXISTING PARKING FOR 22969 PCH MALIBU INN RESTAURANT PER C.U.P.**
  REQUIRED 53 SPACES - 53 SPACES PROVIDED:
  EXISTING ONSITE 22 TOTAL PARKING SPACES
  PER CUP OFF-SITE ON THE ADJACENT PROPERTY (22959 PCH) OF THE SAME OWNER = 31 SPACES

- **PROPOSED PARKING FOR 22969 PCH MALIBU INN RESTAURANT**
  REQUIRED 53 SPACES - 57 SPACES WILL BE PROVIDED
  PROPOSED RE-STRIPE (23 REGULAR) & 3 A.D.A PARKING = 26 TOTAL PARKING SPACES
  PER C.U.P. OFF-SITE ON THE ADJACENT PROPERTY (22959 PCH) OF THE SAME OWNER = 31 SPACES

- **EXISTING PARKING AT 22959 PCH:**
  31 PARKING SPACES PROVIDED FOR 22969 PCH - per C.U.P.

- **PROPOSED PARKING AT 22959 PCH:**
  TOTAL 74 PARKING SPACES WILL BE PROVIDED, FOR THE REQUIRED 54 PARKING SPACES

PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH : 23 SPACES
(20 ROOMS 1 PARKING SPACE /ROOM. 20 PARKING SPACES REQ.
+ 3 MOTEL EMPLOYEES, 3 PARKING SPACES REQ.)

PER C.U.P. CARRY OVER (OFF-SITE PARKING FOR FOR 22969 PCH) -> 31 SPACES
TOTAL REQUIRED -> 54 SPACES

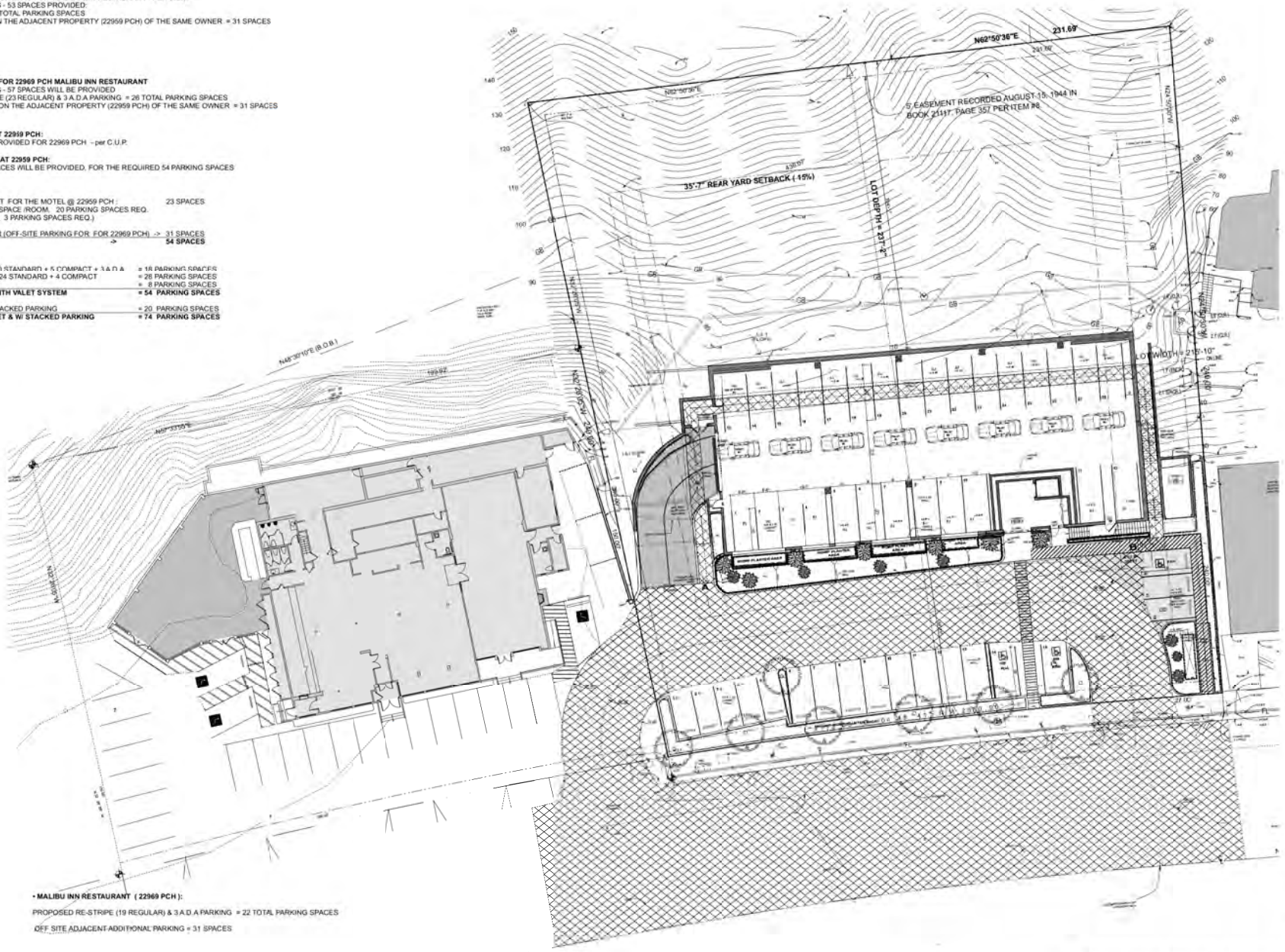
PROPOSED PARKING:

EXTERIOR PARKING: 18 STANDARD + 5 COMPACT + 3 A.D.A	= 18 PARKING SPACES
INTERIOR PARKING: 24 STANDARD + 4 COMPACT	= 28 PARKING SPACES
VALET PARKING 1 ROW	= 8 PARKING SPACES
PROPOSED PARKING WITH VALET SYSTEM	**= 54 PARKING SPACES**
BONUS EXTRA WITH STACKED PARKING	= 20 PARKING SPACES
TOTAL PROPOSED VALET & W/ STACKED PARKING	**= 74 PARKING SPACES**

- **MALIBU INN RESTAURANT (22969 PCH):**

PROPOSED RE-STRIPE (19 REGULAR) & 3 A.D.A PARKING = 22 TOTAL PARKING SPACES

OFF SITE ADJACENT ADDITIONAL PARKING = 31 SPACES



THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY 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 AND DISCREPANCIES SHALL BE REPORTED TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE COMMENCEMENT OF ANY WORK.

MARK	DATE	DESCRIPTION

MALIBU INN MOTEL

22959 PACIFIC COAST HIGHWAY

BURDGE & Associates ARCHITECTS

SHEET TITLE: PROPOSED SITE PLAN

DRAWING NO. **A-0.1**

PLOT DATE: 11/7/15
SCALE: 1/16" = 1'-0"
DRAWN BY:

EXHIBIT 2. TRIP GENERATION

TABLE 1. TRIP GENERATION RATE

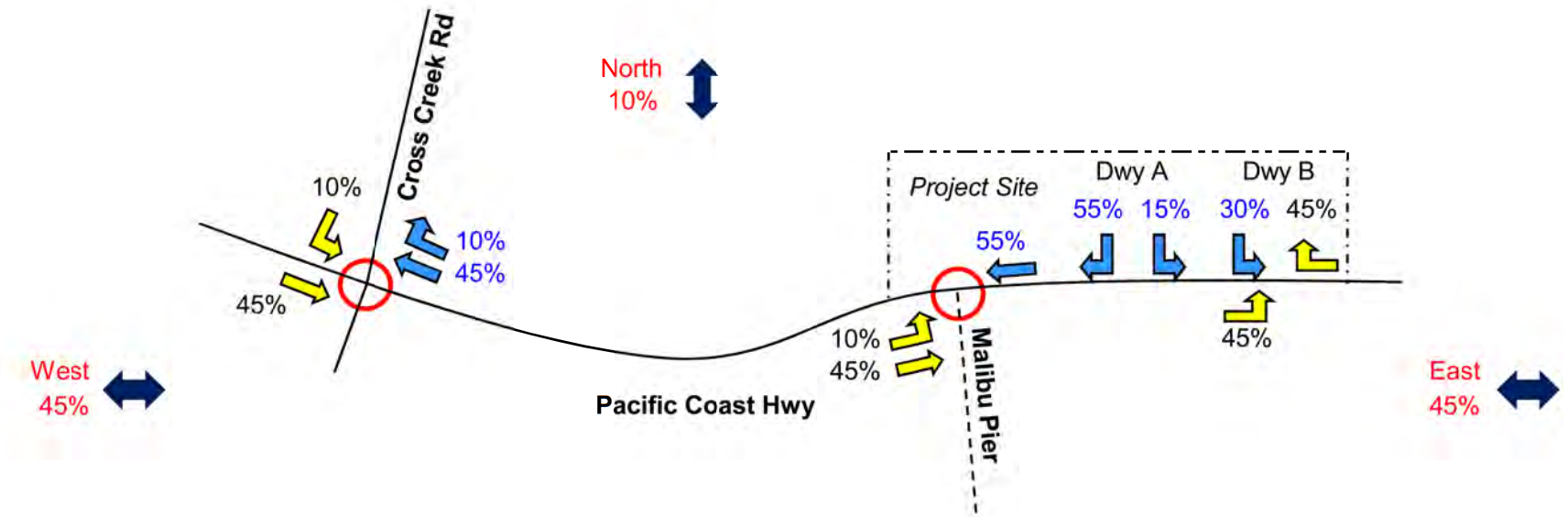
Land Use	Unit	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Motel	Room	9	0.72	40%	60%	0.81	40%	60%

Source: SANDAG "Not So Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region", dated April 2002

TABLE 2. PROJECT TRIP GENERATION

Land Use	Unit	Quantity	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Motel	Room	20	14	6	8	16	6	10	180

EXHIBIT 3. TRIP DISTRIBUTION



Legend:
- Inbound Trips
- Outbound Trips
- Directional Distribution

NORTH

NOT TO SCALE

APPENDIX A. CUMULATIVE PROJECTS

City of Malibu Cumulative Projects Listing
Updated March 20, 2018

Acronyms
CCC = California Coastal Commission
CDP = coastal development permit
LLA = Lot Line Adjustment
MCR = Malibu Canyon Road
NSFR = New single-family residence
PCH = Pacific Coast Highway
SF = square feet
TDSF = Total Development Square Footage

West Malibu

Project Name	Brief Description	Location	Status	Size	Planner
SMMC Lechuza Beach Public Access Improvements	Several public access improvements along the areas of East Sea Level, West Sea Level and Bunnie Lane, including stairways	31720.5 PCH	Under Planning Review	Beach access stairways, view platforms, public restroom and 4 ADA parking spaces	A. Fernandez
Sea Star Estates	6 NSFRs (infill)	6282, 6285, 6380, and 6333 Sea Star Dr	Under Planning Review	4 NSFRs on 4 existing parcels	L. Rudolph, C. Contreras, and R. Mollica
Malibu High and Middle School Campus Improvement Project	New admin building, remodel existing buildings, new parking area and site improvements	30215 Morning View Drive	Under Construction	35,315 sf of new construction, 12,509 sf of renovation/modernization of existing buildings, new 150 space parking lot, various parking and site improvements	Pending Assignment
Broad Beach Restoration Project	Beachwide rock revetment, off-shore sand dredging, sand nourishment, dune restoration; extensive sand import via truck possible	Broad Beach Road (addressed as 30710.5 Broad Beach Road)	Permit not issued	Westward terminus of Zuma Beach to 6525 Point Lechuza	CA State Lands Commission / Coastal Commission; R. Mollica
28811 PCH Subdivision	3 lot subdivision	28811 PCH	Planning Approval Issued; Final Map Process	Potential development for each lot equals a maximum TDSF of 8,620 sf; 8,342 sf; and 8,470 sf	A. Fernandez
Galahad Subdivision	5 lot subdivision; 4 buildable lots and 1 open space lot	6061 Galahad Rd	Final Map recorded; Development is pending	Potential development for each lot equals a maximum TDSF of 7,044 sf, 7,142 sf, 7,234 sf, and 8,414 sf	A. Fernandez
Trancas Highlands Water Assessment District	Water tank/line, booster pump station and NSFR	31537 Anacapa View Dr, Anacapa View Dr and Trancas Canyon Road	Planning Approval Issued	500,000 gallon water tank, +/- 12,400 linear feet of trenching, assessment district (+/- 66 existing lots), one NSFR +/- 11,000 sf	B. Blue
Sea Level	2 NSFR (infill)	31864 and 31866 Sea Level Dr	Under Planning Review	2,185 sf and 1,925 sf	A. Fernandez
N/A	2-lot LLA and 2 NSFR	5905 and 5909 Latigo Canyon Rd	Under Planning Review	Lot line adjustment and construction of 2 NSFR - 8,223 sf and 5,935 sq. respectively	A. Fernandez
Puerco Canyon Road Extension	Road extension	3500 Puerco Canyon Rd	Under Planning Review	3,500 linear feet of road extension to provide access to 7 residentially zoned lots (1 City lot/6 County lots)	Pending Assignment
Broad Beach/Sea Level Access	Widen access to W Sea Level Dr to 20' to meet Emergency Ingress and Egress requirements (with property at 31885 W Sea Level Drive)	31848 Broad Bach	Under Planning Review	130 linear feet of road widening (Sea Level Dr) provides fire dept. excess for 5 vacant lots	A. Fernandez

Civic Center Area

Project Name	Brief Description	Location	Status	Size	Planner
The Case (aka Crummer Site)	7 lot subdivision (5 for residential)	24120 PCH	Under Construction	(Preliminary) 5 NSFRs; expanced parking for Bluffs Park; 1.74 acre dedication to City for recreation use	A. Fernandez
Towing Subdivision	7 lot subdivision (4 for residential)	23915 Malibu Rd	Under Construction	4 NSFRs	R. Mollica
Rancho Malibu Memorial Park	Chapel and memorial park	4000 Malibu Canyon Rd	Planning Approval Issued	6,000 square foot chapel, basement, subterranean and surface parking spaces and memorial park on approximately 21 acres	A. Fernandez
La Paz Shopping Center	New retail, office and institutional development	23465 Civic Center Way	Planning Approval Issued. Under Substantial Conformance Review	112,058 sf retail and office; 20,000 sf institutional; 543 parking spaces	R. Mollica
Whole Foods Shopping Center	New retail development	23401 Civic Center Way	Under Construction	25,000 sf grocery, 14,839 sf retail/commercial (up to 4,000 sf restaurant)l; 220 parking spaces	L. Rudolph
City of Malibu Civic Center Wastewater Treatment Facility	Wastewater treatment and treated water recycling facility	24000 Civic Center Way	Under Construction; operations in November 2018	Under construction to serve first phase of Civic Center (commercial parcels)	B. Blue
Santa Monica College	New satellite campus on 2.94 acre ground lease site out of 9.18 acre County Civic Center parcel	23525 Civic Center Way (APN 4458-022-904, lease area addressed as 23555 by County)	Planning Approval Issued	+/- 25,000 sf building to replace vacant County Sheriff facility; will serve +/- 200 FTE; 2 classrooms, 3 lab/studios, multipurpose room, 2,100 sf lecture hall, 5,700 sf sheriff substation, interpretive center	Pending Assignment
Housing Element Overlay	Overlay to allow up to 20 dwelling units per acre on three sites	28455 PCH, 28401 Pacific Coast Highway, 3700 La Paz Lane (APNs 4458-022-023 and 4458-022-024)	Pending LCPA certification by the CCC	5.12, 3.25 and 2.3 ac sites -> change from allowing 6 units per ac up to 20 units per ac	R. Mollica
Malibu Sycamore Village	New non-residential mixed use commercial project	23575 Civic Center Way (APN 4458-022-011); addressed as 23789 Stuart Ranch Rd per LA County Assessor	Under Planning Review	Two project alternatives submitted: 1) 76,000 sf retail, restaurant, and office space with a public benefit of a 5,000 sf urgent care facility, and 380 parking spaces ; 2) 60,000 sf of retail, restaurant, and office space with 300 parking spaces; project site is a 10 acre commercial parcel and both alternatives incluce outdoor exhibition space.	Pending Assignment
Malibu Jewish Center & Synagogue	Removal of 4 modular buildings and construction of a new religious school, office, chapel and subterranean parking	24855 PCH	Under Planning Review	16,410 sf school and administration building with a 2,685 sf 1st and 2nd level basement and 9,777 sf subterranean parking, and 2,013 sf chapel building with a 2,134 sf basement	A. Fernandez

Los Angeles County

LA County Waterworks District No. 29 Capital Improvement Projects	The project includes the demolition and construction of tank reservoirs in unincorporated area of Topanaga and	Citywide	NOP issued for EIR for priority projects	The demolition of 2 water tanks and construction of 1 tank reservoir in the unincorporated area of Topanga and in the City of Malibu; the	LA County Waterworks District No. 29
Lunch Properties	5 NSFRs	2930 Sweetwater Mesa	Approved by CCC	5 NSFRs ranging from 7,540 to 14,343 sf, on reconfigured existing lots ranging from 14 to 48 acres, each limited to a 10,000 sf development area; and a new 2,000 ft. access road that will connect to a 1,700 new access road that goes through City (lots are in County).	County of Los Angeles Regional Planning; A. Fernandez
Pepperdine Campus	Project would develop and re-develop property within an existing approximately 365 acre area on the Pepperdine campus through a two-phase development program that will take 12 years	24255 PCH	Under Construction	Six components of proposed development include approximately 394,137 sf of net new development comprised of the following: 1) Student Housing Rehabilitation; 2) Athletics and Events Center and Parking Structure; 3) Upgraded NCAA Soccer Field and Maintenance Facilities; 4) Town Square and Welcome Center over Subterranean Parking; 5) Enhanced Recreation Center Area; and 6) School of Law Parking Structure.	County of Los Angeles Regional Planning; Pending Assignment

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N/A	New office	22729 PCH	Permit Expired; Time Extension Appealed	2,499 sf office with 32 parking spaces	L. Rudolph
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N/A	Rezone	5603 Tuna Canyon	Under Litigation	Rezone 4 Public Open Spaces (POS) lots to Rural Residential (RR)	R. Mollica
N/A	LLA and 3 NSFRs	18805, 18807 & 18809 PCH	Under Construction	9,559 sf, 9,141 sf, and 7,429 sf	R. Mollica
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APPENDIX B

TRAFFIC COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

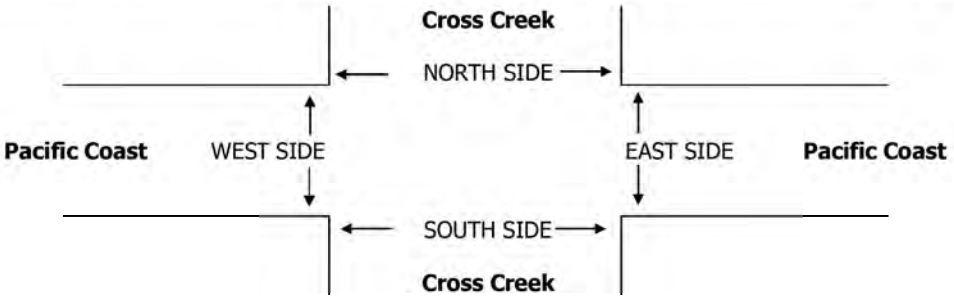
DATE:	LOCATION:	Malibu	PROJECT #:	SC
Tue, Jun 4, 19	NORTH & SOUTH:	Cross Creek	LOCATION #:	1
	EAST & WEST:	Pacific Coast	CONTROL:	SIGNAL

NOTES:

AM PM MID OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Cross Creek			SOUTHBOUND Cross Creek			EASTBOUND Pacific Coast			WESTBOUND Pacific Coast			
	LANES:	NL 0.5	NT 0.5	NR 1	SL 1.5	ST 0.5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	24	0	4	15	436	0	0	199	25	703
	7:15 AM	0	0	0	22	0	8	13	344	0	0	237	35	659
	7:30 AM	0	0	0	14	0	15	17	387	0	2	237	31	703
	7:45 AM	1	0	0	23	0	9	11	350	1	0	223	34	652
	8:00 AM	0	0	0	22	0	12	21	366	0	1	244	28	694
	8:15 AM	0	0	0	25	0	18	24	380	0	0	269	35	751
	8:30 AM	0	0	0	21	1	14	18	358	1	0	343	33	789
	8:45 AM	0	1	1	30	0	24	20	320	2	1	289	50	738
	VOLUMES	1	1	1	181	1	104	139	2,941	4	4	2,041	271	5,689
	APPROACH %	33%	33%	33%	63%	0%	36%	5%	95%	0%	0%	88%	12%	
	APP/DEPART	3	/	408	286	/	7	3,084	/	3,125	2,316	/	2,149	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	1	1	98	1	68	83	1,424	3	2	1,145	146	2,972
	APPROACH %	0%	50%	50%	59%	1%	41%	5%	94%	0%	0%	89%	11%	
	PEAK HR FACTOR		0.250			0.773			0.934			0.860		0.942
	APP/DEPART	2	/	229	167	/	6	1,510	/	1,523	1,293	/	1,214	0
PM	4:00 PM	3	1	5	59	1	38	36	320	0	7	348	36	854
	4:15 PM	3	0	2	37	1	33	29	351	2	3	416	44	921
	4:30 PM	1	1	3	36	1	30	14	327	1	6	408	32	860
	4:45 PM	0	0	1	38	0	23	25	299	1	2	446	26	861
	5:00 PM	1	0	1	70	1	26	15	344	1	3	358	25	845
	5:15 PM	0	2	8	53	1	23	20	399	2	6	433	33	980
	5:30 PM	2	1	4	41	0	20	18	366	4	1	430	30	917
	5:45 PM	3	0	4	49	1	15	15	386	3	3	398	37	914
	VOLUMES	13	5	28	383	6	208	172	2,792	14	31	3,237	263	7,152
	APPROACH %	28%	11%	61%	64%	1%	35%	6%	94%	0%	1%	92%	7%	
	APP/DEPART	46	/	436	597	/	50	2,978	/	3,204	3,531	/	3,462	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	6	3	17	213	3	84	68	1,495	10	13	1,619	125	3,656
	APPROACH %	23%	12%	65%	71%	1%	28%	4%	95%	1%	1%	92%	7%	
	PEAK HR FACTOR		0.650			0.773			0.934			0.931		0.933
	APP/DEPART	26	/	196	300	/	26	1,573	/	1,725	1,757	/	1,709	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

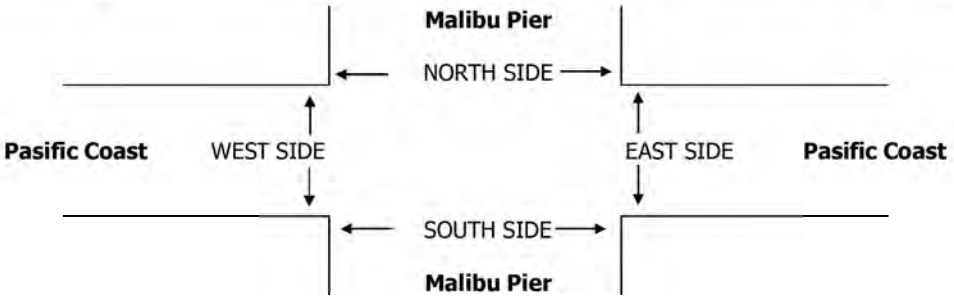
DATE:	LOCATION:	Malibu	PROJECT #:	SC
Tue, Jun 4, 19	NORTH & SOUTH:	Malibu Pier	LOCATION #:	2
	EAST & WEST:	Pasific Coast	CONTROL:	SIGNAL

NOTES:

AM PM MID OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Malibu Pier			SOUTHBOUND Malibu Pier			EASTBOUND Pasific Coast			WESTBOUND Pasific Coast			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	1	444	0	0	244	0	689
	7:15 AM	0	0	0	0	0	2	1	354	0	0	277	0	634
	7:30 AM	0	0	0	0	0	0	1	415	0	0	279	0	695
	7:45 AM	0	0	0	0	0	0	0	330	0	0	263	0	593
	8:00 AM	0	0	0	0	0	0	0	401	0	0	257	0	658
	8:15 AM	0	0	0	0	0	0	3	374	0	0	333	0	710
	8:30 AM	0	0	0	0	0	0	1	398	0	0	399	0	798
	8:45 AM	0	0	0	0	0	1	4	350	0	0	327	0	682
	VOLUMES	0	0	0	0	0	3	11	3,066	0	0	2,379	0	5,459
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	7	3	/	0	3,077	/	3,066	2,379	/	2,386	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	0	0	1	8	1,523	0	0	1,316	0	2,848
	APPROACH %	0%	0%	0%	0%	0%	100%	1%	99%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.250			0.954			0.825		0.892
	APP/DEPART	0	/	6	1	/	0	1,531	/	1,523	1,316	/	1,319	0
PM	4:00 PM	0	0	0	1	0	0	3	396	0	2	429	0	831
	4:15 PM	0	0	0	1	0	1	2	381	0	3	451	2	841
	4:30 PM	0	0	0	1	0	0	2	381	0	4	451	0	839
	4:45 PM	0	0	0	2	0	4	4	331	0	1	465	2	809
	5:00 PM	0	0	0	2	0	0	4	434	0	5	423	1	869
	5:15 PM	0	0	0	0	0	1	5	433	0	2	444	1	886
	5:30 PM	0	0	0	1	0	2	3	439	0	7	492	0	944
	5:45 PM	0	0	0	3	0	2	8	405	0	5	420	1	844
	VOLUMES	0	0	0	11	0	10	31	3,200	0	29	3,575	7	6,863
	APPROACH %	0%	0%	0%	52%	0%	48%	1%	99%	0%	1%	99%	0%	
	APP/DEPART	0	/	27	21	/	0	3,231	/	3,240	3,611	/	3,596	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	6	0	5	20	1,711	0	19	1,779	3	3,543
	APPROACH %	0%	0%	0%	55%	0%	45%	1%	99%	0%	1%	99%	0%	
	PEAK HR FACTOR		0.000			0.550			0.979			0.902		0.938
	APP/DEPART	0	/	16	11	/	0	1,731	/	1,736	1,801	/	1,791	0



APPENDIX C

LEVEL OF SERVICE ANALYSIS

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**
Intersection # **1**
Project: Malibu Inn Motel
North/South St: Cross Creek Rd
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600					6	12	0.008	
Northbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	1	1	0.001		17	17	0.011	0.011
	:Left	1.5	1600	98	66	0.041		213	143	0.089	0.089
Southbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	68	68	0.043	0.043	84	84	0.053	
	:Left	1.0	1600	83	83	0.052		68	68	0.043	0.043
Eastbound	:Thru	2.0	1600	1424	714	0.446	0.446	1495	753	0.470	
	Right:		1600	3				10			
	:Left	1.0	1600	2	2	0.001	0.001	13	13	0.008	
Westbound	:Thru	2.0	1600	1145	573	0.358		1619	810	0.506	0.506
	Right:	1.0	1600	146	146	0.091		125	125	0.078	
Sum of Critical V/C Ratios							0.490				0.649
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.540**				**0.699**
Level of Service (LOS)							**A**				**B**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.60*
B	*.601 ~ 0.70*
C	*.701 ~ 0.80*
D	*.801 ~ 0.90*
E	*.901 ~ 1.00*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**
Intersection # **1**
Project: Malibu Inn Motel
North/South St: Cross Creek Rd
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600					6	12	0.008	
Northbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	1	1	0.001		17	17	0.011	0.011
	:Left	1.5	1600	99	66	0.041		214	143	0.090	0.090
Southbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	68	68	0.043	0.043	84	84	0.053	
	:Left	1.0	1600	83	83	0.052		68	68	0.043	0.043
Eastbound	:Thru	2.0	1600	1427	715	0.447	0.447	1498	754	0.471	
	Right:		1600	3				10			
	:Left	1.0	1600	2	2	0.001	0.001	13	13	0.008	
Westbound	:Thru	2.0	1600	1149	575	0.359		1624	812	0.508	0.508
	Right:	1.0	1600	147	147	0.092		126	126	0.079	
Sum of Critical V/C Ratios							0.491				0.652
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.541**				**0.702**
Level of Service (LOS)							**A**				**C**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.60*
B	*.601 ~ 0.70*
C	*.701 ~ 0.80*
D	*.801 ~ 0.90*
E	*.901 ~ 1.00*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Opening Year (2021) without Project Conditions**
Intersection # **1**
Project: Malibu Inn Motel
North/South St: Cross Creek Rd
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600					6	12	0.008	
Northbound	:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004	
	Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011
	:Left	1.5	1600	175	117	0.073	0.073	435	291	0.182	0.182
Southbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	75	75	0.047		122	122	0.076	
	:Left	1.0	1600	106	106	0.066		85	85	0.053	0.053
Eastbound	:Thru	2.0	1600	1472	738	0.461	0.461	1548	779	0.487	
	Right:		1600	3				10			
	:Left	1.0	1600	2	2	0.001	0.001	13	13	0.008	
Westbound	:Thru	2.0	1600	1193	597	0.373		1677	839	0.524	0.524
	Right:	1.0	1600	311	311	0.194		292	292	0.183	
Sum of Critical V/C Ratios							0.536				0.770
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.586**				**0.820**
Level of Service (LOS)							**A**				**D**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.60*
B	*.601 ~ 0.70*
C	*.701 ~ 0.80*
D	*.801 ~ 0.90*
E	*.901 ~ 1.00*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Opening Year (2021) with Project Conditions**
Intersection # **1**
Project: Malibu Inn Motel
North/South St: Cross Creek Rd
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600					6	12	0.008	
Northbound	:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004	
	Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011
	:Left	1.5	1600	176	118	0.074	0.074	436	292	0.183	0.183
Southbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	75	75	0.047		122	122	0.076	
	:Left	1.0	1600	106	106	0.066		85	85	0.053	0.053
Eastbound	:Thru	2.0	1600	1475	739	0.462	0.462	1551	781	0.488	
	Right:		1600	3				10			
	:Left	1.0	1600	2	2	0.001	0.001	13	13	0.008	
Westbound	:Thru	2.0	1600	1197	599	0.374		1682	841	0.526	0.526
	Right:	1.0	1600	312	312	0.195		293	293	0.183	
Sum of Critical V/C Ratios							0.538				0.773
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.588**				**0.823**
Level of Service (LOS)							**A**				**D**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.60*
B	*.601 ~ 0.70*
C	*.701 ~ 0.80*
D	*.801 ~ 0.90*
E	*.901 ~ 1.00*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Future (2035) without Project Conditions**
Intersection # **1**
Project: Malibu Inn Motel
North/South St: Cross Creek Rd
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600					6	12	0.008	
Northbound	:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004	
	Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011
	:Left	1.5	1600	180	121	0.075	0.075	447	299	0.187	0.187
Southbound	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	79	79	0.049		126	126	0.079	
	:Left	1.0	1600	110	110	0.069		89	89	0.056	0.056
Eastbound	:Thru	2.0	1600	1547	775	0.484	0.484	1627	819	0.512	
	Right:		1600	3				11			
	:Left	1.0	1600	2	2	0.001	0.001	14	14	0.009	
Westbound	:Thru	2.0	1600	1253	627	0.392		1762	881	0.551	0.551
	Right:	1.0	1600	319	319	0.199		298	298	0.186	
Sum of Critical V/C Ratios							0.561				0.805
Adjustments for Lost Time							0.050				0.050
Intersection Capacity Utilization (ICU)							**0.611**				**0.855**
Level of Service (LOS)							**B**				**D**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.60*
B	*.601 ~ 0.70*
C	*.701 ~ 0.80*
D	*.801 ~ 0.90*
E	*.901 ~ 1.00*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Future (2035) with Project Conditions**
Intersection # **1**
Project: Malibu Inn Motel
North/South St: Cross Creek Rd
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
Northbound	:Left	0.5	1600					6	12	0.008	
	:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004	
	Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011
Southbound	:Left	1.5	1600	181	121	0.076	0.076	448	300	0.188	0.188
	:Thru	0.5	1600	1	2	0.001		3	6	0.004	
	Right:	1.0	1600	79	79	0.049		126	126	0.079	
Eastbound	:Left	1.0	1600	110	110	0.069		89	89	0.056	0.056
	:Thru	2.0	1600	1550	777	0.485	0.485	1630	821	0.513	
	Right:		1600	3				11			
Westbound	:Left	1.0	1600	2	2	0.001	0.001	14	14	0.009	
	:Thru	2.0	1600	1257	629	0.393		1767	884	0.552	0.552
	Right:	1.0	1600	320	320	0.200		299	299	0.187	
Sum of Critical V/C Ratios							0.563				0.807
Adjustments for Lost Time							0.050				0.050
Intersection Capacity Utilization (ICU)							**0.613**				**0.857**
Level of Service (LOS)							**B**				**D**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.60*
B	*.601 ~ 0.70*
C	*.701 ~ 0.80*
D	*.801 ~ 0.90*
E	*.901 ~ 1.00*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**
Intersection # **2**
Project: Malibu Inn Motel
North/South St: Malibu Pier
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
Northbound	:Left	0.5	1600								
	:Thru	0.5	1600								
	Right:	1.0	1600								
Southbound	:Left	1.5	1600					6	4	0.003	0.003
	:Thru	0.5	1600								
	Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
Eastbound	:Left	1.0	1600	8	8	0.005		20	20	0.013	0.013
	:Thru	2.0	1600	1523	762	0.476	0.476	1711	856	0.535	
	Right:		1600								
Westbound	:Left	1.0	1600					19	19	0.012	
	:Thru	2.0	1600	1316	658	0.411		1779	890	0.556	0.556
	Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios							0.477				0.572
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.527**				**0.622**
Level of Service (LOS)							**A**				**B**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.600*
B	*.601 ~ 0.700*
C	*.701 ~ 0.800*
D	*.801 ~ 0.900*
E	*.901 ~ 1.000*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**
Intersection # **2**
Project: Malibu Inn Motel
North/South St: Malibu Pier
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
Northbound	:Left	0.5	1600								
	:Thru	0.5	1600								
	Right:	1.0	1600								
Southbound	:Left	1.5	1600					6	4	0.003	0.003
	:Thru	0.5	1600								
	Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
Eastbound	:Left	1.0	1600	8	8	0.005		20	20	0.013	0.013
	:Thru	2.0	1600	1526	763	0.477	0.477	1714	857	0.536	
	Right:		1600								
Westbound	:Left	1.0	1600	4	4	0.003	0.003	24	24	0.015	
	:Thru	2.0	1600	1320	660	0.413		1785	893	0.558	0.558
	Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios							0.481				0.574
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.531**				**0.624**
Level of Service (LOS)							**A**				**B**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.600*
B	*.601 ~ 0.700*
C	*.701 ~ 0.800*
D	*.801 ~ 0.900*
E	*.901 ~ 1.000*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Opening Year (2021) without Project Conditions**
Intersection # **2**
Project: Malibu Inn Motel
North/South St: Malibu Pier
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600								
Northbound	:Thru	0.5	1600								
	Right:	1.0	1600								
	:Left	1.5	1600					6	4	0.003	0.003
Southbound	:Thru	0.5	1600								
	Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
	:Left	1.0	1600	8	8	0.005		21	21	0.013	0.013
Eastbound	:Thru	2.0	1600	1645	823	0.514	0.514	1979	990	0.618	
	Right:		1600								
	:Left	1.0	1600					20	20	0.013	
Westbound	:Thru	2.0	1600	1469	735	0.459		1983	992	0.620	0.620
	Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios							0.515				0.636
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.565**				**0.686**
Level of Service (LOS)							**A**				**B**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.600*
B	*.601 ~ 0.700*
C	*.701 ~ 0.800*
D	*.801 ~ 0.900*
E	*.901 ~ 1.000*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Opening Year (2021) with Project Conditions**
Intersection # **2**
Project: Malibu Inn Motel
North/South St: Malibu Pier
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Critical Lane	A.M. V/C Ratio	A.M. Critical V/C	P.M. Peak Hour Volumes Total	P.M. Critical Lane	P.M. V/C Ratio	P.M. Critical V/C
	:Left	0.5	1600								
Northbound	:Thru	0.5	1600								
	Right:	1.0	1600								
	:Left	1.5	1600					6	4	0.003	0.003
Southbound	:Thru	0.5	1600								
	Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
	:Left	1.0	1600	8	8	0.005		21	21	0.013	
Eastbound	:Thru	2.0	1600	1648	824	0.515	0.515	1982	991	0.619	0.619
	Right:		1600								
	:Left	1.0	1600	4	4	0.003	0.003	25	25	0.016	0.016
Westbound	:Thru	2.0	1600	1473	737	0.460		1989	995	0.622	
	Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios							0.519				0.638
Adjustments for Lost Time							0.05				0.05
Intersection Capacity Utilization (ICU)							**0.569**				**0.688**
Level of Service (LOS)							**A**				**B**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.600*
B	*.601 ~ 0.700*
C	*.701 ~ 0.800*
D	*.801 ~ 0.900*
E	*.901 ~ 1.000*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Future (2035) without Project Conditions**
Intersection # **2**
Project: Malibu Inn Motel
North/South St: Malibu Pier
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Peak Hour Volumes Critical Lane	A.M. Peak Hour V/C Ratio	A.M. Peak Hour Critical V/C	P.M. Peak Hour Volumes Total	P.M. Peak Hour Volumes Critical Lane	P.M. Peak Hour V/C Ratio	P.M. Peak Hour Critical V/C
	:Left	0.5	1600								
Northbound	:Thru	0.5	1600								
	Right:	1.0	1600								
	:Left	1.5	1600					6	4	0.003	0.003
Southbound	:Thru	0.5	1600								
	Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
	:Left	1.0	1600	9	9	0.006		22	22	0.014	0.014
Eastbound	:Thru	2.0	1600	1726	863	0.539	0.539	2069	1035	0.647	
	Right:		1600								
	:Left	1.0	1600					21	21	0.013	
Westbound	:Thru	2.0	1600	1538	769	0.481		2077	1039	0.649	0.649
	Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios							0.540				0.666
Adjustments for Lost Time							0.050				0.050
Intersection Capacity Utilization (ICU)							**0.590**				**0.716**
Level of Service (LOS)							**A**				**C**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.600*
B	*.601 ~ 0.700*
C	*.701 ~ 0.800*
D	*.801 ~ 0.900*
E	*.901 ~ 1.000*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Future (2035) with Project Conditions**
Intersection # **2**
Project: Malibu Inn Motel
North/South St: Malibu Pier
East/West St: Pacific Coast Hwy
Date: 9/5/19
By: KH

Movement		No, of Lanes	Critical Lane Capacity	A.M. Peak Hour Volumes Total	A.M. Peak Hour Volumes Critical Lane	A.M. Peak Hour V/C Ratio	A.M. Peak Hour Critical V/C	P.M. Peak Hour Volumes Total	P.M. Peak Hour Volumes Critical Lane	P.M. Peak Hour V/C Ratio	P.M. Peak Hour Critical V/C
	:Left	0.5	1600								
Northbound	:Thru	0.5	1600								
	Right:	1.0	1600								
	:Left	1.5	1600					6	4	0.003	0.003
Southbound	:Thru	0.5	1600								
	Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
	:Left	1.0	1600	9	9	0.006		22	22	0.014	0.014
Eastbound	:Thru	2.0	1600	1729	865	0.540	0.540	2072	1036	0.648	
	Right:		1600								
	:Left	1.0	1600	4	4	0.003	0.003	26	26	0.016	
Westbound	:Thru	2.0	1600	1542	771	0.482		2083	1042	0.651	0.651
	Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios							0.544				0.668
Adjustments for Lost Time							0.050				0.050
Intersection Capacity Utilization (ICU)							**0.594**				**0.718**
Level of Service (LOS)							**A**				**C**

NOTES:

Level of Service (LOS)	
A	*0.00 ~ 0.600*
B	*.601 ~ 0.700*
C	*.701 ~ 0.800*
D	*.801 ~ 0.900*
E	*.901 ~ 1.000*
F	*1.00+*

Critical Lane Flow Factors		
0.5	*Lanes:*	*2.00*
1	*Lane:*	*1.00*
1.5	*Lanes:*	*0.67*
2	*Lanes:*	*0.50*
2.5	*Lanes:*	*0.40*
3	*Lanes:*	*0.33*

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1569	1358	3	0	8
Future Vol, veh/h	3	1569	1358	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1705	1476	3	0	9

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1479	0	-	0	2337	740			
Stage 1	-	-	-	-	1478	-			
Stage 2	-	-	-	-	859	-			
Critical Hdwy	4.14	-	-	-	6.84	6.94			
Critical Hdwy Stg 1	-	-	-	-	5.84	-			
Critical Hdwy Stg 2	-	-	-	-	5.84	-			
Follow-up Hdwy	2.22	-	-	-	3.52	3.32			
Pot Cap-1 Maneuver	451	-	-	-	31	359			
Stage 1	-	-	-	-	176	-			
Stage 2	-	-	-	-	375	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	451	-	-	-	31	359			
Mov Cap-2 Maneuver	-	-	-	-	31	-			
Stage 1	-	-	-	-	175	-			
Stage 2	-	-	-	-	375	-			

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	451	-	-	-	359
HCM Lane V/C Ratio	0.007	-	-	-	0.024
HCM Control Delay (s)	13	-	-	-	15.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1736	1801	3	0	10
Future Vol, veh/h	3	1736	1801	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1887	1958	3	0	11

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1961	0	-	0	2910	981			
Stage 1	-	-	-	-	1960	-			
Stage 2	-	-	-	-	950	-			
Critical Hdwy	4.14	-	-	-	6.84	6.94			
Critical Hdwy Stg 1	-	-	-	-	5.84	-			
Critical Hdwy Stg 2	-	-	-	-	5.84	-			
Follow-up Hdwy	2.22	-	-	-	3.52	3.32			
Pot Cap-1 Maneuver	293	-	-	-	12	249			
Stage 1	-	-	-	-	96	-			
Stage 2	-	-	-	-	336	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	293	-	-	-	12	249			
Mov Cap-2 Maneuver	-	-	-	-	12	-			
Stage 1	-	-	-	-	95	-			
Stage 2	-	-	-	-	336	-			

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	293	-	-	-	249
HCM Lane V/C Ratio	0.011	-	-	-	0.044
HCM Control Delay (s)	17.4	-	-	-	20.1
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1523	1318	3	0	8
Future Vol, veh/h	3	1523	1318	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1655	1433	3	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1436	0	-	0	2269	718
Stage 1	-	-	-	-	1435	-
Stage 2	-	-	-	-	834	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	469	-	-	-	34	371
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	387	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	469	-	-	-	34	371
Mov Cap-2 Maneuver	-	-	-	-	34	-
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	387	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	469	-	-	-	371
HCM Lane V/C Ratio	0.007	-	-	-	0.023
HCM Control Delay (s)	12.7	-	-	-	14.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1880	1951	3	0	10
Future Vol, veh/h	3	1880	1951	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2043	2121	3	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2124	0	-	0	3151	1062
Stage 1	-	-	-	-	2123	-
Stage 2	-	-	-	-	1028	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	253	-	-	-	8	220
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	306	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	253	-	-	-	8	220
Mov Cap-2 Maneuver	-	-	-	-	8	-
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	253	-	-	-	220
HCM Lane V/C Ratio	0.013	-	-	-	0.049
HCM Control Delay (s)	19.4	-	-	-	22.2
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1650	1427	3	0	8
Future Vol, veh/h	3	1650	1427	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1793	1551	3	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1554	0	-	0	2456	777
Stage 1	-	-	-	-	1553	-
Stage 2	-	-	-	-	903	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	422	-	-	-	25	340
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	422	-	-	-	25	340
Mov Cap-2 Maneuver	-	-	-	-	25	-
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	356	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	422	-	-	-	340
HCM Lane V/C Ratio	0.008	-	-	-	0.026
HCM Control Delay (s)	13.6	-	-	-	15.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1788	1855	3	0	10
Future Vol, veh/h	3	1788	1855	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1943	2016	3	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2019	0	-	0	2996	1010
Stage 1	-	-	-	-	2018	-
Stage 2	-	-	-	-	978	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	278	-	-	-	11	238
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	278	-	-	-	11	238
Mov Cap-2 Maneuver	-	-	-	-	11	-
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	325	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	278	-	-	-	238
HCM Lane V/C Ratio	0.012	-	-	-	0.046
HCM Control Delay (s)	18.1	-	-	-	20.8
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Received
05/30/23
Planning Dept.

Planning Commission

From: nicholas eliopoulos [redacted]
Sent: Tuesday, May 30, 2023 4:48 PM
To: Planning Commission; Adrian Fernandez
Subject: Malibu inn motel project

Dear Planning Commission,

My name is Nick. I have an office walking distance to this location and am a local businessman in town. I think this project is a huge benefit to the City and the entire neighborhood. It is about time that this parking lot got developed. It is the only vacant parking lot in this stretch of PCH and is a blight for the City. The added tax is a plus and after a decade of being in planning, we should be supporting business owners and people who will be helping the community in such a positive fashion. From this motel being opened, the area will be rejuvenated, and other business can feed of.f of one another. The area is zoned for commercial visitor for this exact reason. I am in support of this project and would urge you to approve it.
Thank you for your time.

Best,

Nick

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/30/23 Time 4:48 PM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Received
05/31/23
Planning Dept.

Planning Commission

From: R Y A N [redacted]
Sent: Wednesday, May 31, 2023 6:30 PM
To: Planning Commission; Kraig Hill; Jeffrey D Jennings; res02igz; Skylar; Rebecca Evans; Kelsey Pettijohn; Steve McClary; Richard Mollica; Adrian Fernandez
Subject: Malibu Inn Hotel proposed for 22959 Pacific Coast Highway, Malibu
Attachments: 5-31-23 Oppose Malibu Inn Hotel -- zoning.pdf; 4-17-23 PC Malibu In Hotel.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please see Malibu Township Council's attached correspondence for tonight's Hearing Item 1.B. for a proposed Malibu Inn hotel at 22959 Pacific Coast Highway.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/31/23 Time 6:31 PM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 7

MALIBU TOWNSHIP COUNCIL

April 17, 2023

Honorable Planning Commission,

Since its incorporation in 1947, Malibu Township Council (MTC) has represented its members in the Malibu area and remains a strong advocate for reasonable governance, responsible environmental public policy, and responsible development. As such, we are very concerned about the propriety and validity of commercial development of the land parcel identified as 22959 Pacific Coast Highway, the parcel for which a hotel is proposed and named Malibu Inn Motel ("Hotel" or "22959"). The 22959 parcel is owned by, or a controlled asset of, the Hakim family ("Applicant") and abuts a separate land parcel to the west at 22969 Pacific Coast Highway ("22969") upon which, currently, a single-story wood-frame commercial building with primary tenant as a historic bar/nightclub/restaurant formerly known as Malibu Inn, but whose business is currently named Aviator Nation and/or Dreamland ("Aviator Nation", or "AN"), both located within the lawful jurisdiction of the City of Malibu ("City") and subject to the laws of the State of California's ("State") Local Coastal Plan as approved by the State's Coastal Commission and administered by the City for project conformance amongst the City's own building, zoning, and municipal codes. The Applicant for the Hotel project intends to engage in the sale of alcoholic beverages for which local "necessity" finding is required before a State-issued alcoholic beverage license is considered.

Malibu Township Council submits notice to the City that this Hotel application on its face is ineligible for City approval because of its fatal conflict with Malibu Municipal Code ("MMC") Title 17, in definition, as expressly stated. There is no need to further need to evaluate the impermissible 52-feet-high retaining wall, unsafe head-in parking prohibited in front yard setback near public sidewalk, rooftop pool, rooftop bar, alcohol sales, or variances to waive height exceedance, minimum parking requirements contained in MMC Title 17.

The configuration and design of the proposed project constitutes a "hotel" by definition in MMC Title 17, and DOES NOT conform to the definition of "motel" in Title 17.

Malibu Township Council enters into the record the following facts and objections. Should the Planning Commission continue to hearing this application, despite the Hotel's non-conformance to City zoning law and its definitions, and impermissibly pretend the Applicant's Hotel is simply a "motel", or effect defacto spot zoning by issuance of variances for which findings cannot be met, the absurdity and abuse of this public hearing process would be a serious transgression of public policy and law. Regardless, Malibu Township Council opposes the proposed Hotel project for multiple reasons, including the following:

1. The Zone for 22959 is CV1. CV-1 Zoning disallows the proposed use as designed, configured, and proposed structure, and in the USES proposed in the application. The Commercial Visitor Serving 1 Zone ("CV-1") of the City prohibits a hotel by exclusion in defined allowable uses within CV-1.

Staff has improperly continued to process the Hotel application despite the obvious non-conformance with the underlying Zoning. CV-1 excludes can only accommodate a "motel" as defined in Title 17 WITHOUT kitchens in rooms, food service, valet parking, a bar, and rooftop swimming pool. As proposed, the Hotel would cater to destination use other than overnight accommodation and engage in sales to patrons other than registered overnight guests. The proposed Hotel's configuration, with subterranean parking, food service, bar, valet parking, and other services and amenities constitute "hotel" uses as defined in City Zoning codes, and further precludes application or review as a "motel" use in CV1 zone. The current application is, thus, not approvable in form because the proposed USE is <u>prohibited</u> by definition under Title 17, and further, is NOT conditionally approvable for construction as configured.

The impermissible Hotel uses fail the basic requirement of existing zoning definition of “motel” for all guest rooms lead to the parking lot space and thus preserving lower-cost scenario of self-parking rather than the Hotel amenities of valet parking, on-site food service or restaurant, alcoholic beverage bar service, or recreation facilities open to the general public, room service, kitchen/s, and requires parking allocation necessary to provide for, and accommodate, the aforementioned amenities and general public uses. As proposed, Malibu Inn comprises a Hotel operation and fails to provide requisite number of parking spaces for the uses proposed.

2. The Advanced Onsite Wastewater Treatment System (“AOWTS”) is ineligible for construction location because the required 100% expansion area for 22959 is area already allocated the 100% expansion area for the adjacent 22969 commercial building which includes AN. The 22969 AN building parcel is deficient for its own required 100% AOWTS future expansion.

3. The proposed AOWTS’ includes a 10,000 gallon storage/buffer tank (“Tank”) that is insufficient in capacity to buffer release of only 1,700 gallons per day (“GPD” effluent yet provide for the extended summer weekend sewage generation of the proposed hotel use. Wastewater generation exceedance of permissible disposal capacity occurs at approximately 60% room occupancy (14 rooms). The number of rooms must be reduced to no more than 14.

Full occupancy is known and expected to recur as a result of the massive influx of approximately 16 million annual tourist visitors to the Malibu region, with peak convergence occurring during summer weekends, 3-day holiday weekends, and in response to recurring Special Event attractions such as the annual Chili Cook Off, Malibu Arts Festival, Chumash Day, Cars and Coffee-type events, and Pepperdine University’s Graduation and Songfest. Exceedance of system design capacity or diminished operating capacity due to age, wear, or build-up of solids negatively impacts actual operating capacity of the AOWTS. Above-average human attendance would cause AOWTS failure, sewage overflow, and/or sewage system back-up and create immediate public health and safety hazard for 22959 and potentially adjacent parcels and publicly-owned Pacific Coast Highway (“PCH”). Sewage overflow into public storm water course leads directly to the Pacific Ocean approximately three hundred feet away. Periods of peak occupancy for 22959 are predictable to occur on summer weekend and extended holiday weekends – days that the City of Malibu (“City”) is legally “closed” due to ordinance and City response for inspection, compliance, and enforcement is thereby compromised and/or overtaxed by other simultaneous needs.

4. City response time “after hours” and Summer vacation days, hot weather days in the general Los Angeles region, summer weekends, holidays, extended holiday weekends, and extended holiday summer weekends result in historic and foreseeable influx of tourists, visitors, and beachgoers that arrive by motor vehicle conveyance, compete for inadequate private and public parking, and cause traffic congestion that exceeds the design capacity PCH between Topanga Canyon Boulevard (near Maestro’s Ocean Club restaurant) and Morning View Drive in Malibu – a distance of 15 miles – which comprises the majority of the City of Malibu’s commercially zoned land fronting PCH. The result is stop-and-go traffic congestion that negatively-impacts Malibu residents’ (“Residents”) ability to efficiently travel within the City. Further, the traffic jams, which routinely result in rear-end or turning-movement crashes that can shut down PCH in both directions for several hours, hold Residents hostage from Fire Department emergency response, emergency medical services, Sheriff law enforcement, and mutual aid resources in the event of unforeseeable circumstances such as Fire, Earthquake, mass-shooter, or utility interruption (water, electricity, municipal sewage system and treatment, etc.). Evacuation of persons during peak attendance/sewage generation is nearly impossible when PCH is jammed with traffic or “closed” due to a resulting or concurrent emergency. The “perfect storms” now occur regularly, as evidenced by State Department of Transportation (“CALTRANS”) engineers statements, on record, that “rush hour” for weekday morning and afternoon commuters has extended earlier and later to include several more hours daily for each time period. Those commuters are not the typical destination tourists looking to park at and patronize a boutique commercial hotel/bar with rooftop pool attraction.

5. EMERGENCY RESPONSE

Timely Emergency Response is negatively-impacted by the resultant, predictable, and recurring stop-and-go PCH traffic back-up that extends for miles in each directions from Topanga Canyon Boulevard to Morning View Drive – a distance of 15 miles. The applicant's ability to perform an environmental clean-up of sewage release in a timely manner under traffic-induced constraints in summer, on weekends, on summer weekends, holiday weekends, and extended summer holiday weekend conditions is impractical when relying on regional resources emanating beyond the City limits – especially if PCH must close one travel lane in response to sewage overflow, emergency vehicle staging or parking, "containment" barricade, or "clean-up" site boundaries.

6. The 22969 and/or 22959 parcels front PCH in an area of historic and ongoing traffic congestion and high traffic collision rate. Said area includes adjacent PCH frontage to parking for the State of California's Malibu Pier (State Park) and PCH public parking near world-famous Surfrider Beach. The State's historic Adamson House museum, adjacent to Surfrider Beach, is a location for summer week-end weddings and a source of revenue to maintain the structure. The Serra Canyon neighborhood's primary fire egress is out a non-signalized, private intersection of Serra Road to PCH opposite the Adamson House Museum. CALTRANS painted the asphalt intersection "Keep Clear" in response to recurring traffic back-up and blockading Residents from real-world traffic approximately 1,200 west of 22959.

7. Inadequate Traffic Mitigation
Existing traffic requires mitigation which the proposed Hotel's additional destination uses create and exacerbate, and are deficient by failing to effectively mitigate. In particular, on-site parking for the Hotel / 22959 exacerbates parking deficiency for 22969 which impermissibly relies upon public parking on PCH for existing operations. AN bar/nightclub operations rely upon, and cause, off-site parking to occur on PCH to the detriment of existing uses of Malibu Pier, Adamson House Museum, and beachgoers to Surfrider Beach. The parking deficit exacerbates the negatively-impacts to traffic flow from traffic signal stoppage of PCH traffic for pedestrian crossing at the existing Malibu Pier traffic signal for AN and/or Hotel patrons due to existing AN use, and/or for both AN combined with the Hotel use's deficient on-site parking. Further, uncontrolled pedestrian crossing is known to occur despite the near-proximity of the existing Malibu Pier traffic signal. Average Daily Traffic exceeds 50,000 vehicle trips during week-day, mid-day business hours – not the evening rush hour when Hotel and existing AN uses would peak, or on weekends or holiday-extended weekends – or during Summer peak beach attendance. By relying on the 22969 parcel, but not mitigating its traffic and parking deficiencies – and actually exacerbating them by taking SEVEN parking spaces away from 22969 and attributing same to 22959, the proposed project application ignores neighborhood impacts which it causes and hides behind the separate 22969 parcel's flexible boundary line to disown and dismiss those impacts, yet the proposed 22959 project applicant DOES own 22969. The proposed project fails to adequately mitigate traffic turning movements with PCH to safe levels.

8. DETRIMENT TO LIFE SAFETY
PCH's existing Fatality Rate is indisputably high in the general Eastern-Malibu commercially-zoned area which includes Carbon Beach westerly to Cross Creek Road, per numerous PCH Safety and Turning-Movement Studies funded by Metropolitan Transit Authority and/or the State of California over the last twenty-eight years. The adjacent region's Fatality Rate is inadequately addressed, analyzed, and mitigated for the proposed use. Given the ongoing fatalities and high fatality rate, the unmitigated parking deficit for the proposed uses on 22959 that match "hotel" in City zoning codes, the proposed Hotel project at 22959 decreases Public Safety by making it worse for vehicles and pedestrians by addition of traffic and turning movements without sufficient mitigation.

9. EXPECTATION OF RELIANCE ON EXPIRED EXEMPTION FROM RWQCB DISCHARGE PROHIBITION FOR DISSIMILAR PROJECT PROPOSAL

The applicant failed to file for extension to the conditions imposed by the State's Los Angeles Regional Water Quality Control Board ("RWQCB") for development on the 22959 parcel as commercial storefront office/retail space compliant with Malibu's Zoning. RWQCB conditions limit subsurface wastewater discharge to 1,700 GPD – AND -- directly to the 22959 parcel -- and never contemplated the water-intensification for use a "hotel", or "motel", as defined in Malibu Municipal Code ("MMC"). The completely-

different proposed project of today, as a “hotel” with amenities, by definition in MMC and/or national standards, lacks any nexus to the previously-proposed structure and uses as conditioned 13 years ago in 2009. The over-riding conditional maximum limit of 1,700 GPD discharge for 22959 is THE basis and upper limit for any exemption – expired or not – from the RWQCB’s Prohibition on subsurface septic discharge (“Prohibition”) currently in effect. The 1,700 maximum GPD discharge rate – expired (or not) condition of approval for exemption from the Prohibition excluded environmental impact analysis, or Public Hearing, for a contrived mitigation to warehouse sewage in the Tank to buffer the sewage generated by an alternative development project that is prohibited, as described and contained in the alternative project’s proposal/drawings/description/public notice.

10. The applicant failed to comply with the conditions for exemption from the Prohibition. The applicant impermissibly withheld from RWQCB the applicant’s alternative proposal for a Hotel and sought to spring-load changes for approval after-the-fact, and impermissibly so, by violating expressly stipulated conditions comprising exemption from the Prohibition in 2009, by exclusively applying for zoning permits for a completely-different proposed project containing a Hotel. Said non-compliant submission of application violated the terms of RWQCB’s conditional exemption from the RWQCB discharge Prohibition. The applicant’s exclusive submission directly to the City of Malibu constitutes serial development approval by *sequential, delayed, and concealed* development application as the proposed project of a Hotel envisions off-site/expansion to 22969 parcel, an existing structure and permit holder for subsurface sewage discharge within the defined Prohibition area.

11. The proposed new project requires a new project application and failing to comply with uses conducive to the RWQCB’s 1,700-gallon daily maximum and without a Tank, ostensibly necessary, to justify the water-intensive use proposed by the Hotel with amenities. The extent and scope of AOWTS system proportional to the maximum 1,700 GPD limit imposed for exemption from the Prohibition in 2009, never contemplated extraordinary work-around concoct an AOWTS to somehow “fit” the criteria required for a completely-different proposed project, and for subsurface discharge only to the 22959 parcel.

12. The now-proposed Tank fails to address the limited, and unproven, capacity of the 22959 land to carry on-site subsurface discharge where located so close to the water table and sea level of the Pacific Ocean. The complexity of adding the Tank as an essential link in the chain of treatment to subsurface discharge unnecessarily complicates both the design and operation of the AOWTS and injects another component which increases the likelihood and frequency of potential failure – all in this complicated work-around quest to put a size 13 foot into a size 5 shoe. The “numbers” game-designed AOWTS with Tank would not increase the limited carrying-capacity of the land. Further, the RWQCB’s conditions for its 2009 exemption from Prohibition for a small, single-story strip mall is such a completely-different intensity of sewage generation from the 2009 project that permit modification is impermissible public policy – and that is IF the 2009 project permit has not expired (the over-riding factor seemingly undetermined).

13. Further, if ever approved, enforcement of the 1,700 GPD limit would be difficult or impossible and likely negatively-impact the adjacent 22969 parcel and others, or cause surface “daylighting” of AOWTS discharge near the Pacific Ocean, PCH, and established storm water course which lead to State beaches and area open to the public.

14. The existing, non-conforming business uses at 22969 include deficient onsite parking. Combined with the misapplication of “motel” parking requirements for this Hotel at 22959 further conceal pertinent facts from the record, and cumulative effects, for which mitigation is excluded. This project, as proposed, is ineligible as submitted: a “motel” in contravention to Malibu Municipal Code Zoning definition, and fails to comply with eligible use criteria, and zoning of 22959. The special circumstances of the Fatality Rate, high traffic congestion, and peak-traffic congestion necessitate and Environmental Impact Report analysis for general traffic mitigation.

14. NON-COMPLIANCE WITH RWQCB TERMS OF MEMORANDUM OF UNDERSTANDING
RWQCB’s specifically restricted 22959 to 1,700 GPD discharge. The City is a party to the memorandum of understanding (“MOU”) with RWQCB to implement application for development at 22959.

Development criteria is limited to the correlation of sewage generation based on USE and number of FIXTURES to preclude exceedance.

15. PERMIT EXPIRATION
The City should have closed this project application for expiration or inactivity for nearly 10 years. GeoConcepts report dated June 20, 2018 it states that “the proposed commercial development project was approved from a geotechnical perspective in the CDP review stage on May 31, 2016. The revised plans for the motel project were submitted over two years later on June 11, 2018. The fixture count also going to 4 times the amount from 56 units to over 229 units shows two extremely different projects and a new application should have been filed. Especially given the water issues at the site.

16. The negative declaration it states that when fully occupied there would be 20 employees and 40 guests. Parking for the each employee, guests, and the public uses exceeds 50 onsite parking Improper variances, joint parking agreements (“JPA”), and valet parking combine to failure at nearby Nobu and SoHo House's lot, which causes traffic back-ups on PCH. Such variances, JPAs, and valet parking do not enable a hope that 1 + 1 = 4 parking spaces.

17. The granting of the variances for the project does constitute a special privilege as no properties in the immediate vicinity are built into the slope with a unallowable giant over 50 ft tall retaining wall, and inadequate parking.

18. Construction and maintenance of a 52 ft tall retaining wall with excavation of 58 ft x 60 ft, to unknown subsurface depth, puts the homes above and below at risk. The variance for retaining wall height exceedance should be DENIED to protect private property and ensure public safety.

ENVIRONMENTAL IMPACTS

19. Groundwater was encountered during geotechnical exploration that was not studied in the private sewage report in 2012 or subsequent septic reports. The proposed construction piles will encounter groundwater per the project’s June 20, 2018 geotechnical report. The last percolation test completed for the property was twenty years ago -- April 17, 2003. Climactic conditions and sea level rise has occurred after the 2003 study for which new tests are needed. completed. Groundwater level data and beach deposits data in the latest geotechnical reports complete prior to RWQCB discharge prohibition in 2009. The wastewater analysis study was based on 56 fixture units and comports to the 1,700 GPD maximum permissible limit -- the new 231 fixture units proposed for a Hotel. Peak sewage generation flow stated in the 2014 Ensitu report analysis was nearly 2,000 GPD at 56 units. At more than FOUR TIMES the fixture count, wastewater generation of 8,000 GPD is conservative, further evidence to DENY the project for failure to comply with regulatory limits.

20. California Environmental Quality Act non-conformance. The City improperly issued a mitigated negative declaration (“MND”) for this project instead of an Environmental Impact Report to address the regional, neighborhood, and unmitigated negative impacts at 22959. The MND failed to address additional traffic impacts and safety risks associated with the most congested section of PCH. These include increased nighttime trips, increased nighttime pedestrian crossings of PCH by hotel guests, and increased nighttime left turns into and out of the unsignalized/uncontrolled driveways.

The owners of the land also own the adjoining parcel. That is an incredible development opportunity being squandered here.

Sincerely,

Malibu Township Council

MALIBU TOWNSHIP COUNCIL

May 31, 2023

Honorable Planning Commissioners,

Malibu Township Council objects to the City of Malibu's Planning Commission Hearing for item 1.B. at its Special Meeting of May 31, 2023, ("Hearing") listed on its noticed agenda as "Malibu Inn Motel / Coastal Development Permit No. 09-067 / 22959 Pacific Coast Highway".

The City's Planning Department report for the project in the record, with descriptions of the project's features and amenities, falsely-categorizes and identifies the proposed project as a "motel". Said reports and City staff contentions attempt to justify the proposed project as a "motel" comporting to the definition and constraints of a "motel" building and use as defined in the City's Zoning code and State of California-adopted Local Coastal Plan/Program ("Zoning"). Staff's contentions comprise misinterpretation of Zoning.

The reports, and the City's contentions, for this Hearing comprise categorically false data and record, and the proposed project's construction and uses are ineligible for its Zone. City staff knows full-well that the applicant's proposal is a project for which the design, configuration, amenities, and proposed uses thereof (including a restaurant, bar, and rooftop bar and rooftop pool, and valet parking remote from guest rooms) exceed the City's Zoning Code (Zoning) and Local Coastal Program/Plan (LCP)'s specific constraints for definition as a "motel" and, instead, comprise a Hotel, and a Hotel uses, as also specifically defined in said Zoning and LCP.

Malibu Township Council respectfully requests the Planning Commission make the finding of fact that the application is ineligible for the Zone. Further consideration of the applicant's proposed project is unnecessary.

The agenda is defective in that it does not notice the intended action – a concurrent Zone Change -- to approve a HOTEL and HOTEL USES at the project location. A concurrent application for Zone change of the land underlying the proposed project's location, and Notice of Public Hearing thereof, is required before this currently- ineligible project is considered for approval. Under current conditions, it would be impossible to make the first finding of fact *that the project complies with Zoning*.

By reference, Malibu Township Council incorporates all objections and concerns contained in our prior correspondence to the City of Malibu's Planning Commission dated April 27, 2023, attached for your convenience.

Sincerely,

MALIBU TOWNSHIP COUNCIL

Post Office Box 803 Malibu California 90265

Received
05/30/23
Planning Dept.

Planning Commission

From: Suzannah Owens [redacted] >
Sent: Tuesday, May 30, 2023 11:05 AM
To: Planning Commission
Subject: Malibu Inn Project

To Whom it May Concern,

I am emailing regarding the current Malibu Inn Motel project. I live nearby and I believe this will be a great addition to the area. We really need more hotel options in Malibu.

I think this project will be a great asset to the city and I look forward to referring family members from out of town.

Best,
Suzannah

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/31/23 Time 11:05 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Received
05/30/23
Planning Dept.

Planning Commission

From: Seena Samimi [redacted] >
Sent: Tuesday, May 30, 2023 9:57 AM
To: Planning Commission
Cc: Richard Mollica; Adrian Fernandez; Alex Hakim; Steven Hakim
Subject: Malibu Inn Motel - Revised Letter to Planning Commission re COAs (5.31.23 hearing)(71351949.1) [JMBM-LA.82420.0001]
Attachments: Malibu Inn Motel - Revised Letter to Planning Commission re COAs (5.31.23 hearing) (71351949.1).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Honorable Commissioners:

We represent Surfrider Plaza LLC, the applicant for the Malibu Inn Motel Project ("Project"). Please see the attached letter relating to the Conditions of Approval for the Project. Thank you for your attention to this matter.

Best,
ss

Seena Max Samimi | Attorney at Law
Jeffer Mangels Butler & Mitchell LLP | JMBM
1900 Avenue of the Stars, 7th Floor, Los Angeles, CA 90067
D: (310) 785-5344 **| M:** (310) 972-1318 **| E:** SSamimi@JMBM.com
NATIONAL TIER ONE IN U.S. NEWS & WORLD REPORT

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Date Received 05/30/23 Time 9:57 AM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 5

Seena Max Samimi
ssamimi@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

May 30, 2023

VIA EMAIL
Planning Commission
Planningcommission@malibucity.org
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265

Re: Malibu Inn Motel – Conditions of Approval
Special Planning Commission Hearing for May 31, 2023

Honorable Commissioners:

We represent Surfrider Plaza LLC, the applicant for the Malibu Inn Motel Project ("Project"), in connection with its planning and land use issues. Prior to the April 17, 2023 Planning Commission hearing for the Project, we submitted a letter on April 12, 2023. That letter explained that the applicant has no issues with the vast majority of the Conditions of Approval, but that there are some that are not compatible with the Project, and requested modification or removal of those conditions.

Since that time, staff has made several changes to the resolution and Conditions of Approval. This letter removes the items that have already been resolved by staff, and addresses only the most important items that remain problematic, or put the motel at a competitive disadvantage to other motels/hotels in the area.

32. The approved hours of operation for the sale or serving of alcoholic beverages are limited to 12:00 p.m. to 10:00 p.m., Sunday through Thursday, and 12:00 p.m. to 11:00 p.m., Friday and Saturday.

- **Issue:** These hours are too restrictive, and do not allow alcohol to be served for brunch, and at the bar in the late evenings, and are more restrictive than the recently approved Sea View Hotel.
- **Solution:** The Condition of Approval should be modified to read: "*The approved hours of operation for the sale or serving of alcoholic beverages are limited to ~~12:00 p.m. to 10:00 p.m.~~ **10:00 a.m. to Midnight**, Sunday through **Wednesday** ~~Thursday~~, and ~~12:00 p.m. to 11:00 p.m.~~ **10:00 a.m. to 2:00 a.m.**, ~~Friday and~~ **Thursday through** Saturday**, and long weekends and holidays**.*"

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33. No live entertainment or amplified sound is permitted on the property except in compliance with an approved temporary use permit provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event.

- **Issue:** Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted for the neighboring Aviator Nation site, and is at page 774-788 of the staff report packet. Also, the reference to Condition No. 38 is wrong (the condition is about signage), and the intended referral was likely Condition No. 35 (about noise).
- **Solution:** The Condition of Approval should be modified to read: "*No live entertainment ~~or amplified sound~~ is permitted on the property except in compliance with an approved temporary use permit ~~provided it can be demonstrated that the noise generated from the event would be in compliance with Condition No. 38 and off-street parking spaces can be secured to accommodate the number of people expected in the event~~. **Low-level ambient music is permitted in the common areas**."*

43. None of the parking spaces may be used as public parking.

- **Issue:** There is no reason why the Motel should not be permitted to open the parking for public use. This would be a benefit to the community on days where the motel is not at full capacity and additional spaces are available. Also, the Applicant intends to invest in lifts for the underground parking lot, but that only makes sense if the parking can be made available to the public.
- **Solution**: Delete this condition entirely.

44. No more than six employees can be at the site at any one shift.

- **Issue:** There is no reason to restrict the number of employees. We meet the code for parking, and are the only establishment in Malibu that has this condition. Needs of the Motel may change over time, and the Applicant wants to provide a pleasant experience and good service. If employee numbers are to be restricted, they should be restricted to 8 employees at any one time, as there is one additional parking space available on-site beyond the code requirements.
- **Solution #1:** Delete this condition entirely (preferred).
- **Solution #2:** The Condition of Approval should be modified to read: "*No more than ~~six~~ **eight** employees can be at the site at any one shift."*

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

51. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.

- **Issue:** This should be clarified to include a reference to valet parking and additional parking that may be added to the site.
- **Solution:** The Condition of Approval should be modified to read: "*The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property.* ***Valet services and underground lift parking can be utilized to facilitate additional parking at the site. The additional spaces created through the valet and lift parking services, upon approval by the Planning Director, shall be deemed to count towards the total number of parking spaces for the Project. Applicant can redesign its Project to add additional parking spaces at the site, subject to further approval by the Planning Department, the Public Works Department, and any other relevant City departments."***

121. Prohibition of Amplified Sound. Amplified sound outdoors is prohibited from occurring at the property. In the case that amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses.

- **Issue:** Applicant intends to play low level ambient music in the lobby, hallways, and pool/lounge areas. Applicant will ensure that music is not audible from 5 feet of any residential dwelling. A noise study was conducted for the neighboring Aviator Nation site, and is at paged 774-788 of the staff report packet. Based on that analysis, that site was approved to have low level ambient music until 10:00 p.m. daily. The impacts from low level ambient music will be similar to the Aviator Nation property, and less impactful than the baseline street noise from PCH.
- **Solution #1:** Delete this condition entirely.
- **Solution #2:** The Condition of Approval should be modified to read: "*Prohibition of Amplified Sound.* ***Except for low level ambient music, which is expressly permitted in the common areas, including the outdoor pool area (and which shall not be plainly audible from 5 feet of any residential dwelling),*** ~~*A*~~***a****mplified sound outdoors is prohibited from occurring at the property. In the case that* ***any other*** *amplified sound is proposed outdoors at the property, the applicant shall prepare a noise study and/or otherwise demonstrate that the use of amplified sound would adhere to City noise regulation. The noise study and/or demonstration shall include review by the City and approval would be subject to*

conditions of approval as necessary (e.g., maximum volume limits, complaint system implementation, etc.) to avoid impacts on nearby land uses."

Thank you for your attention to these matters. Of course, we will also be present to answer questions at the hearing.

Sincerely,

SEENA M. SAMIMI of
Jeffer Mangels Butler & Mitchell LLP

CC:
Richard Mollica, rmollica@malibucity.org
Adrian Fernandez, afernandez@malibucity.org

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

Received
05/30/23
Planning Dept.

Planning Commission

From: Tia [redacted] >
Sent: Tuesday, May 30, 2023 4:27 PM
To: Planning Commission
Subject: Malibu Inn Motel

Dear Planning Commission,

I live close by to this proposed development and I am in support of this motel being brought to our city. The applicant has gone through many different agencies to get to this point, and staff has vetted this project thoroughly over the past many months and even years and has recommended approval.

I think this motel would fit nicely in the area and fill a much needed void in the community. It's about time Malibu got a new motel. I am sure we've all heard the complaints from so many others in the city how they are tired of neighbors Airbnbing and renting next door to them. We need to keep this to where it belongs, and it belongs here, as it's zoned for it after all as cv1. I for one, would love to book a staycation for myself and family to enjoy a nice break in a new project, especially with the nice pool on the roof top.

Again, thanks for your time and I would support the approval of this project.

Thank you,

Tia Stevenson

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 05/30/23 Time 4:27 PM
Planning Commission meeting of 05/31/23
Agenda Item No. 1B
Total No. of Pages 1

Received
July 17, 2023
Planning Dept.

Planning Commission

From: Jo Drummond [redacted]
Sent: Monday, July 17, 2023 10:32 AM
To: Planning Commission
Cc: Rebecca Evans; R N; Patt Healy; Trevor Rusin
Subject: Item 3B 2 - MTCpullMalibuInnMotelfinal-1.docx
Attachments: MTCpullMalibuInnMotelfinal-1.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Please enter the following letter into the record to pull this item tonight. I will probably also speak and ask that time be donated to me from other zoom attendees. Thank you,

Jo Drummond

CC: Planning Commission, PD,

Recording Secretary, File

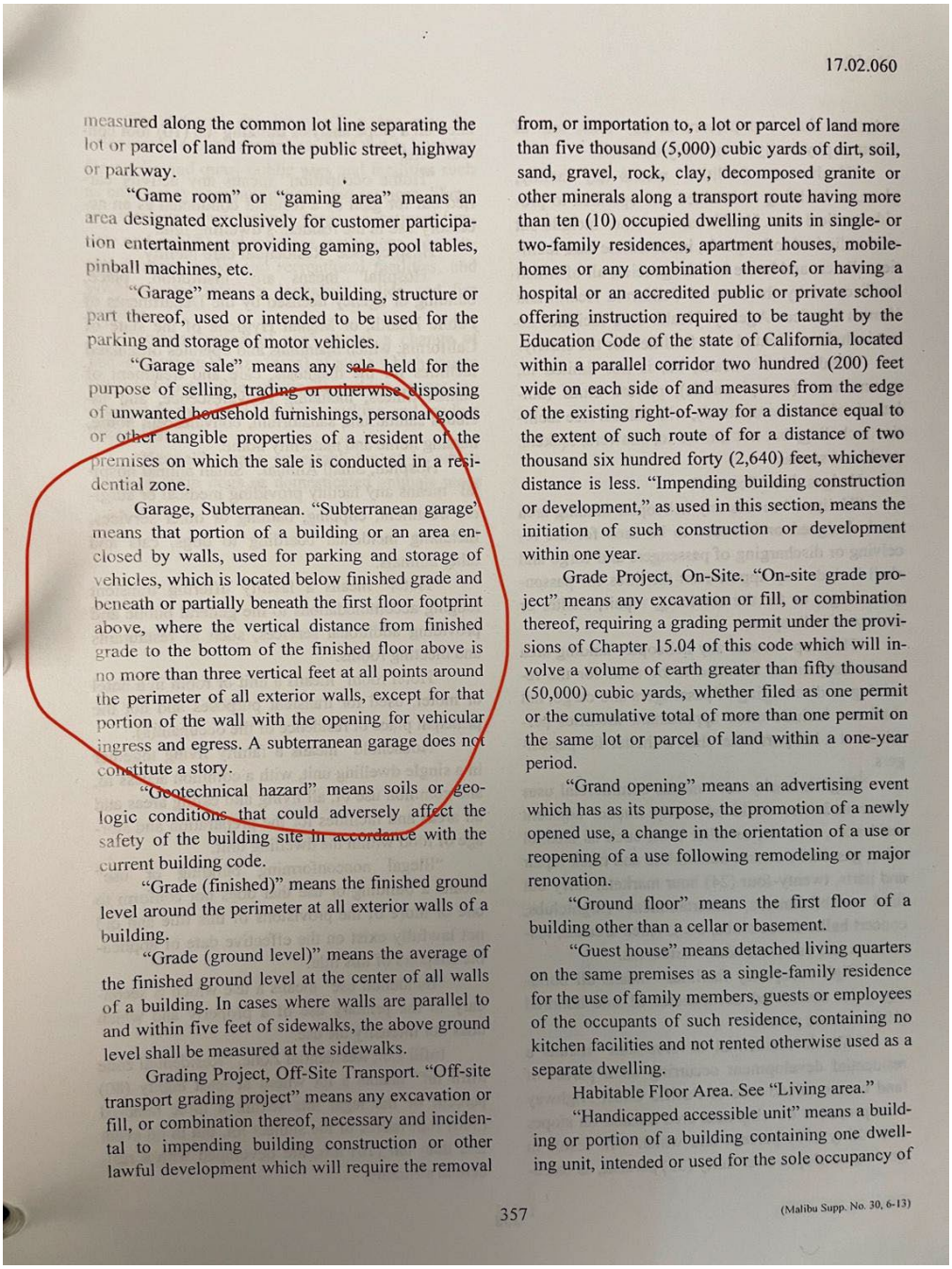
Date Received 7/17/23 Time 11:36 AM
Planning Commission meeting of 7/17/23
Agenda Item No. 3.B.2
Total No. of Pages 8

July 17, 2023

Honorable Planning Commission,

RE: Item 3B2 – Malibu inn Motel

Malibu Township Council is pulling this item as the resolution DOES NOT comply with our existing codes and is incorrect and illegal: the acts were CONTRARY TO LAW (LCP) and constitute UN-NOTICED ZONE CHANGE via SPECIAL PRIVILEGE and UN-Noticed variance 1. re: “subterranean garage” as it is MORE than three feet in vertical height from finished grade (11 ft!) to the bottom of the finished floor above - which makes it officially a “story” and not subterranean. Therefore, the height of the project is also calculated incorrectly as it should be calculated from that first story of the garage at the center line of the road on the land side making it over 27 ft tall. Three stories are not allowed in Malibu let alone four which this is obviously with its partially covered rooftop deck, elevator shaft and pool. See excerpt from section 17.02.060 below which I discussed at length with Adrian Fernandez at a meeting with him a few weeks ago which he stated needs to comply for the resolution. Also see figure at bottom.



measured along the common lot line separating the lot or parcel of land from the public street, highway or parkway.

"Game room" or "gaming area" means an area designated exclusively for customer participation entertainment providing gaming, pool tables, pinball machines, etc.

"Garage" means a deck, building, structure or part thereof, used or intended to be used for the parking and storage of motor vehicles.

"Garage sale" means any sale held for the purpose of selling, trading or otherwise disposing of unwanted household furnishings, personal goods or other tangible properties of a resident of the premises on which the sale is conducted in a residential zone.

Garage, Subterranean. "Subterranean garage" means that portion of a building or an area enclosed by walls, used for parking and storage of vehicles, which is located below finished grade and beneath or partially beneath the first floor footprint above, where the vertical distance from finished grade to the bottom of the finished floor above is no more than three vertical feet at all points around the perimeter of all exterior walls, except for that portion of the wall with the opening for vehicular ingress and egress. A subterranean garage does not constitute a story.

"Geotechnical hazard" means soils or geologic conditions that could adversely affect the safety of the building site in accordance with the current building code.

"Grade (finished)" means the finished ground level around the perimeter at all exterior walls of a building.

"Grade (ground level)" means the average of the finished ground level at the center of all walls of a building. In cases where walls are parallel to and within five feet of sidewalks, the above ground level shall be measured at the sidewalks.

Grading Project, Off-Site Transport. "Off-site transport grading project" means any excavation or fill, or combination thereof, necessary and incidental to impending building construction or other lawful development which will require the removal from, or importation to, a lot or parcel of land more than five thousand (5,000) cubic yards of dirt, soil, sand, gravel, rock, clay, decomposed granite or other minerals along a transport route having more than ten (10) occupied dwelling units in single- or two-family residences, apartment houses, mobilehomes or any combination thereof, or having a hospital or an accredited public or private school offering instruction required to be taught by the Education Code of the state of California, located within a parallel corridor two hundred (200) feet wide on each side of and measures from the edge of the existing right-of-way for a distance equal to the extent of such route of for a distance of two thousand six hundred forty (2,640) feet, whichever distance is less. "Impending building construction or development," as used in this section, means the initiation of such construction or development within one year.

Grade Project, On-Site. "On-site grade project" means any excavation or fill, or combination thereof, requiring a grading permit under the provisions of Chapter 15.04 of this code which will involve a volume of earth greater than fifty thousand (50,000) cubic yards, whether filed as one permit or the cumulative total of more than one permit on the same lot or parcel of land within a one-year period.

"Grand opening" means an advertising event which has as its purpose, the promotion of a newly opened use, a change in the orientation of a use or reopening of a use following remodeling or major renovation.

"Ground floor" means the first floor of a building other than a cellar or basement.

"Guest house" means detached living quarters on the same premises as a single-family residence for the use of family members, guests or employees of the occupants of such residence, containing no kitchen facilities and not rented otherwise used as a separate dwelling.

Habitable Floor Area. See "Living area."

"Handicapped accessible unit" means a building or portion of a building containing one dwelling unit, intended or used for the sole occupancy of

2. In Section **17.40.080** ***Commercial development standards*****.** A5 b. states the same for residential standards:

For new construction on **a beachfront lot**, no residence or structure, including satellite dish antenna, shall exceed twenty-four (24) feet for flat roof and twenty-eight (28) feet for pitched roof, **as measured from the lowest recommended finish floor elevation on the ocean side, as defined by a licensed civil engineer,** based upon a comprehensive wave action report, and **twenty-four (24) feet for a flat** roof and twenty-eight (28) feet for pitched roof **as measured from center line of the road on the land side.** Building height shall be apportioned such that the portion of the building which height is measured from the center line of the road shall not exceed half of the total length (front to rear) of the structure.

Also note the definitions of "grade" which are being misused in this case of height measurement:

Grade (finished) means the finished ground level around the perimeter at all exterior walls of a building.

Grade (ground level) means the average of the finished ground level at the center of all walls of a building. In cases where walls are parallel to and within five feet of sidewalks, the above ground level shall be measured at the sidewalks.

Therefore, the structure should be measured from the LOWEST floor elevation on the land side if this is to be a maximum of 24 ft high. That makes it over **46 feet high** to the top of the elevator shaft and again over 27 ft to the flat roof. Also if it is NON beachfront then it needs to be limited to only **18 ft high above natural or finished grade, whichever is lower (including satellite dish antenna) so an elevator shaft should be counted**.

3. Regarding setbacks in the same code:

2. states: Non-Beachfront Yards/Setbacks. The following yard/setback requirements apply to all lots, except beachfront lots:

a. Front yard setbacks shall be at least twenty (20) percent of the total depth of the lot.

b. Side yard setbacks shall be cumulatively at least twenty-five (25) percent of the total width of the lot but, in no event, shall a single side yard setback be less than ten (10) percent of the width of the lot or five feet, whichever is greater.

c. Rear yard setbacks shall be at least fifteen (15) percent of the lot depth or fifteen (15) feet whichever is greater.

d. For the purpose of calculating yards, slopes equal to or greater than 1:1 shall not be included in the lot dimensions.

e. All structures must be set back **at least twenty-five (25) feet from the top of a forty-five (45) degree angle slope starting at the toe of an inland-bluff or coastal bluff**. For slopes greater than forty-five (45) degrees setback shall be twenty-five (25) feet horizontal as measured from the top of the slope at the end of the forty-five (45) degree line commencing at the base of the slope. For the purposes of this section, an inland or coastal bluff is a topographic feature not primarily composed of sand and at least twenty-five (25) feet from top to toe with a slope of 1:1 or greater.

3. Beachfront Yards/Setbacks. Notwithstanding the above requirements, the following yard requirements apply to beachfront lots:

a. Front: twenty (20) feet maximum or the average of the two immediate neighbors, whichever is less.

b. Side: ten (10) percent of lot width on each side, with a three feet minimum and five feet maximum.

c. Rear: determined by the stringline rule.

In Chapter 17.40 PROPERTY DEVELOPMENT AND DESIGN STANDARDS

1. Dwellings and Decks. For a dwelling or deck, new construction shall not extend seaward of a **stringline** drawn by the following procedure:

a. General Rule. The stringline shall be drawn from a point on the closest upcoast and downcoast property with the same type of structure (dwelling or deck). The stringline point shall be located as follows: first, the

predominant seaward projection of the structure on the upcoast and downcoast property shall be identified; second, the corner of the predominant seaward projection which is closest to the subject property shall be located, and shall constitute the stringline point. Predominant seaward projection shall be calculated using the formula in subsection (b).

b. Predominant Seaward Projection. The "predominant seaward projection" shall be that portion of a structure closest to the ocean, which has a width (i.e., the dimension which is on a plane parallel to the ocean front) at least thirty percent (30%) of the maximum width of the structure.

Whether this is counted as a Beachfront or non-beachfront lot - This is the ONLY structure along PCH to EVER be attached to the retaining wall proposed inside the bluff/land – so ZERO rear setback which is COMPLETELY against the codes and IS a privilege given SOLELY to the applicant, no other buildings along PCH have this.

4. And if it is being considered beachfront then it is CERTAINLY a coastal bluff –

- CHAPTER 6—SCENIC, VISUAL, AND HILLSIDE RESOURCE PROTECTION ORDINANCE

6.5. DEVELOPMENT STANDARDS

D. Bluff Development 2. **No permanent structures shall be permitted on a bluff face**, except for engineered stairways to accessways to provide public beach access. Such structures shall be designed and constructed to not contribute to further erosion of the bluff face and to be visually compatible with the surrounding area to the maximum extent feasible.

The MND on p 38 states: *"***4.5.1 Existing Setting** *The Project is proposed on a site that was likely on or immediately adjacent to a beach prior to development and was subject to coastal processes (e.g., wave action, beach scour), and has experienced substantial erosion from the northern bluff into the project site (Appendix B). Additionally, the project site has been previously disturbed during construction of PCH and the existing parking lot and past grading on the hillside... The Project's location in an area that was likely subject to coastal processes and past disturbance from development limits the potential for encountering subsurface cultural resources…In addition, the steep slope is unlikely to support cultural remains..."* https://www.malibucity.org/DocumentCenter/View/29104/MalibuInnMotel-ISMND_Final_6221

This description meets the LIP definition of a Coastal Bluff - a high bank or bold headland, ten feet (10') or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face overlooking a body of water.

See next page memo to City Council from Adrian Fernandez regarding a change in the interpretation of the codes adding the stipulation that bluffs no longer subjected to wave action should still be considered a coastal bluff as its prone to erosion or stability hazard and other factors as this one clearly is.

City of Malibu
MEMORANDUM

To: Members of the City Council

From: Adrian Fernandez, Senior Planner AF.

Date: October 6, 2014

Re: Local Coastal Program Interpretation No. 9

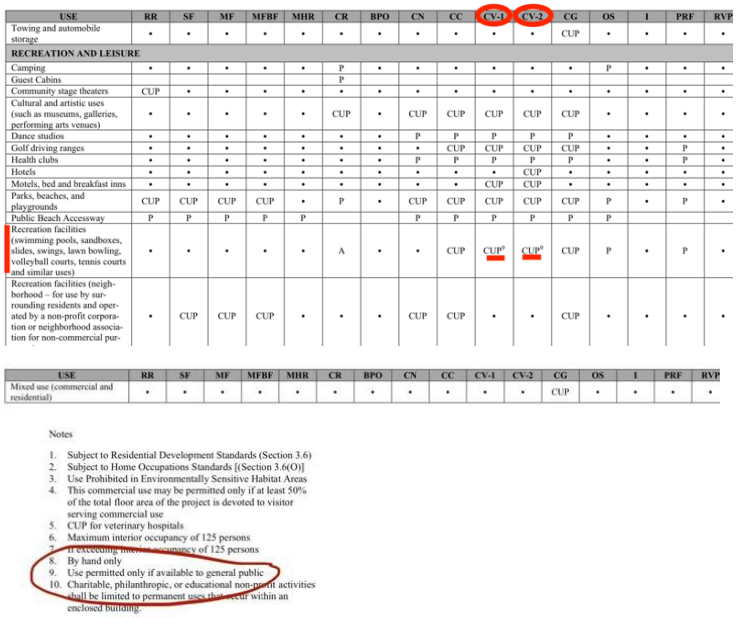
Local Coastal Program (LCP) Interpretation No. 9 lists the definitions of bluff edge, cliff, coastal bluff and sea cliff found in the LCP and concludes that based on all definitions, a coastal bluff is a slope affected by coastal erosion processes related directly to wave action, without an existing shoreline protective device. This means that slopes that were historically created from wave action but are no longer subject to wave action would not be considered coastal bluff and therefore, these so-called non-coastal bluffs would be excluded from bluff-related provisions. This is especially problematic for cases where a bluff property is protected from coastal hazards by an existing shoreline protective device or bluff stabilization measures. The interpretation gives property owners the impression that if their property is already protected by these measures, then bluff-related development standards do not apply.

The City of Malibu General Plan and LCP Land Use Plan (LUP) include implementation measures and policies that prohibit development on a bluff face, and require development to be sited outside of bluff retreat and set back from the edge of the bluff to avoid and minimize visual impacts from the beach and ocean below. Although it makes sense from a geologic instability standpoint to factor in whether a bluff is subject to wave action, it should not be the sole determining factor. Other slopes that were historically created by wave action but are no longer subject to it may still be prone to erosion or stability hazard. Additionally, visual impacts from the beach and ocean below may be the same whether or not a bluff is subject to wave action. Finally, native habitat on bluff faces is considered environmentally sensitive habitat area (ESHA) and may exist whether or not a bluff is directly subject to wave action.

City codes need to be updated to further clarify the definitions and standards related to bluffs. Staff is pursuing a Malibu Municipal Code update that is intended to address this and other similar issues. In the meantime, LCP Interpretation No. 9 will be retracted so that bluff-related provisions be applied strictly based on existing code and eliminate confusion as to whether wave action is the sole determining factor in the applicability of bluff standards.

cc: Planning Commission
City Manager
City Clerk
ESD
ERB
City Attorney's Office
Planning Department

5. Also any swimming pools in both CV-1 and CV-2 MUST be open to the public – see p 329 on at this link - https://www.coastal.ca.gov/ventura/malibu-lip-final.pdf - they both have a specific footnote #9 that states "uses permitted only if available to the general public".



USE	RR	SF	MF	MFBF	MHR	CR	BPO	CN	CC	CV-1	CV-2	CG	OS	I	PRF	RVP
Towing and automobile storage	•	•	•	•	•	•	•	•	•	•	•	CUP	•	•	•	•
RECREATION AND LEISURE																
Camping	•	•	•	•	•	P	•	•	•	•	•	•	P	•	•	•
Guest Cabins						P										
Community stage theaters	CUP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Cultural and artistic uses (such as museums, galleries, performing arts venues)	•	•	•	•	•	CUP	•	CUP	CUP	CUP	CUP	CUP	•	•	•	•
Dance studios	•	•	•	•	•	•	•	P	P	P	P	P	•	•	•	•
Golf driving ranges	•	•	•	•	•	•	•	•	CUP	CUP	CUP	CUP	•	•	P	•
Health clubs	•	•	•	•	•	•	•	P	P	P	P	P	•	•	P	•
Hotels	•	•	•	•	•	•	•	•	•	•	CUP	•	•	•	•	•
Motels, bed and breakfast inns	•	•	•	•	•	•	•	•	•	CUP	CUP	•	•	•	•	•
Parks, beaches, and playgrounds	CUP	CUP	CUP	CUP	•	P	•	CUP	CUP	CUP	CUP	CUP	P	•	P	•
Public Beach Accessway	P	P	P	P	P			P	P	P	P	P	P			
Recreation facilities (swimming pools, sandboxes, slides, swings, lawn bowling, volleyball courts, tennis courts and similar uses)	•	•	•	•	•	A	•	•	CUP	CUP[9]	CUP[9]	CUP	P	•	P	•
Recreation facilities (neighborhood – for use by surrounding residents and operated by a non-profit corporation or neighborhood association for non-commercial pur-	•	CUP	CUP	CUP	•	•	•	CUP	CUP	•	•	CUP	•	•	•	•

USE	RR	SF	MF	MFBF	MHR	CR	BPO	CN	CC	CV-1	CV-2	CG	OS	I	PRF	RVP
Mixed use (commercial and residential)	•	•	•	•	•	•	•	•	•	•	•	CUP	•	•	•	•

Notes

1. Subject to Residential Development Standards (Section 3.6)
2. Subject to Home Occupations Standards [(Section 3.6(O)]
3. Use Prohibited in Environmentally Sensitive Habitat Areas
4. This commercial use may be permitted only if at least 50% of the total floor area of the project is devoted to visitor serving commercial use
5. CUP for veterinary hospitals
6. Maximum interior occupancy of 125 persons
7. If exceeding interior occupancy of 125 persons
8. By hand only
9. Use permitted only if available to general public
10. Charitable, philanthropic, or educational non-profit activities shall be limited to permanent uses that occur within an enclosed building.

This pool is only open to paying hotel guests and not the “general public” so cannot be allowed under the LCP. All members of the public must have the specific right to use the pool – this is not at the discretion of the planning commission or the planning department but must be changed with an amendment to the LIP approved by the Coastal Commission.

6. This is far from the least environmentally damaging – there were a few plans submitted for the former retail project that did not cut into the bluff at all and use way less wastewater and had adequate parking– these need to be considered and not all these plans w/ multiple egregious variances where the findings CANNOT be made. Or it should stay the necessary parking lot that is there and help preserve Aviator Nation Dreamland.

7. Also please note that CV-1 only allows zoning of a "Motel" – this is a HOTEL and requires REZONING AND twice the amount of parking for the hotel, employees and the public swimming pool.

Malibu LIP DEFINITION OF MOTEL:

MOTEL - A facility offering transient lodging accommodations to the public in a group of attached or detached buildings containing guest rooms, some or all of which have a separate entrance leading directly from the outside of the building to automobile parking space conveniently located on the lot or parcel of land, <u>does not provide accessory uses</u> such as restaurants or meeting rooms, and not otherwise open to the public. Or PRIVATE pools for that matter that are not to be used for the public. This project has proposed not only a rooftop pool but a roof top bar and a commercial kitchen offering room service and food serving gatherings such as weddings and bar mitzvahs. Thus it will operate as a **hotel** which is only allowed in CV-2. There is no direct access from the guest rooms to the parking. None of the guest rooms are on the same level as the parking which is also required for “motel” status. To get from their rooms to the parking garage below, guests will need to travel through common walkways and corridors and use the common elevator or common stairs. Hotels require 2 parking spots per room. This should also cause an instant denial.

8. The project also CANNOT proceed as it is infiltrating on space already designated for Aviator Nation’s septic expansion area – this needs a CDP to change this area before anything can proceed with this application. Two separate lots cannot share the same area for septic use.

9. Per CEQA this specific project has not undergone any traffic, noise in the vicinity of the adjacent synagogue and school or safety studies so cannot determine if it will not result in any significant adverse impacts, and will not be detrimental to the public interest, health, safety, convenience or welfare.

10. The City of Malibu should also follow the ABC Control Act Section 23789 Rule 61.4 prohibiting sale of alcohol near schools or churches-this site is directly adjacent to a synagogue and an early childhood education center. It WILL be a detriment to their direct neighbors and is not considered in the surrounding development.
"On-sale retail license for premises located near church, hospital, schools and public playgrounds, or nonprofit youth facilities – (a) The department is specifically authorized to refuse the issuance, other than renewal or ownership transfer, of any retail license for premises located within the immediate vicinity of churches and hospitals. (b) The department is specifically authorized to refuse the issuance, other than renewal or ownership transfer, of any retail license for premises located within at least 600 feet of schools and public playgrounds or nonprofit youth facilities… This distance shall be measured pursuant to rules of the department."
P 226 of https://www.abc.ca.gov/wp-content/uploads/2022-CA-ABC-Act.pdf

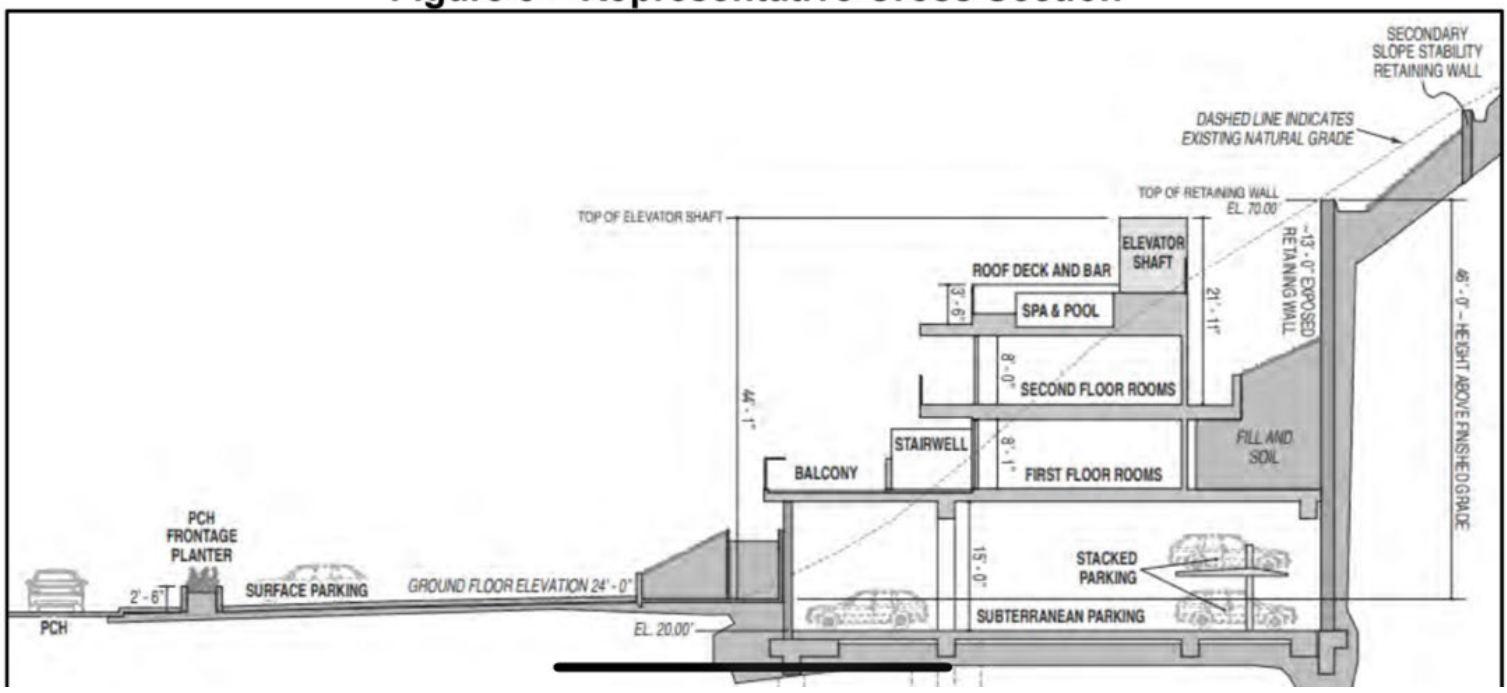
11. Condition_55. The property owner and operator must secure an off-site parking area to accommodate vehicles for all events that overlap with other uses that will generate a parking demand in excess of the proposed parking spaces. A shuttle service must be provided between the off-site parking area and the subject property. The City Council did NOT allow this for the Malibu Beach Inn as code requires offsite parking withing 300ft of a commercial business and will certainly not allow this for parking for over 400 plus persons over1500 ft away.

These are just 11 of many more code violations of our Malibu LCP and MMC – first and foremost the project needs to be sent back to make all the above changes before it can proceed legally.

Thank you for your thoughtful consideration on not wasting the City Council's time on this matter until it is all brought to proper legal code. The "behavioral" acts and attitude of the City staff, P.C., and City Council comprise the overall reputation that Coastal Commissioners hold against the City. This approval fuels that fire.

Jo Drummond
For Malibu Township Council

Figure 3 – Representative Cross Section



Received
07/17/23
Planning Dept.

Planning Commission

From: Tracy Lovric <tracy.lovric@mrca.ca.gov>
Sent: Monday, July 17, 2023 4:57 PM
To: Planning Commission
Cc: Elena Eger; barbara.carey@coastal.ca.gov; Hudson, Steve@Coastal; Christensen, Deanna@Coastal; Gonzalez, Denise@Coastal
Subject: MRCA Public Comment July 17, 2023 Item 3B2
Attachments: 2023-07-17 MRCA-PC.Item3B2.Final.pdf

Attached please find MRCA's public comment on the Planning Commission July 17, 2023 Agenda Item 3.B.2

Thank you.

Sincerely,

Tracy Lovric, JD
Project Analyst III
Mountains Recreation & Conservation Authority
213.605.2123

https://mrca.ca.gov/coastal-access/

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 07/17/23 Time 4:57 PM
Planning Commission meeting of 07/17/23
Agenda Item No. 3B2
Total No. of Pages 4

MOUNTAINS RECREATION & CONSERVATION AUTHORITY
King Gillette Ranch
26800 Mulholland Highway
Calabasas, California 91302
PHONE (818) 878-0886

Via email to planningcommission@malibucity.org

July 17, 2023

Chairperson Skylar Peak
Malibu Planning Commissioners
23825 Stuart Ranch Road
Malibu, California 90265

MRCA Comment Letter on Agenda Item 3.B.2
Coastal Development Permit No. 09-067,
Malibu Inn Motel; 22959 Pacific Coast Highway

Dear Chair Peak and Planning Commissioners,

The Mountains Recreation and Conservation Authority (MRCA) submits its public comments on the proposed Malibu Inn Motel development, with approximately 7,693 square feet of floor area, 24-foot tall, two-story motel building fronting Pacific Coast Highway with 20 lodging rooms, a rooftop deck, pool, spa and bar, and subterranean parking, which is Item 3.B.2 on your July 17, 2023, agenda, as follows:

The proposed Malibu Inn Motel development is inconsistent with the City's LUP for Luxury Overnight Visitor Serving Accommodations. Section 2.35 states that "New development of luxury overnight visitor serving accommodations shall be designed to provide for a component of lower cost overnight visitor accommodations (e.g., campground, RV park, hostel, or lower cost hotel/motel) . . ." The applicant shall be required to provide lower-cost overnight accommodations consisting of 15 percent of the number of luxury overnight accommodations that are approved." The payment of an in-lieu fee based on a 20-luxury room motel into a fund to subsidize the construction of lower-cost overnight facilities per required unit plus inflation is drastically insufficient to realistically supplant the option to provide lower-cost visitor accommodations on-site or off-site in Malibu, one of the highest-priced California coastal real estate areas. The option to pay an in-lieu fee for the future subsidized development of affordable units in a City that has built none to date, while immediately permitting the creation of 20 luxury units in the same jurisdiction, does not meet the LCP objectives for new luxury coastal development to provide lower-cost accommodations.

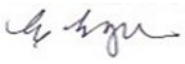
The City has not presented evidence that the proposed development motel rooms are luxury accommodations. This failure to provide facts regarding the luxury room status had also been previously raised in the Coastal Commission's August 25, 2021, Public Comment letter to the Planning Commission for its August 26, 2021, hearing on this Applicant's CDP. In its letter, the Coastal Commission recommended that the Staff Report include additional information ("(i.e., proposed nightly room rate, the median cost of an

overnight room in the City of Malibu, etc.) and analysis in order to fully address the project's consistency with the policies and provisions of the Malibu Land Use Plan and Chapter 12 (Public Access Ordinance) of the Local Implementation Plan." MRCA submitted a public comment letter on April 17, 2023, supporting the Coastal Commission's position on the luxury accommodations. The April 17, 2023, Planning Commission Staff Report presented no such facts or analysis, nor any request for the Applicant to furnish them. The matter was heard on May 31, 2023, where the Planning Commission directed staff to bring back as a consent item an updated resolution approving the proposed project with revisions to several of the required findings and conditions of approval. The July 17, 2023, Staff Report Resolution states, "Prior to the issuance of a development permit, the property owner must pay the in-lieu fee for the lower cost overnight accommodations in compliance with LIP Section 12.10.

The City has not established that this project meets the requirements of the LCP and Chapter 3 of the Coastal Act with respect to coastal access. A crucial element of coastal access is affordable coastal accommodations and services. The motel development here, if categorized as luxury overnight accommodations, does not meet the Coastal Act as the motel development will serve only a small fraction of the population who can afford the proposed motel development's high-cost accommodations, spa, and bar. The proposed motel development does not meet section 30212 of the Coastal Act to provide lower-cost visitor facilities when feasible. In fact, there is nothing in the record here that speaks of the infeasibility of providing a lower-cost motel instead of the proposed high-cost motel development.

MRCA requests that the City not apply the exemption because the City's staff report lacks the facts regarding the costs of the proposed project's rooms and an analysis of these costs to determine if the project's rooms are luxury overnight accommodations. If the motel rooms are determined to be luxury overnight accommodations, the City should comply with Chapter 3 of the Coastal Act and the City of Malibu LCP for the provision of on-site lower cost accommodations.

Sincerely,



Elena Eger
Coastal Projects Special Counsel

cc: Barbara Carey, District Manager, South Central Coast and South Coast, Los Angeles County; Coastal Commission; Barbara.carey@coastal.ca.gov
Steve Hudson, District Director, South Central Coast and South Coast, Los Angeles County; Coastal Commission; steve.hudson@coastal.ca.gov
Deanna Christensen, District Supervisor, South Central Coast and South Coast, Los Angeles County; Coastal Commission; deanna.christensen@coastal.ca.gov
Denise Gonzalez, Coastal Program Analyst, South Central Coast and South Coast, Los Angeles County; Coastal Commission, denise.gonzalez@coastal.ca.gov

April 19, 2024

Re: Malibu Inn Motel - 22959 PCH Malibu Inn Motel – Mitigated Negative Declaration No. 20-003 and Initial Study No. 20-003

Honorable Chair Uhring and Members of the City Council,

Re: Malibu Inn Motel - 22959 PCH Malibu Inn Motel – Mitigated Negative Declaration No. 20-003 and Initial Study No. 20-003.

Since the Malibu Township Council (MTC) filed its appeal additional information has come to light and it is another reason why the Mitigated Negative Declaration (MND) is deficient and can't be certified and an Environmental Impact Report (EIR) is necessary.

These comments are to be incorporated into MTC's EIR comments on page 19-20 of our appeal and are to take precedence over our comments in the Cultural Resource section of our appeal on pages 23-24.

At the January 24, 2024 Public Works Commission Meeting, Public Works Director, Rob Duboux discussed how the Serra neighborhood was taken out of Phase 2 for the civic wastewater sewer system because of the large amount of cultural artifacts found, some buried 30 feet deep, through the entirety of the neighborhood. Rob Duboux answered that it is likely that the commercial property along PCH between Serra and Carbon Canyon will also be removed from Phase 3 due to all the cultural resources/burial grounds in the area. Note: This proposed public works project in Serra was in Phase 2 of the City's proposed sewage system despite the applicant's proposed project being located in phase 3.

The Malibu Inn Motel property is just 1,000 feet east from the PCH entrance to Serra neighborhood and this property was part of the thriving Chumash village of Humalieo.

As Barbara Tejada, Supervisor of Cultural Resources and archaeologist for State Parks, on August 14, 2023, email (attached) states:

"It seems that the project proponent did not perform a standard archaeological records search, which would have shown the sensitivity of the area and immediately shown the presence of these sites, all of which were encountered during excavation for installation of subsurface utilities. With the proposal of subterranean parking, it is very concerning."

If this required investigation were done, they would have found over 45 archaeological studies were in the vicinity which are on file with the South Central Coastal Information Center (see below). Since an archaeological records search was never done by the applicant or the city, who prepared the MND, it needs to be completed in an EIR before the MND is certified. This was confirmed not completed via a public records request with the City regarding this project.

Furthermore, it is most troublesome that the attached final MND states on page 38 INCORRECTLY the following:

"*No archaeological resources are known to exist on the project site or immediate project vicinity."*

This statement was made despite the fact local tribal representatives expressed concern during consultation that the project site is considered to be potentially sensitive for tribal cultural resources."(MND page 39)

Please note, PRC Section 21074 (a)(1)(A) and (B) defines:

"Tribal Cultural Resources resources" as "*sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.*"

In addition to archaeological artifacts, state law also now protects "tribal cultural resources" which can be both cultural and natural resources of significance to the tribes. AB 52 was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that:

"A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2)

The Proposed Project entails new development with subterranean work therefore it has the potential to cause substantial adverse impacts to historic or tribal cultural resources requiring an EIR.

The mitigation measure TRC 1 on page 92 of the MND is not sufficient since it relies on the bulldozer operator being an expert in identifying Tribal Cultural Resources. The operator would not have this expertise.

With this information, it is not possible to certify the MND since it is defective. Since the project may have a significant effect on the environment an EIR is required under CEQA.

I will also be submitting further comments about the multiple code violations and risks of this potential project.

Thank you,

Jo Drummond
President, Malibu Township Council

On Tuesday, January 30, 2024, at 12:23:56 PM PST, Tejada, Barbara@Parks <barbara.tejada@parks.ca.gov> wrote:

Hi Jo,

Most of these reports that mention a “LAN” number means there were archaeological sites recorded and investigated. All the Phase I reports listed had an archaeological survey performed, (one) would have to look at the report to see if there was a site identified.

I am aware of the sewer project and in fact, I brought the sensitivity of the area to the attention of the City and was glad to hear that they are now looking at alternatives. The Malibu Inn Motel/Hotel site is likely a satellite use area of the village of *humaliwo* and it would be important at the very least to have a Phase I archaeological survey and Phase II archaeological testing conducted on the property to ensure that cultural deposits are not encountered. In addition to archaeological artifacts, state law also now protects “tribal cultural resources” which can be both cultural and natural resources of significance to the tribes.

Barbara Tejada

Supervisor, Cultural Resources Program

Acting District Interpretive Coordinator

Angeles District

California State Parks

1925 Las Virgenes Road

Calabasas, CA 91302

310-699-1703 (cell)

----- Forwarded Message -----
From: Tejada, Barbara@Parks <barbara.tejada@parks.ca.gov>
To: Jo Drummond <jyotidrummond@yahoo.com>; admin@gabrielenoindians.org<admin@gabrielenoindians.org>; THCP@tataviam-nsn.us<THCP@tataviam-nsn.us>
Cc: Patt Healy <healypatt@aol.com>; R. Y. A. N. <ryanmalibu@msn.com>;
Sent: Sunday, October 22, 2023 at 07:38:15 PM PDT
Subject: RE: tribal contact for Malibu Inn Mote/Hotel Project at 22959 PCH

Hi Jo,

I reached out to a colleague of mine, Rob Wlodarski, who has done lots of archaeological work on private property in Malibu over the years. He recalled that he had done some survey on the site several years ago and provided some references for the area. Of course, none of this was mentioned in the project EIR.

Project: A Phase 1 Archaeological Study for Proposed Improvements to 22931-33 Pacific Coast Highway (APN#4452-019-008), 22935 Pacific Coast Highway (4452-019-010) and, 22941 Pacific Coast Highway (APN#4452-019-009), City of Malibu, County of Los Angeles, California

Clewlow, Carl William

1981 Report on Preliminary Archaeological Testing and Recommendations for Mitigation at Site LAN-267, Locus C, Los Angeles County, California. Report on file at the South Central Coastal Information Center, California State University Fullerton.

Coleman, Griff and Taggart

1972 Archaeological Site Record CA-LAN-421. On file at the South Central Coastal Information Center, California State University Fullerton.

Dillon, Brian D.

1986 Malibu Wastewater Facilities Project: Archaeological Testing Plan for Sites LAN-210, LAN-226, LAN-19 and LAN-246. Report (L-81/VN1457) on file, South Central Coastal Information Center, California State University, Fullerton.

Frierman, Jay D.

1993a Phase I Archaeological Survey of a Developed Residential Lot at 22031 Carbon Mesa Road, Malibu, California. Report (L2791) on file, South Central Coastal Information Center, California State University Fullerton.

1993b Phase I Archaeological Survey of a Developed Residential Lot at 22540 Carbon Mesa Road, Malibu, California. Report (L2826) on file, South Central Coastal Information Center, California State University Fullerton.

Getchell, Barbie Stevenson and John E. Atwood

2003 Initial Cultural Resources Evaluation of A 1.46-Acre Parcel (APN 4451-007-009) Located at 3849 Carbon Canyon Road in the City of Malibu, Los Angeles County, California. Report (L6941) on file, South Central Coastal Information Center, California State University Fullerton

Greenwood, Roberta S. and John M. Foster

1989 Evaluation of Condition: CA-LAN-471, CA-LAN-1105, and CA-LAN-1106, Malibu, Los Angeles County. Report (LA1876) on file, South Central Coastal Information Center, California State University Fullerton.

King, Chester

1992 Report of Volunteer Archaeological Surveys in Malibu for Project Applications. Report (LA3480 on file, South Central Coastal Information Center, California State University, Fullerton.

1994 Prehistoric Native American Cultural Sites in the Santa Monica Mountains. Report (LA3587) on file, South Central Coastal Information Center, California State University, Fullerton.

1998 Report of Initial Archaeological Study at 22035 Carbon Mesa Road, Malibu, California. Report (L4333) on file, South Central Coastal Information Center, California State University Fullerton.

1999 Report of Initial Archaeological Study at 3516 Sweetwater Mesa Road, Malibu, California. Report on file, South Central Coastal Information Center, California State University, Fullerton.

2000a Native American Indian Cultural Sites in the Santa Monica Mountains. Report prepared for the Santa Monica Mountains and Seashore Foundation, National Parks Service, Western Region, Denver.

2000b Report of Initial Archaeological Study for a Road at APN#4452-011-012-014-016, Malibu, California. Report (LA4813) on file, South Central Coastal Information Center, California State University, Fullerton.

Lewis, Brandon S.

1989 Archaeological Resource Survey and Impact Evaluation for the 20 Acre Carbon Canyon Parcel, Malibu, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

Romani, Gwen

1989 Cultural Resource Investigation Parcel No. 44, Malibu. Report on file, South Central Coastal Information Center, California State University Fullerton.

Rosen, Martin D. and Carl William Clewlow

1975 Evaluation of Archaeological Resources for the Areawide Facilities Plan: Las Virgenes Municipal Water District. Report LA81) on file, South Central Coastal Information Center, California St. University Fullerton.

Singer, Clay A.

1981a Cultural Resource Survey and Impact Assessment for Tentative Tract No.40724, In Malibu, Los Angeles County, California.Report on file (LA995), South Central Coastal Information Center, California State University Fullerton.

1981b Cultural Resources Survey and Impact Assessment for the Connolley Parcel, Sweetwater Mesa, Malibu, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

1988 Cultural Resources Survey and Impact Assessment for the John Paul Jones Residence, an 8 Acre Property Located on the North End of Sweetwater Mesa Road in Malibu, Los Angeles County, California. Report on file, South Central Coastal Information Center, California State University Fullerton

1989 Archaeological Investigation at CA-LAN-267B, Portion of the Sweetwater Mesa Site in Malibu, LA County, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

1999 Archaeological Investigations at CA-LAN-267A East: Phase II Testing at 3516 Sweetwater Mesa Road in the City of Malibu, LA County, California. Report on file, SCCIC, California State University Fullerton.

2000 Archaeological Monitoring of Seismic Trenching at 3516 Sweetwater Mesa Road, A Portion of Prehistoric Site CA-LAN-267A East, in the City of Malibu, Los Angeles County, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

Singer, Clay A., John Atwood and Shelley Marie Gomes

1993 Cultural Resources Survey and Impact Assessment for a 0.37 Acre Property at 22244 Pacific Coast Highway, in the City of Malibu, Los Angeles

County, California. Report (L2823) on file, South Central Coastal Information Center, California State University Fullerton.

South Bay Engineering Corporation

1975 Draft Environmental Impact Report, Tentative Tract 29164, Malibu, Los Angeles County. Report (L1983) on file, South Central Coastal Information Center, California State University Fullerton.

Whitley, David and Joe Simon (W & S Consultants)

2002 Phase 1: Archaeological Survey 3416 Sweetwater Mesa Road, Malibu, LA County, California. Report (LA7602) on file, South Central Coastal Information Center, California State University Fullerton.

Wlodarski, Robert J.

1984 Historic Resources Inventory Evaluation for CA-LAN-264, The Village of Humaliwu, County of Los Angeles, California. Report on file, California Department of Transportation, District 07, Los Angeles, California.

2001 A Phase 1 Archaeological Study for Proposed Improvements to 22313 Carbon Mesa Drive (Salvator Trust)

City of Malibu, Los Angeles County, California. Report (LA5808) on file, South Central Coastal Information Center, California State University Fullerton.

2003a A Phase 1 Archaeological Study For 3311 Sweetwater Mesa Road (APN4452-016-003), City of Malibu, County of Los Angeles, California. Report (LA7604) on file, SCCIC, California State University Fullerton.

2003b Archaeological Monitoring for Proposed Geological Testing at 3311 Sweetwater Mesa Road (APN4452-016-003), CA-LAN-3125, City of Malibu, County of Los Angeles, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

2003c An Extended Phase 1 Archaeological Study for CA-LAN-3125 Located at 3311 Sweetwater Mesa Road (APN4452-016-003), City of Malibu, County of Los Angeles, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

2003d A Phase 1 Archaeological Study for Two Lots Within APN#4452-025-001 and #4452-025-002, West of Carbon Canyon, City of Malibu, Los Angeles

County, California. Report (LA6893) on file, South Central Coastal Information Center, California State University Fullerton.

2003e A Negative Archaeological Study for Proposed Soil Borings at 3714 Carbon Canyon Road, City of Malibu, Los Angeles County, California. Report (LA5805) on file, South Central Coastal Information Center, California State University Fullerton.

2003f A Phase 1 Archaeological Study for Proposed Improvements to APN4452-025-011 and APN4452-025-002, City of Malibu, Los Angeles County, California. Report (LA6893) on file, South Central Coastal Information Center, California State University Fullerton.

2003g A Phase 1 Archaeological Study for Proposed Improvements to 22224 Pacific Coast Highway, City of Malibu, Los Angeles County, California. Report (LA2854) on file, South Central Coastal Information Center, California State University Fullerton.

2003h Archaeological Monitoring for Geological Testing at 22965 Pacific Coast Highway (APN#4452-019-005), City of Malibu, County of Los Angeles, California.Report on file, South Central Coastal Information Center, California State University Fullerton.

2004 A Phase 1 Archaeological Study for 2860 Sweetwater Mesa Road (APN#4452- 025-021) Site 3 – VG Estates LLC, City of Malibu, County of Los Angeles, California.Report on file, South Central Coastal Information Center, California State University Fullerton.

2005a A Phase 1 Archaeological Study for Proposed Improvements to 2860 Sweetwater Mesa Road (APN#4452- 025-021) Site 3 – VG Estates LLC, City of Malibu, County of Los Angeles, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

2005b A Phase 1 Archaeological Study for 2930 Sweetwater Mesa Road (APN#4452- 025-023) Site 4 – VG Properties LLC, City of Malibu, County of Los Angeles, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

2005c A Phase 1 Archaeological Study for Proposed Improvements (construction of a swimming pool) at 3464 Sweetwater Mesa Road (APN#4452-016-015) City of Malibu, County of Los Angeles, California. Report (LA7589) on file, South Central Coastal Information Center, California State University Fullerton.

2005d A Phase 1 Archaeological Study was prepared for an environmental document in support of proposed improvements to 22407 Carbon Mesa Drive (APN #4451-012-034and 4451-012-035), City of Malibu, County of Los Angeles,

California. Report (LA2854) on file, South Central Coastal Information Center, California State University Fullerton.

2007a A Phase 1 Archaeological Study for Proposed Improvements to 3859 Carbon Canyon Road (APN#4451-010-002) City of Malibu, Los Angeles County, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

2007b A Phase 1 Archaeological Study for Proposed Improvements to 3415 Sweetwater Mesa Road, City of Malibu, County of Los Angeles, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

2008 A Phase 1 Archaeological Study for Proposed Improvements to 22003 Pacific Coast Highway (APN#4451-007-018) City of Malibu, County of Los Angeles, California. Report on file, South Central Coastal Information Center, California State University Fullerton.

Barbara Tejada

Supervisor, Cultural Resources Program

Acting District Interpretive Coordinator

Angeles District

California State Parks

1925 Las Virgenes Road

Calabasas, CA 91302 310-699-1703 (cell)

From: Jo Drummond <jyotidrummond@yahoo.com>
Sent: Friday, October 20, 2023, 1:04 PM
To: admin@gabrielenoindians.org; THCP@tataviam-nsn.us; Tejada, Barbara@Parks <Barbara.Tejada@parks.ca.gov>
Cc: Patt Healy <healypatt@aol.com>; R. Y. A. N. <ryanmalibu@msn.com>; Suzanne Guldimann <s.guldimann@gmail.com>
Subject: Re: tribal contact for Malibu Inn Mote/Hotel Project at 22959 PCH

Hi all…I just heard from the City of Malibu on this, and they seem to believe it's all taken care of and addressed on pages 38-40 of this attached document. No cultural site reports were ever pulled or submitted for this project.

Let us know if any of you can submit reports or evidence to the city of Malibu planning dept to ensure that proper archaeological studies are performed before any disturbance of the area is completed. Or at least advise them that what is required was not completed.

Thank you! Jo Drummond

On Sep 13, 2023, at 4:54 PM, Jo Drummond <jyotidrummond@yahoo.com> wrote:

Attn: Kizh Nation Gabrieleno Band of Mission Indians and the Fernandeño Tataviam Band of Mission Indians,

My name is Jo Drummond, and I am the President of Malibu Township Council - the 75-year-old organization that helped Malibu become independent of LA County and advocates for responsible development in this City.

This letter is to request your help in our appeal to City Council on the Planning Commission approval of the Malibu Inn Motel (Hotel) at 22959 PCH next to Aviator Nation that proposes a 4-story motel/hotel that plans on cutting out .77 acres out of the natural coastal bluff - over 20,000,000 pounds of dirt in a known sensitive cultural area and unstable cliffside. This includes a subsurface parking garage.

As per Barbara Tejada's email below your concerns surrounding the project were not responded to accordingly. As there are known burial sites in the area, we understand your concerns and included them in our appeal. Any information you might have to help successfully oppose this project to City Council for reasons of cultural and environmental preservation, etc. can help.

Barbara - if you can send the records you found with your standard archaeological records search showing the three Native American cultural sites in the vicinity that would also help.

Thanks very much! Jo Drummond

----- Forwarded Message -----

From: Tejada, Barbara@Parks <barbara.tejada@parks.ca.gov>

To: Jo Drummond <jyotidrummond@yahoo.com>

Cc: Janet Friesen <xoxplanet@mac.com>; Stansell, Ann@Parks <Ann.Stansell@parks.ca.gov>

Sent: Monday, August 14, 2023, at 10:44:39 AM PDT

Subject: RE: Chumash contact

Hi Jo,

I had heard about this project but didn't know much about it. It does appear to be in the vicinity of three Native American cultural sites (CA-LAN-1449, CA-LAN-3766, and CA-LAN-690) which is not noted in the environmental document, interestingly. **It seems that the project proponent did not perform a standard archaeological records search, which would have shown the sensitivity of the area and immediately shown the presence of these sites, all of which were encountered during excavation for installation of subsurface utilities. With the proposal of subterranean parking, it is very concerning.**

It does appear that tribal consultation was conducted for the project, and two tribes responded with concerns, including the Kizh Nation Gabrieleno Band of Mission Indians and the Fernandeño Tataviam Band of Mission Indians, but the project did not incorporate tribal monitoring during all ground disturbance, only notification if cultural materials, which in my opinion, hinges upon construction workers knowing what to look for, which they often don't.

I would suggest reaching out to Kizh Nation (admin@gabrielenoindians.org) and FTBMI (THCP@tataviam-nsn.us) with concerns. As this is not a State Parks project, we are limited on what we can officially do especially with the Final environmental document and I am assuming a final Conditional Use Permit, but I am happy to provide records search information to the tribes if there is still a window of appeal available.

Barbara Tejada

Supervisor, Cultural Resources Program

Acting District Interpretive Coordinator

Angeles District

California State Parks

1925 Las Virgenes Road

Calabasas, CA 91302

310-699-1703 (cell)

From: Jo Drummond <jyotidrummond@yahoo.com>
Sent: Saturday, August 12, 2023 3:47 PM
To: Tejada, Barbara@Parks <Barbara.Tejada@parks.ca.gov>
Cc: Janet Friesen <xoxplanet@mac.com>; Stansell, Ann@Parks <Ann.Stansell@parks.ca.gov>
Subject: Re: Chumash contact

Hi Barbara…

There is a project that was just appealed from the planning commission to the City Council across from the Malibu Pier at 22959 PCH next to Aviator Nation that proposes a 4-story motel/hotel (Malibu Inn Motel) that plans on cutting out .77 acres out of the natural coastal bluff - over 20,000,000 pounds of dirt in a known sensitive cultural area and unstable cliffside.

Has Parks been notified of this project?

Thanks, and please advise, Jo Drummond of Malibu Township Council