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

Council Agenda Report

To: Mayor Silverstein and the Honorable Members of the City Council

Prepared by: Courtney Brown, Senior Planner

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

Approved by: Robert DuBoux, Interim City Manager
Trevor Rusin, Interim City Attorney

Date prepared: February 12, 2026 Meeting date: March 18, 2026

Subject: Appeal of Planning Commission Resolution No. 25-78 Regarding Coastal Development Permit No. 25-041 (within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, Owner: California Department of Transportation; Appellant: Dr. Thomas G. Diamantidis)

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

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

STRATEGIC PLAN IMPLEMENTATION: In November 2025, the City Council adopted a three-year Strategic Plan that includes Goal 4, which prioritizes the improvement of public safety. This goal incorporates Objective 4.1, which aims to reduce injury and fatal collisions along PCH.

DISCUSSION: The matter before the Council is an appeal of the Planning Commission's approval of CDP No. 25-041, an application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts at the intersection of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation. The appellant, Dr. Thomas G. Diamantidis (and a group of residents as described in Exhibit B), subsequently filed an appeal of the Planning Commission's decision to approve the project.

This agenda report provides a project overview, a summary of the surrounding land uses and project setting, a description of the proposed project, the staff's analysis of the proposed project's consistency with the Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC), and environmental review pursuant to CEQA. The analysis and findings contained herein demonstrate that the proposed project is consistent with the LCP, MMC, and CEQA.

Project Background and Overview

PCH, which is owned and controlled by Caltrans and the State, historically has received complaints about drivers exceeding the allowable speed limits, parking issues, and safe access to popular visitor-serving areas along the coast. Over the past five years, and primarily due to the location of PCH within it, the City has experienced a high number of fatalities and serious injuries due to vehicular collisions compared to similarly sized cities. Compared to California's other 483 cities, the City of Malibu is ranked 91st per capita, despite being one of the smallest cities in the State. On June 22, 2015, the City Council adopted the 2015 PCH Safety Study,[1] wherein the City, the Southern California Association of Governments (SCAG), and Caltrans examined the current road conditions, analyzed accident patterns, assessed traffic conflicts, and developed recommended strategies to improve safety along the PCH corridor.

Caltrans, working with the City's Public Works Department, has proposed a pilot project to improve safety, slow vehicular speeds, and reduce crash severity along PCH. The pilot project proposes the installation of various temporary roadway improvements entirely within the PCH public right-of-way and existing roadway prism (i.e., completely within the disturbed and paved area along PCH) along an approximate 1.2-mile stretch of PCH between Broach Beach Road and La Piedra Beach Road. The temporary pilot project is intended to gather community feedback and test the effectiveness of the project to

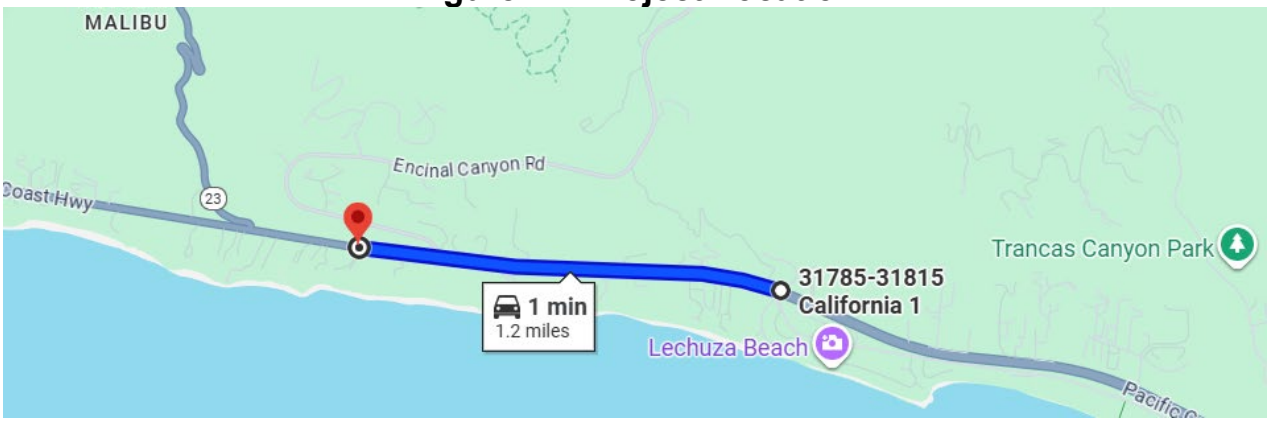
[1] The final PCH Safety Study is available for review at: https://www.malibucity.org/443/PCH-Safety-Study. Recommended projects are included in Appendix C. Recommended intersection focused project figures are included in Appendix D. Final recommended project prioritizations are included in Appendix H.

evaluate the feasibility of installing a permanent roundabout at this location or at similar locations within the PCH roadway prism. Figure 1 below displays the project location.

The proposed project has been reviewed by the Planning Division, City Biologist. And City Public Works Department (Exhibit C, Attachment 4 -Department Review Sheets).

Project Setting

Figure 1 – Project Location



Source: Google Maps

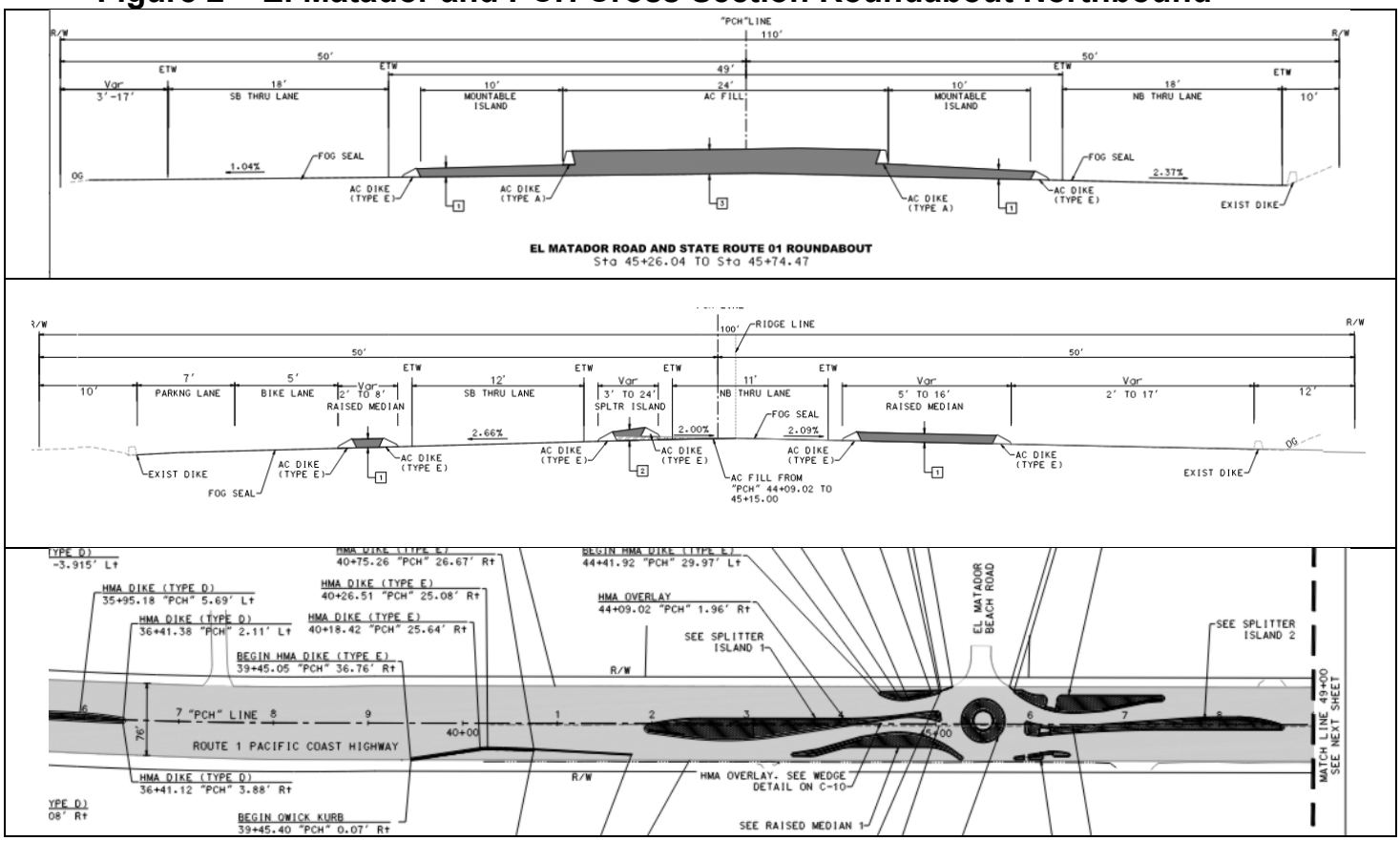
The project site is partially located within the Appealable Jurisdiction of the California Coastal Commission, as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map. The project site does not contain mapped trails according to the LCP Park Lands Map. The development will not be located within any LCP Environmentally Sensitive Habitat Area (ESHA) as the physical improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road. LCP Local Implementation Plan (LIP) Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle, and on-foot, and does not result in the expansion of the existing developed accessway.

Project Elements

The proposed improvements would begin at the intersection of PCH and Broad Beach Road (approximately 0.5 miles east of the El Matador State Beach entrance). Utilizing striping and medians, the number of northbound travel lanes would be reduced from two lanes in each direction to one lane in each direction. Traveling west along PCH and leading up to the proposed roundabout at El Matador Beach Road, raised medians of varying widths (2 to 16 feet) would be constructed in one of the travel lanes in each direction. The

single northbound and southbound lanes would be separated with an island varying in width from 3 to 24 feet, with five-foot-wide bicycle lanes proposed adjacent to each lane. The bike lanes are Class II lanes and striped for one-way bike travel in each direction with striped buffers. A seven-foot parking lane is proposed along the southbound lane. The proposed roundabout is expected to have a raised island width of 49 feet with 18-foot thru-lanes. Figure 2 below shows the median plan.

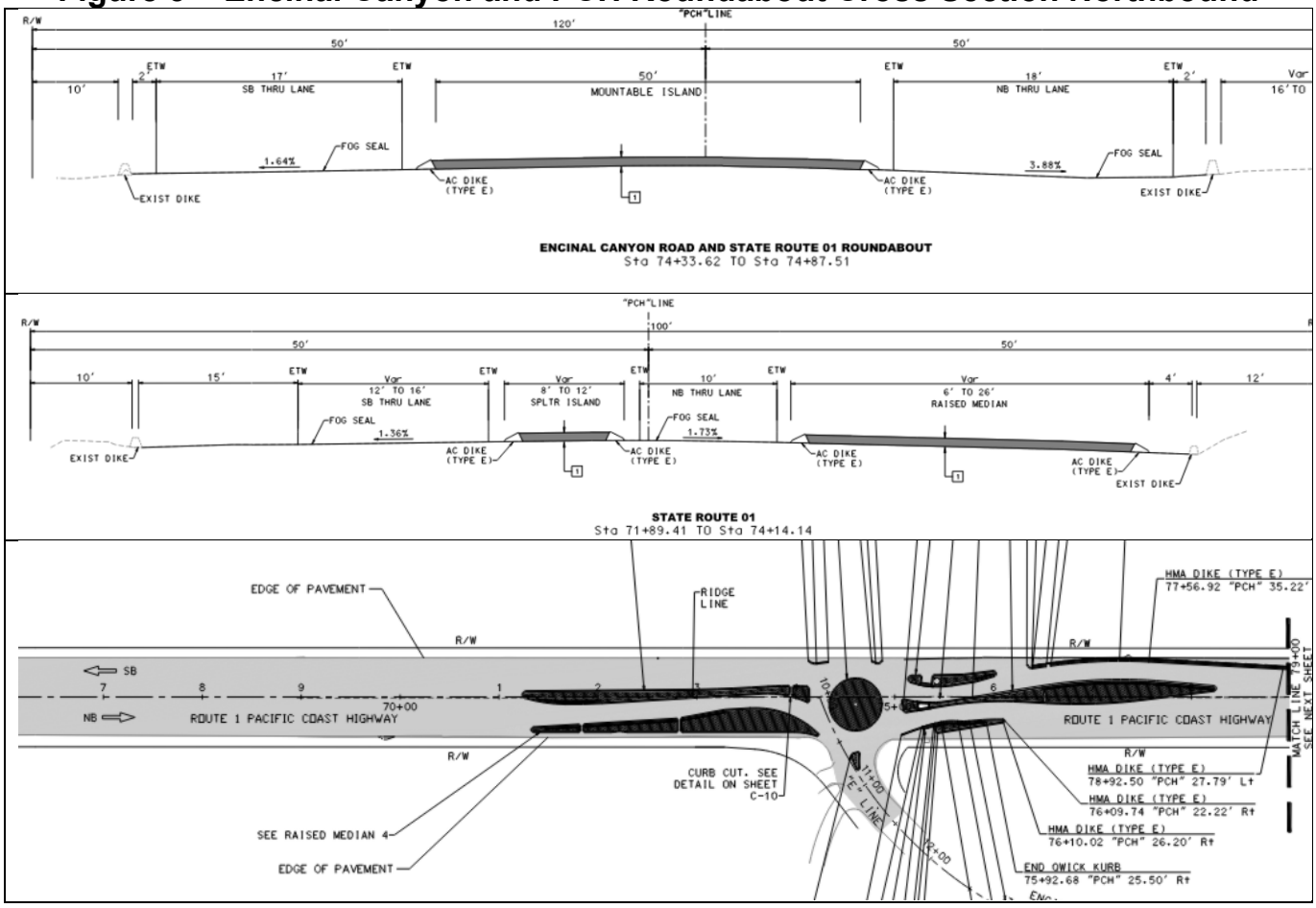
Figure 2 – El Matador and PCH Cross Section Roundabout Northbound



Source: Caltrans

After exiting the El Matador State Beach roundabout traveling west, PCH will continue to operate as a single-lane highway in each direction for vehicles with striped bicycle lanes. At the intersection of Encinal Canyon Road, a second roundabout would be installed with raised medians ranging in width from 6 to 26 feet. North and southbound traffic will be separated with an island, which will vary in width from 8 to 12 feet. The roundabout is expected to have a raised island width of 50 feet with 18-foot-wide thru-lanes. After exiting the Encinal Canyon Road roundabout traveling west, the number of highway lanes will return to their current condition resulting in an increase from two to four lanes, with two northbound and two southbound lanes. Figure 3 shows the roundabout and median plan.

Figure 3 – Encinal Canyon and PCH Roundabout Cross Section Northbound



Source: Caltrans Project Plans

For safety purposes, a total of eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes as well as the pedestrian crosswalks. The proposed fixtures would be pole-mounted and installed within the public right-of-way, with the illumination directed downward to the roadway. The proposed lighting is not subject to the Dark Sky Ordinance as it is considered lighting solely for the use of the public right-of-way (MMC Section 17.41.040(E); however, the lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and be mounted on a 25-foot pole with a four-foot arm. Additionally, a condition has been added to ensure the lights will not exceed trespass limits onto adjacent properties, further protecting neighboring sites. Each pole would include a solar panel for system charging during the day. The poles would be constructed on a portable three-foot-tall foundations for a total height of 28 feet. Figure 4 provides an example of the proposed lighting included in the application materials. The application materials include the complete set of lights involved with the project, including any navigational signals proposed with the project. Details can be found int the project plans, Exhibit C.

LIP Section 4.6.2 states that “Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife”. The proposed project has a lighting component that will be “navigational” or “other similar safety lighting” and is therefore exempt from the lighting standards within Chapter 4 of the LIP. A condition of approval has been added to ensure further protection of adjacent ESHA via light trespass being limited to the roadway.

Figure 4 – Example Roundabout Lighting Design

Source: Fonroche Lighting Plan

Streetlights serve as a critical navigational feature, enhancing visibility and improving driver orientation when accessing the proposed roundabouts at night. Figure 4 illustrates that the proposed street lighting would be centrally located within the roadway prism and is not expected to result in light trespass onto ESHA or adjacent residential properties.

To accommodate the roundabouts and to provide safe pedestrian crossing, additional improvements are proposed, including new crosswalk striping and portable temporary rectangular rapid flashing beacons (RRFB), new Quick-Kurb bollards for traffic channelization, and the installation of new roadway signs.

The construction period for the pilot project is expected to take up to 90 days. To facilitate the proposed work, phased lane closures will be required. All lane closures will comply with Caltrans Standard Plans for Traffic Control, including applicable lane closure charts contained in the Maintaining Traffic Specifications and/or reversible lane closure requirements. Attachment 2 – Project Plans (Sheets TC-01 to TC-04) reflect the proposed traffic control plan.

The roadway improvements are temporary and are to be utilized for a minimum of 15 months and would be eligible for up to a three-month time extension. This period would allow Caltrans and the City's Public Works Department to perform Safety and Operational Performance Assessments to determine if the roundabouts provide significant safety enhancements to PCH. At the conclusion of the pilot program period and based on the data received, the improvements would either be removed and the PCH travel lanes restored to pre-condition, or the improvements would be retained permanently, subject to an approved permit, including a new or amended CDP. This is reflected in Condition No. 3 in the attached resolution.

The project is proposed along a designated scenic road pursuant to LCP Land use Plan (LUP) Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one-foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed the width of 48 inches.

On September 15, 2025, the City's Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, who recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

LCP Analysis

The LCP consists of the Land Use Plan (LUP) and the Local Implementation Plan (LIP). The LUP contains programs and policies implementing the Coastal Act in Malibu. The LIP contains provisions to carry out the policies of the LUP to which every project requiring a coastal development permit must adhere. The project's conformance with the LCP is analyzed in the Planning Commission Staff Report (Exhibit C).

Planning Commission Hearing

On December 16, 2025, the Planning Commission considered the item. Members of the public, both in-person and virtually, spoke in opposition and in favor of the project. After deliberation, the Commission approved the pilot project on a 3-2 vote as proposed and added the following conditions:

1. Amending Condition No. 3 in Resolution No. 25-78 to state, "The authorized improvements are considered temporary and to be utilized for a minimum of fifteen months once operational, up to a maximum of 18 months. This period is intended

to allow Caltrans and the City Public Works Department to gather enough data to determine if the roundabouts provide significant safety enhancements on PCH within the project area. At the conclusion of the authorized period, the improvements would need to be removed and the PCH travel lanes restored to pre-condition. Should the City and/or Caltrans request to retain the improvements permanently as designed, authorization shall be subject to an approved CDP."

2. Adding Condition No. 34 to state, "The applicant must submit a report to the Planning Commission at the conclusion of the 15-month test period, detailing the impact of the temporary improvements." (This has been changed "submit a report to the City Council" in the resolution)
3. Modify Condition No. 15b to state, "The use of highly reflective materials shall be prohibited except for solar energy panels or cells, reflective paint, bollards, and other safety devices as needed, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible."
4. Addition Condition No. 28e to state, "Construction is prohibited between Memorial Day and Labor Day."

APPEAL TO THE CITY COUNCIL

Following the Planning Commission approval, Appeal No. 26-001 was submitted by Dr. Thomas G. Diamantidis, who is the primary contact on behalf of all the individuals who appealed the Planning Commission's decision. The complete appeal can be found in Exhibit B. The main points brought forth in the appeal are summarized below followed by staff analysis.

Appeal Item 1. The 2015 PCH Safety Study did not recommend a roundabout at the intersection of Encinal Canyon Road and PCH.

Staff Response: This argument solely relates to policy issues and does not provide grounds to deny the application. The Council and Caltrans may independently, as co-applicants, choose to alter the project—but that is not before the Council. The Council is acting as a quasi-judicial body in evaluating this project and whether the evidence supports the required findings for the project's approval. The Council, at a future meeting, could choose not to fund or move forward with the project—but again, that is not before the Council today where the sole issue is whether the evidence supports the required findings, and if it does, a CDP should be issued.

Nevertheless, the 2015 PCH Safety Study recommended realigning Encinal Canyon Road to intersect with La Piedra Beach Road and considered a roundabout at the newly aligned intersection. The realignment of Encinal Canyon Road would occur on a fifty-foot-wide strip of property located at 32701 Pacific Coast Highway that was previously owned by the State of California. The realignment of Encinal Canyon Road, and the connector to La Piedra Beach Road, is not proposed. The safety study included roundabouts at the

intersection of Encinal Canyon Road and PCH, but the canyon road is not being realigned. The City's Public Works Department and Caltrans concluded that the proposed locations, directly at the existing intersections, is the best location to slow down traffic on PCH and increase safety as recommended by the 2015 safety study.

Appeal Item 2. Adequate information as required by the City's LCP to approve the project including supporting documents, such as a transportation study or traffic analysis, were not provided to substantiate the safety of the proposed roundabout at the intersection of Encinal Canyon Road and PCH.

Staff Response:

The appellant does not identify a section of the LIP or LUP that would require additional information to be provided. In addition, the 2015 safety study was the result of years-long studies conducted by the City, in collaboration with the Southern California Association of Governments (SCAG), which concluded that a roundabout along PCH at a newly realigned Encinal Canyon Road intersection was a recommended measure to increase safety on PCH.

The entire study can be found on the City's website. A total of nine public meetings were held over the course of the study. Members of the community in attendance had the opportunity to share ideas and concerns. Public input was presented to the Project Steering Committee in April 2015, and the Public Works Commission and Public Safety Commission at a Joint Special Meeting on May 21, 2015, before going to the City Council for final review and approval on June 22, 2015. The Project Steering Committee included representatives from the City of Malibu, the offices of Senator Fran Pavley, Assemblymember Richard Bloom, and County Supervisor Sheila Kuehl, Caltrans, California Highway Patrol, SCAG, Metro, County of Los Angeles, City of Malibu, Santa Monica-Malibu Unified School District, Pepperdine University, A Safer PCH, Los Angeles County Bike Coalition, the Malibu Chamber of Commerce, and residents.

Appeal Item 3. The proposed roundabout at the intersection of Encinal Canyon and PCH would encroach on private driveways and would not meet the guidelines of the United States Department of Transportation Federal Highway Administration (USDOT FHWA) and *removal of vehicle separation will create a less safe condition for bicyclists and vehicles.*

Staff Response: The project is proposed by the City in collaboration with Caltrans who are responsible to ensure that the project complies with all federal regulations including any required measures by the FHWA. Caltrans has ensured that the design of the roundabouts is in compliance with all FHWA requirements. Caltrans also owns the property on which the project will be constructed or has property rights that allow the proposed construction.

Caltrans also could be able to acquire any needed property through eminent domain proceedings—though no such proceedings are required for the project.

Appeal Item 4. The proposed roundabout at Encinal Canyon Road and PCH would encroach into ESHA, and the project was not presented to the Environmental Review Board (ERB) which conflicts with LIP Section 13.C(4).

Staff Response: The pilot project will be constructed entirely within the existing roadway prism and would not expand outside of the existing developed accessway. A portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a mapped blueline stream at La Piedra Beach Road. The pilot project would be constructed outside of ESHA but within the ESHA buffer. LIP Section 4.5.4(A) permits public accessways within an ESHA buffer. The project would not create a significant impact on any sensitive habitats, since all development would occur within the boundaries of the roadway prism.

LIP Section 4.4.4 exempts projects from ERB review if it includes additions to existing structures that are within a lawfully established graded pad area that does not require additional fuel modification. The project is proposed completely within a pre-existing graded pad area of a State Highway and the highway is not being expanded to accommodate the improvements. There is no fuel modification associated with the project and as a result, there are no direct impacts to nearby ESHAs or streams. Therefore, referral to the ERB for review is not required.

Appeal Item 5. The project would inhibit public access opportunities.

Staff Response: The project will not impact public access. Currently, there are 299 total parking spaces along the PCH corridor between PM 58.4 and 59.9, comprising 123 oceanside and 176 landside spaces. To accommodate the proposed roundabouts, some existing spaces will be relocated to areas previously designed as “No Parking”. Within the PCH roadway prism, 39 existing parking spaces will be relocated, which will result in a total of 146 oceanside parking spaces and 153 inland parking spaces. The number of parking spaces to access El Matador State Beach will not change. But rather, parking will be installed in close proximity to the roundabouts to encourage visitors to use the designated crosswalks and rectangular rapid flashing beacons (RRFB). Contrary to the appellant’s assertions, the project will improve public access via vehicle, bicycle, and on-foot through these improvements.

Appeal Item 6. The installation of walls, lights, foundation, and other improvements will create a significant adverse scenic or visual impact.

Staff Response: The eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes and pedestrian crosswalks. The light fixtures

would be downward-directed, utilizing 40-watt and 4,000 Kelvin LED fixtures mounted on a 25-foot pole with four-foot arms, with the inclusion of a solar panel atop the pole. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. The light poles will be installed outside of the thru-lanes parking areas along PCH and will not impact beach access. A condition of approval was added to ensure that light trespass will be limited to the highway and not spill onto adjacent properties, congruent with City Dark Sky principles.

The oceanside light poles would be located adjacent to existing Southern California (SoCal) Edison power poles and vegetation and would not result in a substantial obstruction of views of the Pacific Ocean. The new poles would blend in with existing utility poles in the area. In addition, the inland light poles would be sited to avoid obstruction of blue-water ocean views from properties located north of Pacific Coast Highway and Encinal Canyon Road. The northbound inland pole at the intersection of Encinal Canyon Road will be constructed near existing power boxes, power poles, and light poles. Finally, the three-foot-tall foundations will be at similar heights to existing bollards and will blend in with the environment as designed. The street directional signs, while new should not exceed a width of 48 inches and should not have a significant adverse or scenic or visual impacts due to project design, location on the site or other reasons per LIP Section 6.4(A)((1). A State highway already exists in this area and is not proposed to encroach beyond its existing envelope. Small visual changes to the look of the highway do not constitute an adverse impact upon scenic areas.

Appeal Item 7. The project would not be exempt from the CEQA and will increase transportation hazards on PCH due to the inclusion of the private driveways into the roundabout design and conflict with guidance from the USDOT FHWA, reduction of lanes, reducing vehicle separation, and creating less safe conditions on PCH.

Staff Response: The proposed pilot project would be constructed entirely within the PCH right-of-way and would not extend beyond the existing roadway prism. As such, the project qualifies for a CEQA exemption pursuant to Section 15301(c) (Class 1 – Existing Facilities), as it involves minor alterations to an existing public facility. The categorical exemption allows for highway improvements including improvements for public safety that do not increase the number of lanes, consistent with the proposed project. Condition of Approval No. 19 states that “access to driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access;” accordingly, the pilot project would not result in impacts to private driveways during construction or throughout the pilot project.

In addition, the pilot project qualifies for a CEQA exemption pursuant to Section 15303(d) (Class 3 – New Construction), which allows for street improvements of reasonable length. Accordingly, the proposed reduction in vehicle thru-lanes, installation of bicycle lanes, on-street parking, and pedestrian crossings would be exempt from CEQA.

Appeal Item 8. Lack of fair or impartial hearing, claiming the City did not properly notice the project.

Staff Response: On September 15, 2025, the City's Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, which recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

All CDP projects are required to provide public notice of the application prior to a public hearing. The applicant team laminated and properly posted physical notices at the intersection of Encinal Canyon Road and PCH, as well as at the entrance to El Matador State Beach. In compliance with LIP Section 13.12.1(A), on December 4, 2025, the application was noticed at least ten calendar days prior to the first public hearing and published in a newspaper for general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the pilot project, between PM 58.4 and PM 59.9.

Staff presented the application to the Planning Commission on December 16, 2025. After the project was presented by staff, a public hearing was held with the applicant team and members of the public; the Planning Commission deliberated and approved the project with a 3-2 vote. Appellants had notice of the hearing, and an opportunity to be heard. In addition, any concerns regarding the conduct of the hearing would be cured as the hearing before the City Council is on a de novo basis.

For more details on the project and compliance with the LCP, the December 16, 2025 Planning Commission staff report is found in Exhibit C.

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in CEQA, the Community Development Director has analyzed the proposed pilot project. The Community Development Director found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the proposed pilot project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) – Existing Facilities along Highways and 15303(d) – New Construction or Conversion of Small Structures. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

CORRESPONDENCE: Correspondence received prior to the Planning Commission meeting for the subject application is included in Exhibit D. Correspondence received on or after that meeting and prior to the City Council meeting are attached within Exhibit D.

PUBLIC NOTICE: On February 12, 2026, staff published a Notice of Public Hearing in a newspaper of general circulation within the City of Malibu and the notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area (Exhibit E).

EXHIBITS:

A. Council Resolution No. 26-10
B. Appeal No. 26-001
C. December 16, 2025, Planning Commission Agenda Report and Attachments
D. Correspondence Received on or after the Planning Commission Meeting
E. Public Hearing Notice

RESOLUTION NO. 26-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MALIBU, DENYING APPEAL NO. 26-008, DETERMINING THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, APPROVING COASTAL DEVELOPMENT PERMIT NO. 25-041 FOR A PILOT PROJECT FOR TEMPORARY IMPROVEMENTS WITHIN THE PACIFIC COAST HIGHWAY PUBLIC RIGHT-OF-WAY BETWEEN BROAD BEACH ROAD AND LA PIEDRA BEACH ROAD, INCLUDING LANE REDUCTIONS, SIGNAGE, AND THE INSTALLATION OF TWO ROUNDABOUTS WITH SAFETY LIGHTING AT THE INTERSECTIONS OF EL MATADOR BEACH ROAD AND ENCINAL CANYON ROAD, BETWEEN POST MILE 58.4 AND 59.9, AS RECOMMENDED IN THE 2015 PACIFIC COAST HIGHWAY SAFETY STUDY CONDUCTED BY THE CITY OF MALIBU IN PARTNERSHIP WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CITY OF MALIBU PUBLIC WORKS DEPARTMENT AND CALTRANS)

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

SECTION 1. Recitals.

A. On June 22, 2015, the Malibu's City Council adopted the Pacific Coast Highway (PCH) Safety Study, developed in partnership with the California Department of Transportation (Caltrans), which authorized recommendations for measures to improve safety along the Pacific Coast Highway (PCH) corridor to reduce vehicle, bicycle, and pedestrian conflicts.

B. On September 9, 2025, an application for Coastal Development Permit (CDP) No. 25-041 was submitted to the Planning Division by the City of Malibu Public Works Department to request authorization for improvements on a 1.2-mile stretch of PCH between Broad Beach Road and La Pietra Beach Road, between Post Mile (PM) 58.4 and 59.9, as recommended in the 2015 PCH Safety Study.

C. On October 3, 2025, Notices of Coastal Development Permit Application were posted along PCH at the intersections of El Matador State Beach Road and Encinal Canyon Road.

D. On October 22, 2025, the City Public Works Department held a virtual town hall meeting to gain community insight on the proposed project.

E. On December 2, 2025, the City Public Works Department held a second town hall meeting to gain community insight on the proposed project.

F. On December 4, 2025, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area.

G. On December 16, 2025, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony and other information in the record. The Planning Commission approved the project with added conditions on a 3-2 vote.

H. On January 6, 2026, Appeal No. 26-001 was filed by a resident group.

I. On February 12, 2026, a Notice of City Council Public Hearing was published in newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within 500-foot radius of the subject property.

J. On March 18, 2026, the City Council held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony, and other information in the record.

Section 2. Environmental Review.

Pursuant to the authority and criteria contained in California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The City Council found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) and Existing Facilities, 15303(d) – New Construction or Conversion of Small Structures. The City Council has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

SECTION 3. Appeal of Action.

The appellant contends that the Planning Commission's decision is based on the findings or conditions not supported by evidence, or the decision is not supported by the findings, lack of a fair or impartial hearing, and the decision was contrary to law. Based on the evidence in the record, as detailed below, in the agenda report, and at the public hearings on the matter, the City Council has determined that the project does conform to the findings required by the Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC), denying the appeal and approving the project. The Council finds that the evidence supports the findings and is consistent with the City's past application of the applicable provisions of the LCP Local Implementation Plan (LIP).

This argument solely relates to policy issues and does not provide grounds to deny the application. The Council and Caltrans may independently, as co-applicants, choose to alter the project—but that is not before the Council. The Council is acting as a quasi-judicial body in evaluating this project and whether the evidence supports the required findings for the project's approval. The Council, at a future meeting, could choose not to fund or move forward with the project—but again, that is not before the Council today where the sole issue is whether the evidence supports the required findings, and if it does a CDP should be issued.

Nevertheless, the 2015 PCH Safety Study recommended realigning Encinal Canyon Road to intersect with La Piedra Beach Road and considered a roundabout at the newly aligned intersection. The realignment of Encinal Canyon Road would occur on a fifty-foot-wide strip of property located at 32701 Pacific Coast Highway that was previously owned by the State of California. The realignment of Encinal Canyon Road, and the connector to La Piedra Beach Road, is not proposed. The safety study included roundabouts at the intersection of Encinal Canyon Road and PCH, but the canyon road is not being realigned. The City's Public Works Department and Caltrans concluded that the proposed locations, directly at the existing intersections, is the best location to slow down traffic on PCH and increase safety as recommended by the 2015 safety

study.

The 2015 safety study was the result of years-long studies conducted by the City, in collaboration with the Southern California Association of Governments (SCAG), which concluded that a roundabout along PCH at a newly realigned Encinal Canyon Road intersection was a recommended measure to increase safety on PCH. A total of nine public meetings were held over the course of the study. Members of the community in attendance had the opportunity to share ideas and concerns. Public input was presented to the Project Steering Committee in April 2015, and the Public Works Commission and Public Safety Commission at a Joint Special Meeting on May 21, 2015, before going to the City Council for final review and approval on June 22, 2015. The Project Steering Committee included representatives from the City of Malibu, the offices of Senator Fran Pavley, Assemblymember Richard Bloom, and County Supervisor Sheila Kuehl, Caltrans, California Highway Patrol, SCAG, Metro, County of Los Angeles, City of Malibu, Santa Monica-Malibu Unified School District, Pepperdine University, A Safer PCH, Los Angeles County Bike Coalition, the Malibu Chamber of Commerce, and residents.

The project is proposed by the City in collaboration with Caltrans who are responsible to ensure that the project complies with all federal regulations including any required measures by the Federal Highway Administration (FHWA). Caltrans has ensured that the design of the roundabouts is in compliance with all FHWA requirements. Caltrans also owns the property on which the project will be constructed, or has property rights that allow the proposed construction. Caltrans also could be able to acquire any needed property through eminent domain proceedings—though no such proceedings are required for the project.

The pilot project will be constructed entirely within the existing roadway prism and would not expand outside of the existing developed accessway. A portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a mapped blueline stream at La Piedra Beach Road. The pilot project would be constructed outside of ESHA but within the ESHA buffer. LIP Section 4.5.4(A) permits public accessways within an ESHA buffer. The project would not create a significant impact on any sensitive habitats, since all development would occur within the boundaries of the roadway prism. LIP Section 4.4.4 exempts projects from the Environmental Review Board (ERB) review if it includes additions to existing structures that are within a lawfully established graded pad area that does not require additional fuel modification. The project is proposed completely within a pre-existing graded pad area of a State Highway and the highway is not being expanded to accommodate the improvements. There is no fuel modification associated with the project and as a result, there are no direct impacts to nearby ESHAs or streams. Therefore, referral to the ERB for review is not required.

The project will not impact public access. Currently, there are 299 total parking spaces along the PCH corridor between PM 58.4 and 59.9, comprising 123 oceanside and 176 landside spaces. To accommodate the proposed roundabouts, some existing spaces will be relocated to areas previously designed as “No Parking”. Within the PCH roadway prism, 39 existing parking spaces will be relocated, which will result in a total of 146 oceanside parking spaces and 153 inland parking spaces. The number of parking spaces to access El Matador State Beach will not change. But rather, parking will be installed in close proximity to the roundabouts to encourage visitors to use the designated crosswalks and rectangular rapid flashing beacons (RRFB). Contrary of the appellant’s assertions, the project will improve public access via vehicle, bicycle, and on-foot

through these improvements.

The eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes and pedestrian crosswalks. The light fixtures would be downward-directed, utilizing 40-watt and 4,000 Kelvin LED fixtures mounted on a 25-foot pole with four-foot arms, with the inclusion of a solar panel atop the pole. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. The light poles will be installed outside of the thru-lanes parking areas along PCH and will not impact beach access. A condition of approval was added to ensure that light trespass will be limited to the highway and not spill onto adjacent properties, congruent with City Dark Sky principles.

The oceanside light poles would be located adjacent to existing Southern California (SoCal) Edison power poles and vegetation and would not result in a substantial obstruction of views of the Pacific Ocean. The new poles would blend in with existing utility poles in the area. In addition, the inland light poles would be sited to avoid obstruction of blue-water ocean views from properties located north of Pacific Coast Highway and Encinal Canyon Road. The northbound inland pole at the intersection of Encinal Canyon Road will be constructed near existing power boxes, power poles, and light poles. Finally, the three-foot-tall foundations will be at similar heights to existing bollards and will blend in with the environment as designed. The street directional signs, while new should not exceed a width of 48 inches and should not have a significant adverse or scenic or visual impacts due to project design, location on the site or other reasons per LIP Section 6.4(A)((1). A State highway already exists in this area, and is not proposed to encroach beyond its existing envelope. Small visual changes to the look of the highway do not constitute an adverse impact upon scenic areas.

The proposed pilot project would be constructed entirely within the PCH right-of-way and would not extend beyond the existing roadway prism. As such, the project qualifies for a CEQA exemption pursuant to Section 15301(c) (Class 1 – Existing Facilities), as it involves minor alterations to an existing public highway. The categorical exemption allows for highway improvements including improvements for public safety that do not increase the number of lanes, consistent with the proposed project. Condition of Approval No. 19 states that "access to driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access;" accordingly, the pilot project would not result in impacts to private driveways during construction or throughout the pilot project. In addition, the pilot project qualifies for a CEQA exemption pursuant to Section 15303(d) (Class 3 – New Construction), which allows for street improvements of reasonable length. Accordingly, the proposed reduction in vehicle thru-lanes, installation of bicycle lanes, on-street parking, and pedestrian crossings would be exempt from CEQA.

On September 15, 2025, the City's Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, which recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

All CDP projects are required to provide public notice of the application prior to a public hearing. The applicant team laminated and properly posted physical notices at the intersection of Encinal Canyon Road and PCH, as well as at the entrance to El Matador State Beach. In compliance with

LIP Section 13.12.1(A), on December 4, 2025, the application was noticed at least ten calendar days prior to the first public hearing and published in a newspaper for general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the pilot project, between PM 58.4 and PM 59.9.

Staff presented the application to the Planning Commission on December 16, 2025. After the project was presented by staff, a public hearing was held with the applicant team and members of the public; the Planning Commission deliberated and approved the project with a 3-2 vote. Appellants had notice of the hearing, and an opportunity to be heard. In addition, any concerns regarding the conduct of the hearing would be cured as the hearing before the City Council is on a de novo basis.

SECTION 4. Coastal Development Permit Findings.

Based on the evidence contained within the record and pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP), including Sections 13.7(B) and 13.9, and the Malibu Municipal Code (MMC), the City Council adopts the analysis in the agenda report, incorporated herein, the findings of fact below, and approves CDP 25-041 for a pilot project for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, between post mile 58.4 and 59.9, as recommended in the 2015 pacific coast highway safety study conducted by the City of Malibu in partnership with the California Department of Transportation (Caltrans).

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

A. General Coastal Development Permit (LIP Chapter 13)

1. The project has been reviewed for conformance with the LCP and the Malibu Municipal Code (MMC) by the Planning Division, City Biologist, and City Public Works Department. The pilot project involves improvements to an existing public road and is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor-serving and recreation areas. As discussed herein, based on submitted documents, project plans, visual analysis and site investigation, the proposed pilot project, as conditioned, conforms to the LCP in that it meets all applicable development standards.

2. The project is located along the first public road and the sea and would be in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act, as the project would not inhibit public access opportunities. As part of the proposed highway improvements, vehicular and bicycle access will be maintained and improved for safety purposes along PCH within the project area. The roundabouts would also provide safer access to El Matador State Beach and Encinal Canyon Road and would not impede existing or future access to the beach or parks. On-street parking will be provided along southbound PCH with designated striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. As depicted on the LCP Park Lands Map, the closest mapped trail is approximately 1,500 feet from the project site and existing recreation in the project area would not be impacted by the

proposed improvements. Therefore, the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. The development will not be located within any mapped environmentally sensitive habitat area (ESHA) pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP and the finding is not applicable.

B. Scenic, Visual, and Hillside Resource Protection Findings (LIP Section 6.4)

1. The project is proposed along on a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one-foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting. The proposed lighting is not subject to the City's Dark Sky Ordinance pursuant to the MMC as it is considered street lighting. However, the proposed lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Each pole would include a solar panel for system charging during the day. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. Based on the allowances in the LIP, as well as a review of the project plans and the nature of the surrounding area, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

2. As conditioned, the project would be limited to a maximum of 18 months. Conditions of approval are included to ensure that the light poles blend in as much as feasible with the surrounding environment through the use of materials, colors, and the prohibition of highly reflective materials except for solar panels, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible. As conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. As proposed and conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards. The project has already been designed for location entirely within the PCH public right-of-way and within the existing roadway prism. The medians and roundabouts would not exceed a height of one-foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting.

5. The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that “Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife”. The proposed project has a lighting component that will be “navigational” or “other similar safety lighting” and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the pilot project will have no significant scenic and visual impacts nor contribute adversely to sensitive resource protection policies.

SECTION 5. City Council Action.

Based on the foregoing findings and evidence contained within the record, the City Council hereby approves CDP No. 25-041, subject to the following conditions, which are applicable to the project, as noted below.

SECTION 6. Conditions of Approval.

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

2. The approved scope authorizes the installation of temporary improvements, for a period not to exceed a maximum of 18 months once operational, within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, medians, striping for bicycle lanes and on-street parking, signage, and the installation of two roundabouts with safety lighting, crosswalks and associated improvements at the intersections of El Matador Beach Road and Encinal Canyon Road.

3. The authorized improvements are considered temporary and to be utilized for a minimum of fifteen months once operational, up to a maximum of 18 months. This period is intended to allow Caltrans and the City's Public Works Department to gather enough data to determine if the roundabouts provide significant safety enhancements on PCH within the project area. At the conclusion of the authorized period, the improvements would need to be removed and the PCH travel lanes restored to pre-condition. Should the City and/or Caltrans request to retain the improvements permanently, authorization shall be subject to an approved permit.

4. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Division date-stamped **November 20, 2025**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

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

6. The applicant shall digitally submit a complete set of plans to the Planning Division for consistency review and approval prior to plan check (as applicable) and again prior to the issuance of any building or development permits, if necessary.

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

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

9. Minor changes to the approved plans or the conditions of approval may be approved by the Community Development Director, provided such changes achieve substantially the same results and the project is still in compliance with the MMC and the LCP. Revised plans reflecting the minor changes and additional fees shall be required.

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

Cultural Resources

11. In the event that potentially important cultural resources are found in the course of geologic testing or during construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature and significance of the resources and until the Community Development Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

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

Biology

13. No new landscaping is proposed with this project. Therefore, none is approved. A detailed landscaping plan must be submitted to the Planning Division for review by the City Biologist and approval by the Planning Division prior to any planting. Should the applicant

intend to plant any new or altered vegetation with a potential to grow over six feet in height at full maturity for an area of 500 square feet or more of landscaping for a new residence, or 2,500 square feet or more of landscaping for an existing residence, a detailed Landscape Documentation Package is required.

14. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to initiation of site preparation activities. Should active nests be identified, a buffer area no less than 150 feet (300 feet for raptors) shall be fenced off until it is determined by a qualified biologist that the nest is no longer active. A report discussing the results of nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

Colors and Materials

15. The project is visible from scenic roads or public viewing areas and shall incorporate colors and materials that are compatible with the surrounding landscape.
    a. Acceptable colors shall be limited to colors compatible with the surrounding environment (earth tones) including shades of green, brown and gray, with no white or light shades and no bright tones. Colors shall be reviewed and approved by the Community Development Director and clearly indicated on the building plans.
    b. The use of highly reflective materials shall be prohibited except for solar energy panels or cells, reflective paint, bollards, and other safety devices as needed, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.
    c. Necessary safety signage is not subject to these requirements if required by federal, State, or local law.

Public Works

16. The City of Malibu has completed installation of communication conduits along Pacific Coast Highway from Topanga Canyon to John Tyler Road for the traffic signal system in this region. It will be the responsibility of the applicant and contractor to properly identify, locate, and protect the utilities in place, especially those of the signal system. It will be the responsibility of the applicant and contractor to repair and replace any potential damage caused to the infrastructure as a result of this proposed scope of work.

17. The City of Malibu, Public Works Superintendent shall be invited to the preconstruction meeting prior to any construction activity taking place.

18. If applicable, applicant is to provide a Public Notification letter by printed notice to occupants of all properties within the construction zone on any access, parking and circulation restrictions and limitations that will be created by the construction at least 72 hours in advance of construction.

19. Access to the driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access.

20. If temporary bathroom facilities for construction workers are used, the temporary bathroom facilities shall have secondary containment, and be sited and maintained to prevent any spills to the environment.

21. A Caltrans encroachment permit shall be obtained for any work proposed within the State's right-of-way.

22. If applicable, a traffic control plan shall be prepared by a licensed Civil or Traffic Engineer and shall be approved by Caltrans prior to construction.

23. If applicable, no signs shall be placed within Caltrans right of way or City right of way unless all required encroachment permits are first obtained from Caltrans and/or City of Malibu.

24. If applicable, applicant shall ensure temporary "No Parking" signs shall designate the dates and times the parking restrictions are to be enforced. Such signs shall be posted 72 hours in advance of parking restriction and shall be placed no more than 100 feet apart and at each end of the area to be restricted.

25. The applicant shall maintain signs through the duration of construction from the time of placement to time of completion and is responsible for replacement of missing or damaged signs.

Construction

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

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

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

Prior to Final Sign-Off

29. The applicant shall request a final Planning Division inspection prior to final inspection by the City of Malibu Building Safety Division. A final approval shall not be issued until the Planning Division has determined that the project complies with this CDP.

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

31. Caltrans shall utilize light fixtures that are Dark Sky compliant to the maximum extent feasible. The light fixtures shall be fully shielded, 3,000 kelvins in color temperature, directed downward, and must not exceed the light trespass limits onto adjacent properties listed in MMC Section 17.41.050(G) unless necessary for adequate ingress/egress as reasonably determined by the Community Development Director. City staff shall inspect the installed lights at the cost of Caltrans and confirm compliance with this condition.

Fixed Conditions

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

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

34. The applicant must submit a report to the City Council at the conclusion of the 15-month test period, detailing the impact of the temporary improvements.

SECTION 7. The City Council shall certify the adoption of this resolution.

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

BRUCE SILVERSTEIN, Mayor

ATTEST:

KELSEY PETTIJOHN, City Clerk
(seal)

APPROVED AS TO FORM:

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

TREVOR RUSIN, Interim City Attorney

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

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

City of Malibu

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

CITY OF MALIBU
RECEIVED
JAN 06 2026
PLANNING DIVISION

PLANNING DIVISION
COASTAL DEVELOPMENT PERMIT
NOTICE OF APPEAL CHECKLIST

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

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

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

Part I. Project Information

1. What is the file number of the Coastal Development Permit you are appealing?
   Coastal Development Permit (CDP) No. 25-041

2. On what date was the decision made which you are appealing?
   12.16.25

3. Who made the decision you are appealing?

   ☐ Community Development Director ☒ Planning Commission

4. What is the address of the project site at issue?
   Citywide along Pacific Coast Highway (PCH), from Broad Beach Road to La Piedra Beach Road

Exhibit B

Part II. Appeal Summary

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

   ☐ I am the Applicant for the project

   ☒ I am the neighbor

   ☐ Other (describe)

   _____

   _____

2. If you are not the applicant, please indicant the applicant's name:
   City of Malibu Public Works Department and California Department of Transportation (Caltrans)
3. Indicate the nature of your appeal.

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

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

   _____

   _____

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

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

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

   ☒ The decision was contrary to law.

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

   See attachment to appeal.

   _____

   _____

   _____

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

See attachment to appeal.

Part III. Appeal Checklist

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

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

2. ☑ Appeal Fee $750

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

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

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

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

Part IV. Signature and Appellant Information

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

Dr. Thomas G. Diamantidis — [redacted] (Representative)

PRINT APPELLANT'S NAME — TELEPHONE NUMBER

APPELLANT'S SIGNATURE — DATE 12/22/2025

Kristina Kropp [redacted]

Appellant's mailing address: [redacted]

Appellant's email address: [redacted] (Representative)

OFFICE USE ONLY

Action Appealed: Approval of CPP 25-041

Appeal Period: 12/17/25 - 1/7/26

Date Appeal Form and required documents submitted: 1/6/26 Received by: Gail Duncan

Appeal Completion Date: 1/6/26 by: A Smith Interim Assistant
(Name, Title)

ATTACHMENT TO APPEAL

CITY OF MALIBU PLANNING COMMISSION RESOLUTION NO. 25-78

Project: Temporary improvements within the Pacific Coast Highway ("PCH") public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road.

Permits Challenged: Coastal Development Permit No. 25-041.

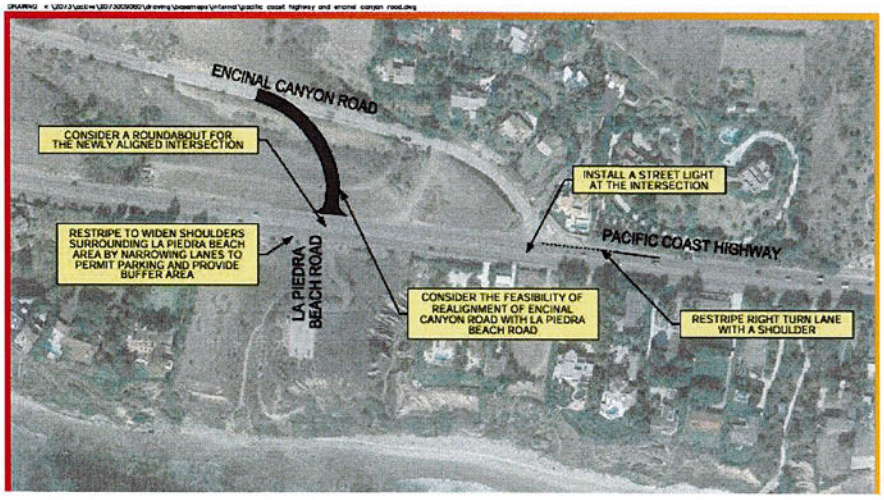
Appellants: Dr. Thomas G. Diamantidis and a group of property owners and residents of real properties in the immediate vicinity and neighborhood of the proposed Project and, therefore, most impacted thereby. Over 100 signatures in opposition to the Project were submitted to the Planning Commission, with more anticipated.

Reasons for Appeal:

I. Prefatory Statement

The Resolution of the Planning Commission is factually inaccurate. In Recitals 1A and 1B, the Project, as approved, is described as one that was "recommended in the 2015 PCH Safety Study."

The 2015 Pacific Coast Highway Safety ("2015 Safety Study") **did not** recommend a roundabout at Encinal Canyon and PCH. To the contrary, the 2015 Safety Study, which provides a list of over 130 recommended alternative improvements to PCH, recommended that the City consider a roundabout at a location *north* of Encinal Canyon Road, off of a newly created intersection to be located immediately across PCH and aligned with La Piedra Beach Road [*see* 2015 Safety Study, Appendix D to Appendix 4, page D.3 (Figure D-2):



Contrary to the Planning Commission's approval, the 2015 Safety Study recommended that the City consider installation of *a streetlight* at the intersection of Encinal Canyon and PCH.

The Planning Commission's approval purporting to be one that was "recommended in the 2015 PCH Safety Study" is erroneous, as a matter of verifiable fact.

II. The Findings and Conditions are ***not*** Supported by the Evidence, and the Decision is ***not*** Supported by the Findings.

City LCP Local Implementation Plan ("LIP") Section 13.6.4 requires that any applicant to a Coastal Development Permit ("CDP") provide an "adequate description including maps, plans, photographs, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information concerning land and water areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private."

Adequate information has not been provided. There are no transportation studies or analyses provided as part of the CDP application that in any way confirm the appropriateness or safety of the proposed roundabout at the Encinal Road/PCH location. On the contrary, evidence was submitted to the City Planning Commission that the Project specifically runs afoul of U.S. Department of Transportation ("USDOT") Federal Highway Administration ("FHA") guidance and that the reduction of vehicle separation will create less safe conditions on PCH, pursuant to the City's own 2015 Safety Study:

a. The Project Runs Afoul of USDOT FHA Guidance

It is presumed that the 2015 Safety Study did not recommend a roundabout at the intersection of Encinal Canyon/PCH because roundabouts abutting private driveways specifically conflict with written guidance from the USDOT FHA which states:

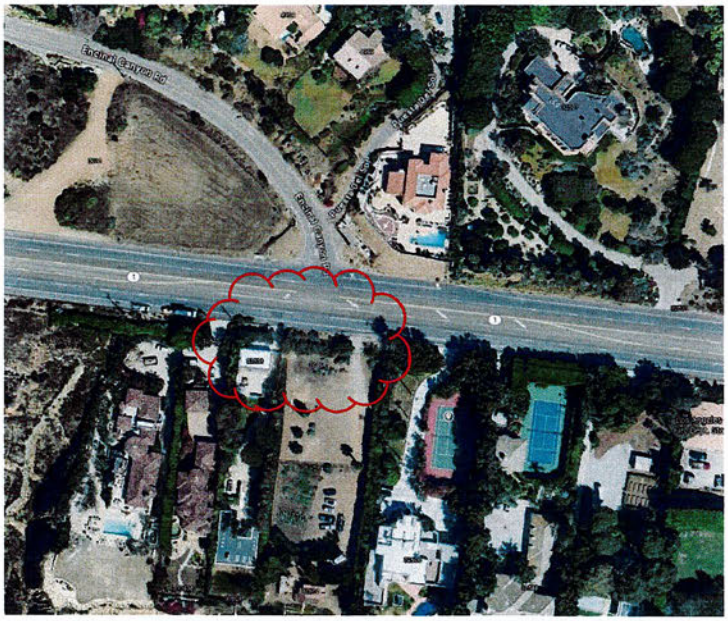
> "Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does." [Exhibit 2, Excerpt from USDOT FHA National Cooperative Highway Research Program, Second Edition[1]].

The FHA recommends against roundabouts with direct driveway access unless "site constraints make it necessary" and only if certain criteria are met,

[1] Full Report accessible: NCHRP Report 672 – Roundabouts: An Informational Guide, Second Edition

including no alternative access, a low proportion of unfamiliar drivers and driveway design with hammerheads/vehicle turn around areas and proper sight distance. None of these criteria are met here.

To the contrary of this federal guidance, the Encinal Canyon/PCH roundabout is proposed immediately abutting private, single-family lots, improved with existing residences and driveways. "Openings" in the roundabout would allow vehicles to enter two private single-family lots at 32614 and 32636 PCH, directly from the roundabout:



However, neither of these private driveways were designed with USDOT FHA guidance in mind; both driveways are without publicly accessible hammerheads/vehicle turnaround areas or proper sight distance:

As shown above, both driveways maintain gates along PCH that require vehicles, including deliveries, to park on PCH, sometimes in front of the driveway for access.

If this roundabout is installed, delivery vehicles, service vehicles such as garbage trucks and other vehicles entering these private properties by mistake will have to figure out how to exit, including physically reversing, backwards, into the roundabout depending on their size/angle of entry.

b. <u>The City's own 2015 PCH Safety Study Provides that Reduction in Vehicle Separation will Create Less Safe Conditions</u>

In addition to failing with regard to federal safety guidance, the Project's proposal to reduce two lanes on PCH into one is also specifically against the recommendations of its own 2015 Safety Study, Phase I, which provides:

> "Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered." [Exhibit 2, Excerpt from LSA Report (Phase I)[2]].

On January 2, 2026, Caltrans further revealed that the Project, as proposed, is made up of **non-standard design features**. No further description was provided

[2] "Starting in 2012, a previous firm, LSA Associates Inc., contracted with SCAG to produce a series of reports quantifying and analyzing the PCH corridor for potential safety improvements. These reports provide comprehensive documentation about existing traffic and safety conditions and provided a series of high level and programmatic recommendations for addressing safety issues in the corridor." The 2015 Safety Study refers to these analyses as Phase I. [Final Report, p. 1].

regarding what said non-standard design features were. This information was not shared with or discussed with the Planning Commission in December 2025. No transportation studies or analyses have been provided that in any way confirm the appropriateness or safety of these "non-standard" design features.

The Project will require bicyclists and vehicles, including oversize vehicles, to merge into and share one lane without any physical separation. It will introduce conflicts at the existing driveways which will immediately front the roundabouts, in violation of federal guidelines. None of this is analyzed, studied or presented with any evidence regarding its appropriateness or safety. The CDP application fails to provide all information necessary for purposes of LIP Section 13.6.4.

Notably, this proposed Project, described by one of the Planning Commissioners in December as an "experiment," with its lack of analysis, countless uncertainties, and conflict with written guidelines, is proposed on PCH – an evacuation route arterial. During this ongoing "experiment," the City will be putting the lives of its constituents in danger in the event of an emergency.

LIP Section 13.9.A requires that a project as described in the application and accompanying materials, as modified by any conditions of approval, conform with the certified City of Malibu Local Coastal Program.

In support of this finding, the Planning Commission Resolution provides that the Project "is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor serving and recreation areas."

However, this statement is incorrect. **There is absolutely no evidence (studies, analyses, etc.) whatsoever before this City Council that the Project will improve "public safety and multimodal access to and between visitor serving and recreation areas**.[3]" Indeed, staff admitted that there was no such evidence. The applicant has not provided any such evidence.

Indeed, the only evidence that has been submitted to the City is that the Project is made up of unspecified "non-standard" design features; introduces the merging of two lanes into one, narrowing vehicle separation and creating less safe conditions pursuant to the City's own Safety Study; requires bicyclists and vehicles to merge into and share one lane without any physical separation; and proposes a roundabout at Encinal Canyon/PCH which specifically runs afoul of written USDOT FHA guidance.

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[3] *See West Chandler Boulevard Neighborhood Association v. City of Los Angeles* (2011) 198 Cal.App.4th 1506 (an agency abuses its discretion if its order or decision is not supported by the findings; or the findings are not supported by the evidence).

LIP Section 13.C[4] requires written findings that the project is the least environmentally damaging alternative. LIP Section 13.D requires written findings that if a project is located in or adjacent to an environmentally sensitive habitat area pursuant to Chapter 4 of the Malibu LIP (ESHA Overlay), that the project conform with the recommendations of the Environmental Review Board, or if it does not conform with the recommendations, findings explaining why it is not feasible to take the recommended action.

Contrary to the Planning Commission's boilerplate findings regarding these LIP sections, the Project is not the least environmentally damaging alternative. A portion of PCH that is a part of this Project is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. There is absolutely no reason that the roundabouts which are proposed should be proposed at the current locations. The 2015 Safety Study did not recommend a roundabout at Encinal Canyon/PCH. There is not only a plethora of other locations for roundabouts that are not within an ESHA buffer, but also other, alternative improvements to PCH that can be made to alleviate speeding concerns.

Furthermore, this Project was never reviewed by the Environmental Review Board. Accordingly, the finding required by LIP Section 13.D literally cannot be made with any, let alone substantial, supporting evidence.

LIP Chapter is the City's Public Access Chapter. The purpose of the Public Access Chapter is to achieve the basic state goals of maximizing public access to the coast and public recreational opportunities, as set forth in the California Coastal Act codified in the Public Resources Code ("PRC"). PRC Section 30001.5(c) states that public access both to and along the shoreline shall be maximized, consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

The Planning Commission resolution provides, simply, that the "project would not inhibit public access opportunities." Provided without any scintilla of evidence or analysis, this statement is incorrect. The Project includes the narrowing of lanes on PCH. It is a widely accepted transportation policy principle that narrowing road lanes lowers vehicle capacity and translates to fewer vehicles per hour. The reduction of lanes will limit the ability of the public to access the beaches on the northern end of Malibu. This must be reviewed, studied and analyzed. This proposal is against the mandates of the Coastal Act to maximize public access to the coast and public recreational opportunities.

LIP Section 6.4 provides that a Coastal Development Permit for a proposed development shall only be granted if the City's decision-making body is able to find that the project, as proposed, will have no significant adverse scenic or visual impacts due to project design, location on the site or other reasons. In support of

[4] Also required by LIP Section 6.4.

this finding, the Planning Commission resolution recites a series of Project elements, declaring such to be unimpactful. However, a review of the Project plans shows that the Project's introduction of walls, lights, foundations and other improvements will have a significant adverse scenic impact on Pacific Coast Highway, officially designated as an eligible scenic highway.

III. The Decision was Contrary to Law.

As set forth above, the Project conflicts with the LIP, the Coastal Act and USDOT FHA. Furthermore, the proposed Categorical Exemptions for the Project do not comply with the California Environmental Quality Act ("CEQA").

CEQA and its implementing regulations "embody California's strong public policy of protecting the environment." *Tomlinson v. County of Alameda* (2012) 54 Cal.4th 281, 285. Only rigorous compliance with CEQA procedural requirements can expose the facts about a project and its impacts. Failure constitutes an abuse of discretion. *League to Save Lake Tahoe v. County of Placer* (2022) 86 Ca.App.5th 63.

Here, City staff proposes that the Project is exempt from CEQA pursuant to *CEQA Guidelines*, Sections 15301(c) and 15303(d). However, pursuant to *CEQA Guideline* Section 15300.2, neither of these Categorical Exemptions is applicable.

CEQA Guideline Section 15300.2(b) provides that all exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. One of the basic and vital informational functions required by CEQA is a thorough analysis of whether the impacts of a project, in connection with other related projects, are cumulatively considerable. *See Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal App.4th 1209 (emphasis added). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[5] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184; *CEQA Guidelines* §15355.

Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed project cannot be gauged in a vacuum. Indeed, one of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually but assume threatening dimensions when considered collectively with other sources with which they interact. Therefore, cumulative effects analysis requires consideration of

[5] "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

"reasonably foreseeable probable future projects, if any." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 (emphasis added); *Gentry v City of Murrieta* (1995) 36 Cal.App.4th 1359, 1414.

The CEQA Guidelines mandate the preparation of an EIR where cumulative impacts are cumulatively considerable:

> An EIR *must* be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. 14 *CCR* §15064(h)(1).

In this case, there is no evidence, much less substantial evidence, in the record, to support the conclusion that the "cumulative impact" of the Project will not result in any potentially significant impacts. There are no other "reasonably foreseeable probable future projects" provided, listed, or analyzed.

However, the City is not only aware of many reasonably foreseeable probable future projects on PCH, but is also currently processing CDP's for such reasonably foreseeable probable future projects including in CDP No. 25-009 to install 19 new guardrails, 22 new or upgraded curb ramps, 6,956 linear feet of new sidewalks, three new retaining walls, two realigned intersections, 42 new light poles, 15 miles of new or upgraded bike lanes, a new California Highway Patrol pull-out, median reconstruction at various locations, and associated roadway improvements along PCH (also proposed with an exemption).

For purposes of CEQA, the City must evaluate the environmental impacts of all reasonably foreseeable and probable future safety improvement projects to PCH jointly.

CEQA Guideline Section 15300.2(c) further provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

As discussed hereinabove, in this case, the Project, as proposed, will increase transportation hazards on PCH due to the inclusion of the private

driveways into its roundabout design, a design that specifically conflicts with guidance from the USDOT FHA, and the reduction of lanes from two into one, reducing vehicle separation, thereby creating less safe conditions. Due to its location on PCH, adjacent to private single-family residences and driveways which will be directly impacted thereby, this Project may not utilize a Categorical Exemption.

CEQA Guideline Section 15300.2(d) further provides that a categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. As set forth above, the Project will cause a scenic impact to PCH.

Each public agency is required to comply with CEQA and meet its responsibilities. *CEQA Guidelines* Section 15020. The City has failed to do so here.

IV. <u>There was a Lack of a Fair or Impartial Hearing</u>.

The City failed to provide Notice, as required by law. For example, the posted Notices did not comply with the requirements.

EXHIBIT 1

6.11 ACCESS MANAGEMENT

Access points near an intersection or along an arterial create additional conflicts within the roadway system that affect operations and safety. Managing access points can improve the overall effectiveness of the system by streamlining the roadway operations and reducing the number of conflicts. Roundabouts can provide a useful tool within an access management program to provide U-turn opportunities at the intersections, thereby allowing for a reduction of full access points along the roadway segment. However, within the vicinity of an individual roundabout intersection, property access must also be carefully evaluated.

Access management at roundabouts follows many of the principles used for access management at conventional intersections. For public and private access points near a roundabout, two scenarios commonly occur:

- Access into the roundabout itself or
- Access near the roundabout.

6.11.1 ACCESS INTO THE ROUNDABOUT

It is preferable to avoid locating driveways where they must take direct access to a roundabout. Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does.

Nonetheless, site constraints sometimes make it necessary to consider providing direct access into a roundabout. Exhibit 6-89 shows examples where one or two residential houses have been provided direct access into a roundabout. These driveways have been designed with traditional concrete driveway aprons to provide a clear visual and tactile indication that these are private driveways not to be confused with public roadways.

For a driveway to be located where it takes direct access to the circulatory roadway of a roundabout, it should satisfy the following criteria:

- No alternative access point is reasonable.
- Traffic volumes are sufficiently low to make the likelihood of errant vehicle behavior minimal. Driveways carrying the trip generation associated with a very small number of single-family houses are typically acceptable; driveways with higher traffic volumes should be designed as a regular approach with a splitter island. In addition, if a high proportion of unfamiliar drivers are expected at the driveway, the engineer should consider providing more positive guidance.
- The driveway design should enable vehicles to exit facing forward with a hammerhead design or other area on-site where vehicles can turn around. Driveways that only allow backing maneuvers into the roundabout should be discouraged in all but very low-volume environments.
- The driveway design should enable proper intersection sight distance from the driveway location and adequate stopping sight distance for vehicles approaching the driveway traveling along the primary roadway.

Exhibit 6-89
Example of Residential Driveways into Circulatory Roadway

(a) Santa Barbara, California

(b) Voorheesville, New York

6.11.2 ACCESS NEAR THE ROUNDABOUT

Public and private access points near a roundabout often have restricted operations due to the channelization of the roundabout. Driveways between the crosswalk and entrance line complicate the pedestrian ramp treatments and introduce conflicts in an area critical to operations of the roundabout. Exhibit 6-90 shows examples of driveway challenges of this type. Driveways blocked by the splitter island will be restricted to right-in/right-out operation and are best avoided altogether unless the impact is expected to be minimal and/or no reasonable alternatives are available.

The ability to provide an access point that allows all ingress and egress movements (hereafter referred to as *full access*) is governed by a number of factors:

- *The capacity of the minor movements at the access point.* A standard unsignalized intersection capacity analysis should be performed to assess the operational effectiveness of an access point with full access. Unlike the platooned flow typically downstream of a signalized intersection, traffic passing in front of an access point downstream of a roundabout will be more randomly distributed. As a result, an access point downstream of a roundabout may have less capacity and higher delay than one

(a) Driveway between crosswalk and roundabout (Bend, Oregon)

(b) Driveway aligned with crosswalk (Sammamish, Washington)

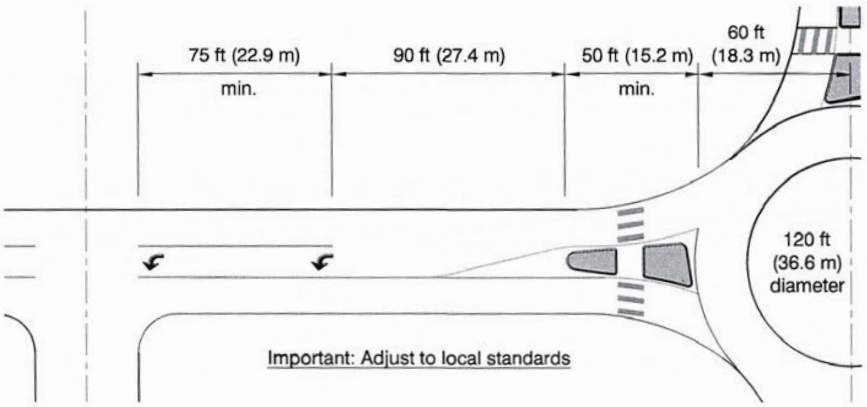
(c) Driveway reconfiguration (Clearwater, Florida)

Exhibit 6-90
Example of Driveway Challenges near Roundabout

downstream of a traffic signal. Queuing from nearby intersections (the roundabout or others nearby) should be checked to see if the operation of the access point will be affected.

- *The need to provide left-turn storage on the major street to serve the access point.* For all but low-volume driveways it is often desirable to provide separate left-turn storage for access points downstream of a roundabout to minimize the likelihood that a left-turning vehicle will block the major street traffic flow. If quantification is desired, a probability analysis can be used to determine the likelihood of an impeding left-turning vehicle, and a queuing analysis can be used to determine the length of the queue behind the impeding left-turning vehicle. If the number of left-turning vehicles is sufficiently small and/or the distance between the access point and the roundabout is sufficiently large, a left-turn pocket may not be necessary.
- *The available space between the access point and the roundabout.* Exhibit 6-91 presents a figure showing typical dimensions associated with a roundabout and left-turn storage for a downstream minor street. As the figure demonstrates, a minimum distance is required to provide adequate roundabout splitter island design and left-turn pocket channelization. In addition, access is restricted along the entire length of the splitter island and left-turn pocket channelization.

Exhibit 6-91
Typical Dimensions for Left-Turn Access near Roundabouts



- *Sight distance needs.* A driver at the access point should have proper intersection sight distance and should be visible when approaching or departing the roundabout, as applicable.

6.12 STAGING OF IMPROVEMENTS

When projected traffic volumes indicate that a multilane roundabout is required for future year conditions, engineers should evaluate the duration of time that a single-lane roundabout would operate acceptably before requiring

EXHIBIT 2

III. ALTERNATIVES ANALYSIS

PACIFIC COAST HIGHWAY SAFETY STUDY

MALIBU, CALIFORNIA

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification, or regulation.

DRAFT

LSA

July 2013

Bicycle Safety Hazards

Throughout the corridor, conditions on the shoulders present a bicycle safety hazard. Rocks and other debris left on the shoulder can force bicycles into travel lanes to avoid them. Even when debris is cleared, dangers remain for cyclists. Degraded pavement quality poses hazards to bicycles and can be harder to see than debris. The most common type of pavement degrading observed along PCH is asphalt spreading, which results in cracks. These cracks can catch bicycle tires. Even when the cracks are filled with new tar, the patch can have a lip that could kick a bicycle tire to the side. As of Fall 2012, Caltrans maintenance workers began repairing cracks. Monitoring and maintenance of PCH should include all pavement, including the shoulders. In particular, debris removed from the roadway should also be removed from the shoulder.

Strategy 1: ***Regularly maintain all pavement to provide safe passage.***

Driver Behavior

Driver behavior is a global concern along PCH in Malibu and exacerbates almost all other safety concerns. A driver's failure to properly yield ROW to bicycles and pedestrians increases the conflict between travel modes and directly impacts the safety of these two groups. Drivers could overcome the safety concerns at driveways by approaching them with greater caution and safer speeds. Continuing to travel at a high rate of speed compounds sight distance issues. A vehicle's speed also affects a driver's ability to safely maneuver their vehicle, properly yield ROW to pedestrians and bicycles, and effectively consider the safety of other vehicles.

The most common type of collision along the corridor is rear-end, which is evidence that speeds are often not appropriate for the situation. The Corridorwide Safety Assessment also indicated that accidents with parked vehicles are prevalent with excessive speeds as contributing factors. Automated speed data collected at five locations along the roadway indicated that vehicles exceeding the speed limit by 10 mph or greater occur throughout the corridor and are a significant issue near the Malibu Pier. Addressing the speed issue would improve almost every other safety concern, thereby benefiting vehicles, bicycles, and pedestrians.

Methods for controlling vehicle speed that were considered but rejected include lowering the speed limit and narrowing lanes. As stated in California Vehicle Code 22358, changing the speed limit on a State Highway would require an Engineering and Traffic Survey (ETS) and cannot be lowered arbitrarily. (An ETS is described in California MUTCD Section 2B.13.) In addition, the existing conditions reveal many vehicles exceeding the currently posted speed limit. Lane width below 12 ft is a non-standard design feature that Caltrans must approve on a case-by-case basis. Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered.

One method for controlling vehicle speed that should be further considered includes ***education***. The TCDI discussed above should include consistent speed signing and warning signs to alert drivers to areas presenting increased hazards. In addition to roadside signage, painted warnings on the roadway could include: "LOWER SPEED AHEAD," "WATCH FOR PEDS," or "SHARE THE ROAD." Techniques commonly used to combat drunk driving could also be used to educate the public about speeding. These could include public service announcements, bus banners, billboards, and crash cars.

Commission Agenda Report

Planning Commission
12-16-25
Item 5.A.

To: Chair Riddick and Members of the Planning Commission

Prepared by: Courtney Brown, Associate Planner

Reviewed by: Joseph Smith, AICP, Contract Principal Planner

Approved by: Yolanda Bundy, MS, PE, CBO, CFCO, Community Development Director and Tyler Eaton, Assistant Community Development Director

Date prepared: December 4, 2025 Meeting date: December 16, 2025

Subject: Coastal Development Permit No. 25-041 – An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation

Location: Citywide along Pacific Coast Highway (PCH), from Broad Beach Road to La Piedra Beach Road, within the appealable coastal zone

Applicants: City of Malibu Public Works Department and California Department of Transportation (Caltrans)

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 25-78 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 25-041 for a pilot project for temporary improvements within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, between Post Mile (PM) 58.4 and 59.9, as recommended in the 2015 PCH Safety Study conducted by the City of Malibu in partnership with the California Department of Transportation (Caltrans).

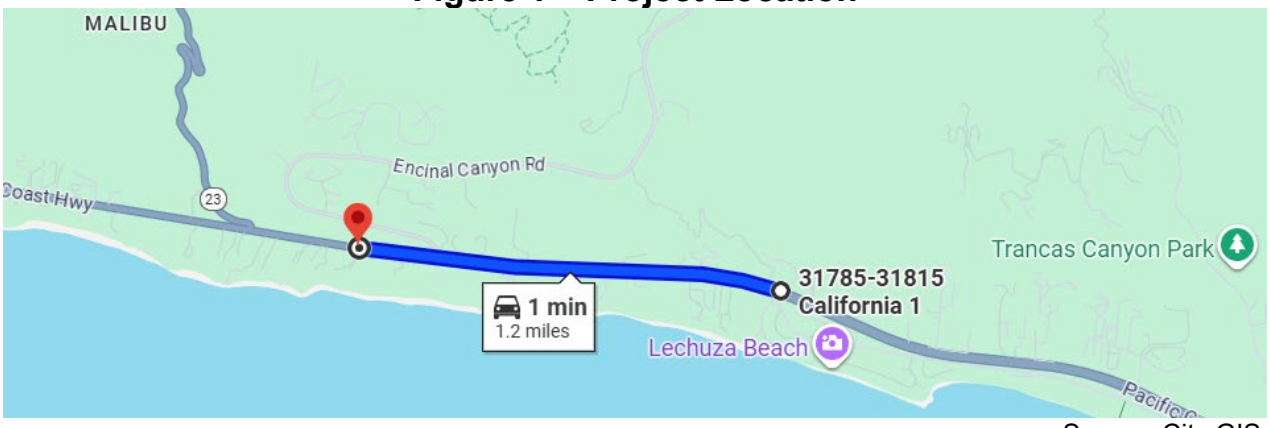
DISCUSSION: This agenda report provides a project overview, a summary of the surrounding land uses and project setting, a description of the proposed pilot project, staff's analysis of the proposed pilot project's consistency with Malibu Local Coastal Program (LCP) and Malibu Municipal Code (MMC) provisions,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

Project Overview / Setting

PCH has been subject to safety concerns for decades due to drivers exceeding the allowable speed limits, parking issues, and safe access to popular visitor-serving areas along the coast. Over the past five years, the City has experienced the highest number of fatalities and serious injuries resulting from vehicular collisions compared to similarly sized cities. Compared to California's other 483 cities ranging in size, the City of Malibu is ranked 91st, despite being one of the smallest cities in the State. On June 22, 2015, the City Council adopted the 2015 PCH Safety Study,[1] wherein the City examined the current road conditions, determined accident patterns, assessed traffic conflicts, and developed recommended strategies to improve safety along the PCH corridor.

The City Public Works Department, in partnership with Caltrans, has proposed a pilot project to improve safety, slow vehicular speeds, and reduce crash severity along PCH. The pilot project proposes the installation of various temporary roadway improvements entirely within the PCH public right-of-way and existing roadway prism (i.e., completely within the disturbed and paved area along PCH) along an approximate 1.2-mile stretch of PCH between Broach Beach Road and La Piedra Beach Road. The temporary pilot project is intended to gather community feedback and test the effectiveness of the project to evaluate the feasibility of installing a permanent roundabout at this location or at similar locations within the PCH roadway prism. Figure 1 below displays the project location.

Figure 1 – Project Location

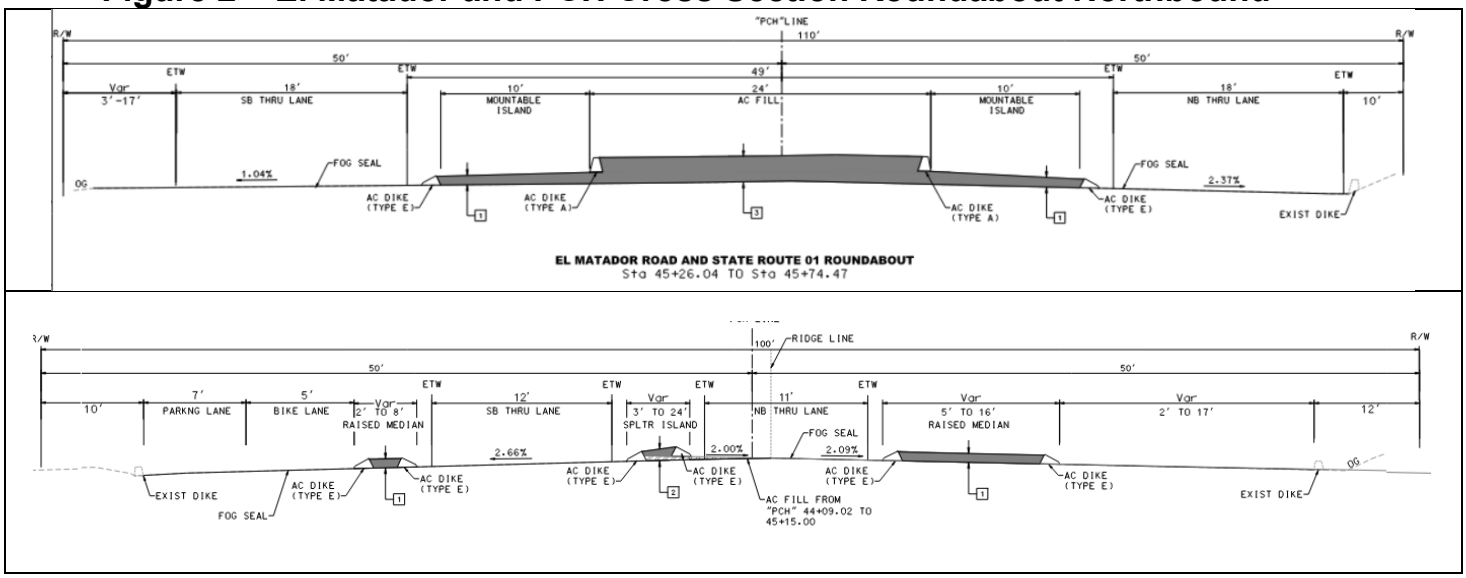


Source: City GIS

[1] The final PCH Safety Study is available for review at: https://www.malibucity.org/443/PCH-Safety-Study. Recommended projects are included in Appendix C. Recommended intersection focused project figures are included in Appendix D. Final recommended project prioritizations are included in Appendix H.

The proposed improvements would begin at the intersection of PCH and Broad Beach Road (approximately 0.5 miles east of the El Matador State Beach entrance). Utilizing striping and medians, the number of northbound travel lanes would be reduced from two lanes in each direction to one lane in each direction. Traveling west along PCH and leading up to the proposed roundabout at El Matador Beach Road, raised medians of varying widths (2 to 16 feet) would be constructed in the forfeited travel lanes. The single northbound and southbound lanes would be separated with an island varying in width from 3 to 24 feet, with five-foot-wide bicycle lanes proposed adjacent to each lane. The bike lanes are Class II lanes and striped for one-way bike travel in each direction with striped buffers. A seven-foot parking lane is proposed along the southbound lane. The proposed roundabout is expected to have a raised island width of 49 feet with 18-foot thru-lanes. Figure 2 below shows the median plan.

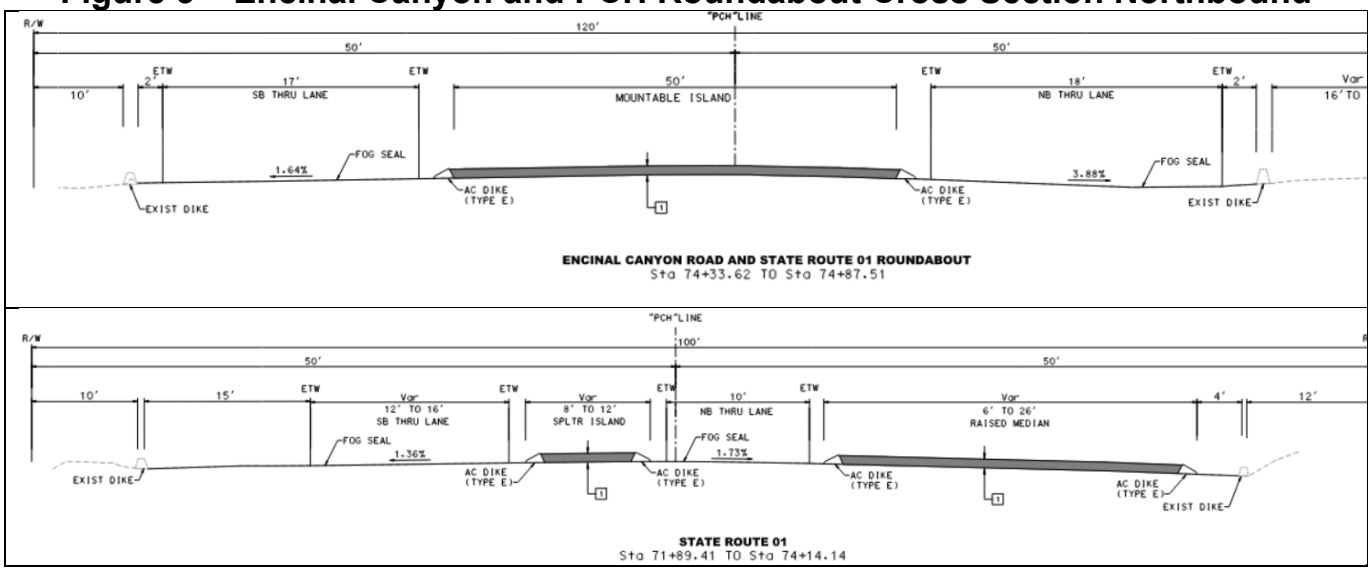
Figure 2 – El Matador and PCH Cross Section Roundabout Northbound



Source: Caltrans

After exiting the El Matador State Beach roundabout traveling west, PCH will continue to operate as a single-lane highway in each direction for vehicles with striped bicycle lanes. At the intersection of Encinal Canyon Road, a second roundabout would be installed with raised medians in width from 6 to 26 feet. North and southbound traffic will be separated with an island, which will vary in width from 8 to 12 feet. The roundabout is expected to have a raised island width of 50 feet with 18-foot-wide thru-lanes. After exiting the Encinal Canyon Road roundabout traveling west, the number of highway lanes will return to their current condition resulting in an increase from two to four, with two northbound and two southbound lanes. Figure 3 shows the roundabout and median plan.

Figure 3 – Encinal Canyon and PCH Roundabout Cross Section Northbound



Source: Caltrans Project Plans

For safety purposes, a total of eight temporary lighting fixtures are proposed at the roundabouts to illuminate the vehicle and bicycle thru-lanes and pedestrian crosswalks. The proposed fixtures would be pole-mounted and installed within the public right-of-way, with the illumination directed to the roadway. The proposed lighting is not subject to the Dark Sky Ordinance as it is considered lighting solely for the use of the public right-of-way (MMC Section 17.41.040(E); however, the lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Additionally a condition has been added to ensure the lights will not exceed trespass limits onto adjacent properties, further protecting neighboring sites. Each pole would include a solar panel for system charging during the day. The poles would be constructed on a portable three-foot-tall foundations for a total height of 28 feet. Figure 4 provides an example of the proposed lighting included in the application materials:

Figure 4 – Example Roundabout Lighting Design

Source: Fonroche Lighting Plan

To accommodate the roundabouts, additional improvements are proposed, including new crosswalk striping and rectangular rapid flashing beacons (RRFB), new Quick-Kurb bollards for traffic channelization, and the installation of new roadway signs.

The construction period for the pilot project is expected to take up to 90 days. To facilitate the proposed work, phased lane closures will be required. All lane closures will comply with Caltrans Standard Plans for Traffic Control, including applicable lane closure charts contained in the Maintaining Traffic Specifications and/or reversible lane closure requirements. Attachment 2 – Project Plans (Sheets TC-01 to TC-04) reflect the proposed traffic control plan.

The roadway improvements are temporary and are to be utilized for a minimum of 15 months, and would be eligible for up to a three-month time extension. This period would allow Caltrans and the City's Public Works Department to perform Safety and Operational Performance Assessments to determine if the roundabouts provide significant safety enhancements to PCH. At the conclusion of the pilot program period and based on the data received, the improvements would either be removed and the PCH travel lanes restored to pre-condition, or the improvements would be retained permanently, subject to an approved permit, including a new or amended CDP. This is reflected in Condition No. 3 in the attached resolution.

The project is proposed along a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for

necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches.

The project site is located within the Appeallable Jurisdiction of the California Coastal Commission as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map. The project site does not contain mapped trails according to the LCP Park Lands Map. The development will not be located within any LCP Environmentally Sensitive Habitat Area (ESHA) as the physical improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an EHSA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that “Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife”. The proposed project has a lighting component that will be “navigational” or “other similar safety lighting” and is therefore exempt from the lighting standards within Chapter 4 of the LIP. A condition of approval have been added to ensure further protection of adjacent ESHA via light trespass being limited to the roadway.

On September 15, 2025, the City’s Public Works Department released a public notification of the project by mailing 150 letters to nearby residents regarding the upcoming Public Works Commission hearing. On September 24, 2025, the applicant team presented the project to the Public Works Commission, who recommended that a community meeting be held to further discuss the proposal with local residents. In response, the applicant team hosted community meetings on October 22, 2025, virtually and again on December 2, 2025, in-person at City Hall.

LCP Analysis

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

There are 14 LIP chapters that potentially apply due to the extent and location of the proposed pilot project. Of these, five are for conformance review only and contain no findings: 1) Zoning, 2) Grading, 3) Archaeological/Cultural Resources, 4) Water Quality, and 5) OWTS. These chapters are discussed in the *LIP Conformance Analysis* section.

The nine remaining LIP chapters contain required findings: 1) CDP; 2) ESHA; 3) Native Tree Protection; 4) Scenic, Visual and Hillside Resource Protection; 5) Transfer of Development Credits; 6) Hazards; 7) Shoreline and Bluff Development; 8) Public Access; and 9) Land Division. For the reasons described in this report, including the project site, the scope of work and substantial evidence in the record, only findings in the following chapters are applicable to the proposed pilot project: CDP; and Scenic, Visual and Hillside Resource Protection.[2] These chapters are discussed in the *LIP Findings* section of this report.

LIP Conformance Analysis

The proposed pilot project has been reviewed by the Planning Division, City Biologist and City Public Works Department (Attachment 4). The project, as proposed and conditioned, has been found to be consistent with all applicable LCP codes, standards, goals and policies.

Zoning (LIP Chapter 3)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way for which standards of LIP Chapter 3 would apply. LIP Chapter 3 does not have standards for the public right-of-way. Therefore, review under this chapter is not applicable to the project.

Grading (LIP Chapter 8)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. The project does not propose or will be required to include any significant landform alteration or grading for which the grading standards of LIP Chapter 8 would apply. Therefore, review under this chapter is not applicable to the project.

Archaeological / Cultural Resources (LIP Chapter 11)

LIP Chapter 11 requires certain procedures be followed to determine potential impacts on archaeological resources. Roadway improvements, existing development, and other vehicle parking improvements have already taken place within the existing roadway prism and the proposed highway improvements are superficial. The project area has been previously graded and disturbed and archaeological resource impacts are not anticipated.

Nevertheless, a condition of approval is included in the resolution, which states that in the event that potentially important cultural resources are found during construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature

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

and significance of the resources, and until the Community Development Director can review the information.

Water Quality (LIP Chapter 17)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism for which the water quality protection standards would apply. The City Public Works Department reviewed and approved the proposed pilot project for conformance to LIP Chapter 17 requirements for water quality protection and requirements of the State Water Resources Control Board (SWRCB), because the property is located in an Area of Special Biological Significance (ASBS). The ocean between Latigo Point and the west city limits has been established by the SWRCB as an ASBS as part of the California Ocean Plan. Standard conditions of approval include the implementation of approved storm water management plans during construction activities and to manage runoff from the development, including recordation of a water quality mitigation plan, and best management practices in compliance with ASBS standards. With the implementation of these conditions, the proposed pilot project conforms to the water quality protection standards of LIP Chapter 17.

Wastewater Treatment System Standards (LIP Chapter 18)

The project does not include development associated with the provisions in LIP Chapter 18. Therefore, review under this chapter is not applicable to the project.

LIP Findings

A. Coastal Development Permit (LIP Chapter 13)

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

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

The project has been reviewed for conformance with the LCP and MMC by the Planning Division, City Biologist, and City Public Works Department. The pilot project involves improvements to an existing public road and is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor-serving and recreation areas. As discussed herein, based on submitted documents, project plans, visual analysis and site investigation, the proposed pilot project, as conditioned, conforms to the LCP in that it meets all applicable development standards.

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

The project is located along the first public road and the sea and would be in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act, as the project would not inhibit public access opportunities. As part of the proposed highway improvements, vehicular and bicycle access will be maintained and improved for safety purposes along PCH within the project area. The roundabouts would also provide safer access to El Matador State Beach and Encinal Canyon Road and would not impede existing or future access to the beach or parks. On-street parking will be provided along southbound PCH with designated striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. As depicted on the LCP Park Lands Map, the closest mapped trail is approximately 1,500 feet from the project site and existing recreation in the project area would not be impacted by the proposed improvements. Therefore, the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code).

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

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

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

The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA

buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle, and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, this finding is not applicable.

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

The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an EHSA buffer that extends 100 feet from El Matador State Beach. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the findings of LIP Section 4.7.6 are not applicable.

D. Native Tree Protection (LIP Chapter 5)

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. The project will not impact any protected trees as identified in LIP Chapter 5. Therefore, the findings of this chapter do not apply.

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

The Scenic, Visual and Hillside Resource Protection Chapter governs those CDP applications concerning any parcel of land that is located along, within, provides views to, or is visible from any scenic area, scenic road, or public viewing area. The proposed pilot project is entirely within the PCH public right-of-way, which is an LCP-designated scenic road and would be visible from scenic resources. Therefore, the Scenic, Visual and Hillside Resource Protection Ordinance applies, and the five findings set forth in LIP Section 6.4 are hereby made as follows.

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

The project is proposed along on a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting. The proposed lighting is not subject to the City's Dark Sky Ordinance pursuant to the MMC as it is considered street lighting. However, the proposed lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Each pole would include a solar panel for system charging during the day. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. Based on the allowances in the LIP, as well as a review of the project plans and the nature of the surrounding area, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

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

As conditioned, the project would be limited to a maximum of 18 months. Conditions of approval are included to ensure that the light poles blend in as much as feasible with the surrounding environment through the use of materials, colors, and the prohibition of highly reflective materials except for solar panels, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible. As conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

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

The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

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

As proposed and conditioned, the proposed improvements are not considered to have a significant adverse impact on scenic resources and/or are considered exempt from LIP standards. The project has already been designed for location entirely within the PCH public right-of-way and within the existing roadway prism. The medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting.

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

The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle, and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the pilot project will have no significant scenic and visual impacts nor contribute adversely to sensitive resource protection policies.

F. Transfer of Development Credit (LIP Chapter 7)

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

G. Hazards (LIP Chapter 9)

Pursuant to LIP Section 9.3, written findings of fact, analysis and conclusions addressing geologic, flood and fire hazards, structural integrity or other potential hazards listed in LIP

Sections 9.2(A)(1-7) must be included in support of all approvals, denials or conditional approvals of development located on a site or in an area where it is determined that the proposed pilot project causes the potential to create adverse impacts upon site stability or structural integrity. The project will not alter landforms and the proposed improvements are superficial and would occur within the existing right-of-way. Due to the lack of potential hazards increased by the project in relation to geologic, flood, or fire hazards, the findings of the chapter are not applicable.

H. Shoreline and Bluff Development (LIP Chapter 10)

The project site is not located on or along the shoreline, a coastal bluff or bluff top fronting the shoreline. Therefore, the findings of LIP Chapter 10 are not applicable.

I. Public Access (LIP Chapter 12)

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

A. New development on any parcel or location specifically identified in the Land Use Plan or in the LCP zoning districts as appropriate for or containing a historically used or suitable public access trail or pathway.
B. New development between the nearest public roadway and the sea.
C. New development on any site where there is substantial evidence of a public right of access to or along the sea or public tidelands, a blufftop trail or an inland trail acquired through use or a public right of access through legislative authorization.
D. New development on any site where a trail, bluff top access or other recreational access is necessary to mitigate impacts of the development on public access where there is no feasible, less environmentally damaging, project alternative that would avoid impacts to public access.

As described herein, the proposed pilot project does not meet any of these criteria, except for being located within the first public road and the sea. No trails are mapped within the project area as identified on the LCP Park Lands Map. The project proposes improvements to west-east bicycle access along PCH between Broad Beach Road and La Piedra Beach Road, and new protected crosswalks at the intersections of PCH/El Matador Beach Road and PCH/Encinal Canyon Road. On-street parking will be provided for along southbound PCH via striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. No adverse effects to existing recreational areas are anticipated as a result of the project. Therefore, the requirement for public access of LIP Section 12.4 does not apply and further findings are not required.

J. Land Division (LIP Chapter 15)

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

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in CEQA, the Community Development Director has analyzed the proposed pilot project. The Community Development Director found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the proposed pilot project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) – Existing Facilities along Highways and 15303(d) – New Construction or Conversion of Small Structures. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

CORRESPONDENCE: Since the Public Works Department submitted the project application, staff have received correspondence primarily concerning potential impacts to the westbound evacuation route toward Ventura County. Public Comment Form Submissions gathered from community information sessions have been provided in Attachment 5. The Los Angeles County Sheriff's Department submitted correspondence in support of the project (Attachment 6).

PUBLIC NOTICE: On December 4, 2025, staff published a Notice of Public Hearing in a newspaper of general circulation within the City of Malibu and the notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area (Attachment 7).

SUMMARY: The required findings can be made that the proposed pilot project complies with the LCP and MMC. Further, the Planning Division's findings of fact are supported by substantial evidence in the record. Based on the analysis contained in this report and the accompanying resolution, staff recommends approval of this project, subject to the conditions of approval contained in Section 5 (Conditions of Approval) of Planning Commission Resolution No. 25-78. The proposed pilot project has been reviewed and conditionally approved for conformance with the LCP by Planning Division staff and appropriate City departments.

ATTACHMENTS:

1. Planning Commission Resolution No. 25-78
2. Project Plans
3. Lighting Plan
4. Department Review Sheets
5. Public Comment Form Submissions
6. Correspondence from Los Angeles County Sheriff's Department
7. Public Hearing Notice

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 25-78

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 25-041 FOR A PILOT PROJECT FOR TEMPORARY IMPROVEMENTS WITHIN THE PACIFIC COAST HIGHWAY PUBLIC RIGHT-OF-WAY BETWEEN BROAD BEACH ROAD AND LA PIEDRA BEACH ROAD, INCLUDING LANE REDUCTIONS, SIGNAGE, AND THE INSTALLATION OF TWO ROUNDABOUTS WITH SAFETY LIGHTING AT THE INTERSECTIONS OF EL MATADOR BEACH ROAD AND ENCINAL CANYON ROAD, BETWEEN POST MILE 58.4 AND 59.9, AS RECOMMENDED IN THE 2015 PACIFIC COAST HIGHWAY SAFETY STUDY CONDUCTED BY THE CITY OF MALIBU IN PARTNERSHIP WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

DRAFT

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

SECTION 1. Recitals.

A. On June 22, 2015, the Malibu's City Council adopted the Pacific Coast Highway (PCH) Safety Study, developed in partnership with the California Department of Transportation (Caltrans), which authorized recommendations for measures to improve safety along the PCH corridor to reduce vehicle, bicycle, and pedestrian conflicts.

B. On September 9, 2025, an application for a Coastal Development Permit (CDP) No. 25-041 was submitted to the Planning Division by the City of Malibu Public Works Department to request authorization for improvements on a 1.2-mile stretch of PCH between Broad Beach Road and La Pietra Beach Road, between Post Mile (PM) 58.4 and 59.9, as recommended in the 2015 PCH Safety Study.

C. On October 3, 2025, Notices of Coastal Development Permit Application were posted along PCH at the intersections of El Matador State Beach Road and Encinal Canyon Road.

D. On October 22, 2025, the City Public Works Department held a virtual town hall meeting to gain community insight on the proposed project.

E. On December 2, 2025, the City Public Works Department held a second town hall meeting to gain community insight on the proposed project.

F. On December 4, 2025, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and a notice was mailed to all property owners and occupants within a 500-foot radius of the subject project area.

G. On December 16, 2025, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, reviewed and considered written reports, public testimony and other information in the record.

SECTION 2. Environmental Review.

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The Planning Commission found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA pursuant to Sections 15301(c) – Existing Facilities and 15303(d) – New Construction or Conversion of Small Structures. The Planning Commission has further determined that none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

SECTION 3. Coastal Development Permit Findings.

Based on substantial evidence contained within the record, including the public hearing on December 16, 2025, and pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP) Sections 13.7(B) and 13.9, the Planning Commission adopts the analysis in the agenda report, incorporated herein, the findings of fact below, and approves Coastal Development Permit (CDP) No. 25-041 for a pilot project for temporary improvements within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 PCH Safety Study.

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

DRAFT

A. General Coastal Development Permit (LIP Chapter 13)

1. The project has been reviewed for conformance with the LCP and the Malibu Municipal Code (MMC) by the Planning Division, City Biologist, and City Public Works Department. The pilot project involves improvements to an existing public road and is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor-serving and recreation areas. As discussed herein, based on submitted documents, project plans, visual analysis and site investigation, the proposed pilot project, as conditioned, conforms to the LCP in that it meets all applicable development standards.

2. The project is located along the first public road and the sea and would be in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act, as the project would not inhibit public access opportunities. As part of the proposed highway improvements, vehicular and bicycle access will be maintained and improved for safety purposes along PCH within the project area. The roundabouts would also provide safer access to El Matador State Beach and Encinal Canyon Road and would not impede existing or future access to the beach or parks. On-street parking will be provided along southbound PCH with designated striping. The project is temporary and intended to provide for safety improvements along a 1.2-mile stretch of PCH. As depicted on the LCP Park Lands Map, the closest mapped trail is approximately 1,500 feet from the project site and existing recreation in the project area would not be impacted by the proposed improvements. Therefore, the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Section 30200 of the Public Resources Code.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. The development will not be located within any mapped environmentally sensitive habitat area (ESHA) pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP and the finding is not applicable.

B. Scenic, Visual, and Hillside Resource Protection Findings (LIP Section 6.4)

1. The project is proposed along on a designated scenic road pursuant to LUP Policy 6.5 and would be visible from scenic areas, such as trails and parkland in the vicinity. However, the medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting. The proposed lighting is not subject to the City's Dark Sky Ordinance pursuant to the MMC as it is considered street lighting. However, the proposed lighting specifications indicate the fixtures would be downward directed, utilize 40-watt and 4000 Kelvin LED fixtures, and mounted on a 25-foot pole with four-foot arm. Each pole would include a solar panel for system charging during the day. The poles would be constructed on portable three-foot-tall foundations for a total height of 28 feet. Based on the allowances in the LIP, as well as a review of the project plans and the nature of the surrounding area, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

2. As conditioned, the project would be limited to a maximum of 18 months. Conditions of approval are included to ensure that the light poles blend in as much as feasible with the surrounding environment through the use of materials, colors, and the prohibition of highly reflective materials except for solar panels, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible. As conditioned, the proposed

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improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards.

3. The project is located entirely within the PCH public right-of-way and within the existing roadway prism. It does not include structures or development outside of the public right-of-way or require any offsite grading or other offsite improvements outside of the existing disturbed public right-of-way. The project would improve safety conditions by reducing vehicular speeds, enabling safer pedestrian crossing and bicycle travel, and improving visibility. The temporary highway improvements, including two roundabouts and safety lighting, are limited to a 1.2-mile stretch of PCH between La Piedra State Beach and Broad Beach Road. There are no impacts to coastal access, scenic resources, or environmental resources that are not otherwise permitted and/or exempted in the LCP. As proposed, the project is the least environmentally damaging alternative.

4. As proposed and conditioned, the proposed improvements are not considered to have a significant adverse impact to scenic resources and/or are considered exempt from LIP standards. The project has already been designed for location entirely within the PCH public right-of-way and within the existing roadway prism. The medians and roundabouts would not exceed a height of one foot above grade, and the street signs and light poles will blend in with the environment as designed, except for necessary colors and signage required by law to attract the attention of drivers for safety purposes. Signage would not exceed a width of 48 inches. The proposed lighting is not subject to the exterior lighting requirements in LIP Section 6.5(G) since they are for purposes of safety and navigation lighting.

5. The development will not be located within any mapped ESHA pursuant to the LCP and the improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway. Moreover, LIP Section 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP. Therefore, the pilot project will have no significant scenic and visual impacts nor contribute adversely to sensitive resource protection policies.

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SECTION 4. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby approves CDP No. 25-041 subject to the following conditions.

SECTION 5. Conditions of Approval.

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

2. The approved scope authorizes the installation of temporary improvements, for a period not to exceed a maximum of 18 months once operational, within the PCH public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, medians, striping for bicycle lanes and on-street parking, signage, and the installation of two roundabouts with safety lighting, crosswalks and associated improvements at the intersections of El Matador Beach Road and Encinal Canyon Road.

3. The authorized improvements are considered temporary and to be utilized for a minimum of fifteen months once operational, up to a maximum of 18 months. This period is intended to allow Caltrans and the City's Public Works Department to gather enough data to determine if the roundabouts provide significant safety enhancements on PCH within the project area. At the conclusion of the authorized period, the improvements would need to be removed and the PCH travel lanes restored to pre-condition. Should the City and/or Caltrans request to retain the improvements permanently as designed, authorization shall be subject to an approved CDP.

4. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Division date stamped **November 20, 2025**. The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

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

6. The applicant shall digitally submit a complete set of plans to the Planning Division for consistency review and approval prior to plan check (as applicable) and again prior to the issuance of any building or development permits, if necessary.

7. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit, unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three-year period and shall

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set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

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

9. Minor changes to the approved plans or the conditions of approval may be approved by the Community Development Director, provided such changes achieve substantially the same results and the project is still in compliance with the MMC and the LCP. Revised plans reflecting the minor changes and additional fees shall be required.

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

Cultural Resources

11. In the event that potentially important cultural resources are found in the course of geologic testing or during construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature and significance of the resources and until the Community Development Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

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

Biology

13. No new landscaping is proposed with this project. Therefore, none is approved. A detailed landscaping plan must be submitted to the Planning Division for review by the City Biologist and approval by the Planning Division prior to any planting. Should the applicant intend to plant any new or altered vegetation with a potential to grow over six feet in height at full maturity for an area of 500 square feet or more of landscaping for a new residence, or 2,500 square feet or more of landscaping for an existing residence, a detailed Landscape Documentation Package is required.

14. Any site preparation activities, including removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to initiation of site preparation activities. Should active nests be identified, a buffer

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area no less than 150 feet (300 feet for raptors) shall be fenced off until it is determined by a qualified biologist that the nest is no longer active. A report discussing the results of nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

Colors and Materials

15. The project is visible from scenic roads or public viewing areas and shall incorporate colors and materials that are compatible with the surrounding landscape.
    a. Acceptable colors shall be limited to colors compatible with the surrounding environment (earth tones) including shades of green, brown and gray, with no white or light shades and no bright tones. Colors shall be reviewed and approved by the Community Development Director and clearly indicated on the building plans.
    b. The use of highly reflective materials shall be prohibited except for solar energy panels or cells, reflective paint, bollards, and other safety devices as needed, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.
    c. Necessary safety signage is not subject to these requirements if required by federal, State, or local law.

Public Works

16. The City of Malibu has completed installation of communication conduits along Pacific Coast Highway from Topanga Canyon to John Tyler Road for the traffic signal system in this region. It will be the responsibility of the applicant and contractor to properly identify, locate, and protect the utilities in place, especially those of the signal system. It will be the responsibility of the applicant and contractor to repair and replace any potential damage caused to the infrastructure as a result of this proposed scope of work.

17. The City of Malibu, Public Works Superintendent shall be invited to the preconstruction meeting prior to any construction activity taking place.

18. If applicable, applicant is to provide a Public Notification letter by printed notice to occupants of all properties within the construction zone on any access, parking and circulation restrictions and limitations that will be created by the construction at least 72 hours in advance of construction.

19. Access to the driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access.

20. If temporary bathroom facilities for construction workers are used, the temporary bathroom facilities shall have secondary containment, and be sited and maintained to prevent any spills to the environment.

21. A Caltrans encroachment permit shall be obtained for any work proposed within the State's right-of-way.

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22. If applicable, a traffic control plan shall be prepared by a licensed Civil or Traffic Engineer and shall be approved by Caltrans prior to construction.

23. If applicable, no signs shall be placed within Caltrans right of way or City right of way unless all required encroachment permits are first obtained from Caltrans and/or City of Malibu.

24. If applicable, applicant shall ensure temporary "No Parking" signs shall designate the dates and times the parking restrictions are to be enforced. Such signs shall be posted 72 hours in advance of parking restriction and shall be placed no more than 100 feet apart and at each end of the area to be restricted.

25. The applicant shall maintain signs through the duration of construction from the time of placement to time of completion and is responsible for replacement of missing or damaged signs.

Construction

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

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

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

Prior to Final Sign-Off

29. The applicant shall request a final Planning Division inspection prior to final inspection by the City of Malibu Building Safety Division. A final approval shall not be issued until the Planning Division has determined that the project complies with this CDP.

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

31. Caltrans shall utilize light fixtures that are Dark Sky compliant to the maximum extent feasible. The light fixtures shall be fully shielded, 3,000 kelvin in color temperature, directed downward, and must not exceed the light trespass limits onto adjacent properties listed in MMC Section 17.41.050(G) unless necessary for adequate ingress/egress as reasonably determined by the Community Development Director. City staff shall inspect the installed lights at the cost of Caltrans and confirm compliance with this condition.

Fixed Conditions

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

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

34. The applicant must submit a report to the Planning Commission at the conclusion of the 15 month test period, detailing the impact of the temporary improvements.

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

PASSED, APPROVED AND ADOPTED this 16th day of December 2025.

ELIZABETH RIDDICK, Planning Commission Chair

ATTEST:

GAIL DUNCAN, Recording Secretary

LOCAL APPEAL - Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within 10 days and shall be accompanied by an appeal form and a filing fee, as determined by the City Council. Please note that City Hall will be closed from December 24, 2025 through January 2, 2026, due to the winter closure. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. The appeal period for this decision is from December 17, 2025 through January 7, 2026, 5:30 PM. Appeal forms may be found online at www.malibucity.org/planningforms. For questions about the appeal process, please contact the

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Planning Division at (310) 456-2489, ext. 309

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

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

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 25-78 was passed and adopted by the Planning Commission of the City of Malibu at the adjourned regular meeting held on the 16th day of December 2025 by the following vote:

AYES:	3	Commissioners: Leonard, Peak, Riddick
NOES:	2	Commissioners: Kamins, Mazza
ABSTAIN:	0	
ABSENT:	0	

GAIL DUNCAN, Recording Secretary

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	1	53

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

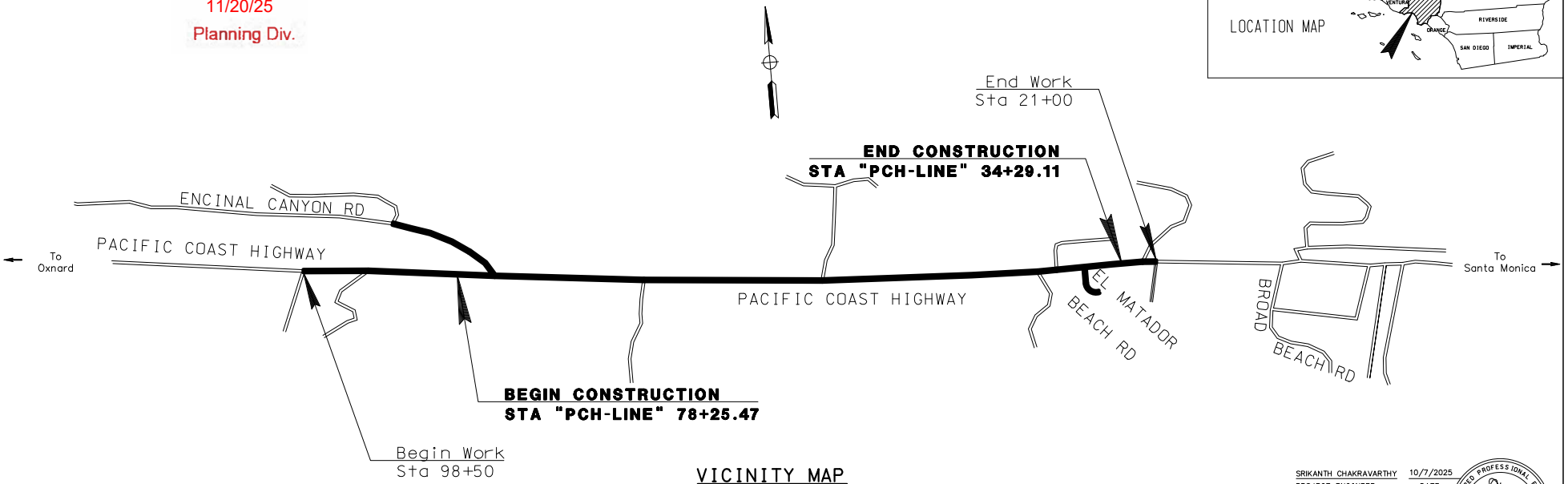
IN LOS ANGELES COUNTY
IN THE CITY OF MALIBU
FROM EL MATADOR BEACH ROAD
TO ENCINAL CANYON ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	PROJECT CONTROL
4–8	TYPICAL CROSS SECTION
9–14	LAYOUT
15–24	CONSTRUCTION DETAILS
25–26	DRAINAGE PLAN
27–42	PAVEMENT DELINEATION AND SIGN PLAN
43	PAVEMENT DELINEATION DETAILS
44–46	SIGN QUANTITIES
47	PAVEMENT DELINEATION QUANTITIES
48	SUMMARY OF QUANTITIES
49–50	TEMPORARY LIGHTING SYSTEMS
51–52	FLASHING BEACON SYSTEM
53	ELECTRICAL SYSTEM QUANTITIES

Received
11/20/25
Planning Div.



VICINITY MAP
NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

ATTACHMENT 2

SRIKANTH CHAKRAVARTHY 10/7/2025
PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200,
SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD
MALIBU, CA 90265

CONTRACT No.	07-1A3704
PROJECT ID	0725000275

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

CONSULTANT DESIGN MANAGER	SRIKANTH CHAKRAVARTHY
CALTRANS DESIGN OVERSIGHT APPROVAL	MUNSHI MOHSIN
REGISTRATION No.	73629
LICENSE Exp DATE	12/31/2026
DATE SIGNED	08/05/25

LAST REVISION 00-00-00 DATE PLOTTED = $DATE TIME PLOTTED = $TIME

GENERAL NOTES

1. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING IMPROVEMENTS INTERFERING WITH THE PROPOSED WORK, WHETHER OR NOT SHOWN ON THE PLANS OR SPECIFIED IN THE SPECIAL PROVISIONS. NO IMPROVEMENTS ARE TO BE REMOVED IN THE PUBLIC RIGHT-OF-WAY UNLESS APPROVED BY THE CITY.
2. THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY, AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS.
3. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE PLANS AND THE SITE CONDITIONS PRIOR TO COMMENCING WORK. IF CONDITIONS DIFFER FROM THOSE SHOWN IN THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITIONS HAVE BEEN EVALUATED.
4. THE CONTRACTOR SHALL REPLACE ALL IMPROVEMENTS TO MATCH EXISTING THAT ARE DAMAGED DURING CONSTRUCTION OPERATIONS.
5. SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING BEFORE PROCEEDING WITH THE WORK IN QUESTION.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A STORAGE AREA TO STOCKPILE MATERIAL, PARK EQUIPMENT AND STORE SURPLUS MATERIAL AT THE END OF EACH DAY. LOCATION USED AS A STORAGE AREA SHALL BE PER CITY CODE, AND APPROVED BY THE CITY PRIOR TO COMMENCING ANY WORK. NO STORAGE OF PIPE, MATERIAL OR EQUIPMENT SHALL BE PERMITTED WITHIN THE STREET RIGHT OF WAY.
7. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS AND LICENSES BEFORE COMMENCING WORK.
8. CONTRACTOR SHALL REPLACE AT CONTRACTOR'S COST, ALL TRAFFIC STRIPING AND MARKING ON THE STREET AFFECTED BY THE CONSTRUCTION.
9. ALL LAWN, SPRINKLER LINES, SPRINKLER HEAD AND APPURTENANCES, SHRUBS, GRASS, PLANTS AND GROUND COVERS THAT HAVE BEEN DAMAGED OR DISTURBED DURING CONSTRUCTION, SHALL BE REPLANTED AND/OR REPLACED TO MATCH EXISTING BY CONTRACTOR AT CONTRACTOR'S COST, AND THE WORK SITE SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
10. CONTRACTOR SHALL PROVIDE ONE COMPLETE SET OF LEGIBLE REDLINED 22x34 AS-BUILT DRAWINGS TO THE CITY ENGINEER IMMEDIATELY UPON COMPLETION OF THE WORK.
11. THE CONTRACTOR SHALL BE AWARE OF OVERHEAD LINES AT ALL TIMES.
12. STRAIGHT GRADE SHALL BE MAINTAINED BETWEEN CONTOUR LINES AND SPOT ELEVATIONS UNLESS OTHERWISE SHOWN ON PLANS.
13. CONTRACTOR TO COORDINATE WITH THE CITY TO PROVIDE NOTICES TO RESIDENTS AND BUSINESSES AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF CONSTRUCTION OR AS DIRECTED BY THE CITY.
14. THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS, SITE AND SOIL CONDITIONS BEFORE COMMENCING WORK AND SHALL REPORT DISCREPANCIES OR CONFLICTS TO THE ENGINEER.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RUBBISH AND DEBRIS RESULTING FROM THE WORK AND SHALL REMOVE IT FROM THE SITE AND DISPOSE OF IT PROPERLY.
16. CONSTRUCTION SURVEYING IS THE RESPONSIBILITY OF THE CONTRACTOR. SURVEYOR FOR THE CONTRACTOR SHALL BE A LICENSED SURVEYOR IN THE STATE OF CALIFORNIA.
17. CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH UTILITY OWNERS BEFORE START OF WORK, AND THROUGHOUT CONSTRUCTION.
18. THE EXACT LOCATIONS OF UTILITIES HAVE NOT BEEN INDICATED ON THE CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL DETERMINE BY THE SUBSURFACE INVESTIGATIONS THE EXACT LOCATION OF ALL UTILITIES AND UNDERGROUND FACILITIES PRIOR TO DOING ANY WORK THAT MAY DAMAGE SUCH FACILITIES, OR IMPACT OR INTERFERE WITH THEIR SERVICE.
19. CONTRACTOR TO MAINTAIN ACCESS TO EXISTING DRIVEWAYS AT ALL TIMES.
20. THE CONTRACTOR SHALL NOTIFY CITY OF MALIBU AND MTA BUS LINES OF ANY STREET CLOSURES THREE (3) WORKING DAYS PRIOR TO BEGINNING ANY WORK.
21. ALL IMPORTED SOIL USED FOR BACKFILL SHALL BE INSPECTED AND APPROVED BY THE CITY.

PROJECT CLOSEOUT

CONTRACTOR SHALL PROVIDE THE NECESSARY ITEMS INCLUDING ANY TESTING, REPORTS, OR CERTIFICATION DOCUMENTS REQUIRED BY THE GOVERNING JURISDICTIONS TO PROPERLY CLOSEOUT THE PROJECT BEFORE IT CAN BE DEEMED COMPLETE.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	2	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No. 73629
Exp. 12/31/2026
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

GENERAL NOTES

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

DATUM

VERTICAL DATUM: CITY OF MALIBU NAD83

BENCHMARK: BM 277–H6C, HILTI NAIL

ELEVATION = 37.865'

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS PROJECT IS THE CALIFORNIA COORDINATE SYSTEM (CCS) ZONE 5, NAD 83 (2010) WHICH IS BASED ON MEASUREMENT TO CITY CONTROL POINTS (104) 153.04 AND (110) 165.10. ALL DISTANCES SHOWN ARE GROUND.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	3	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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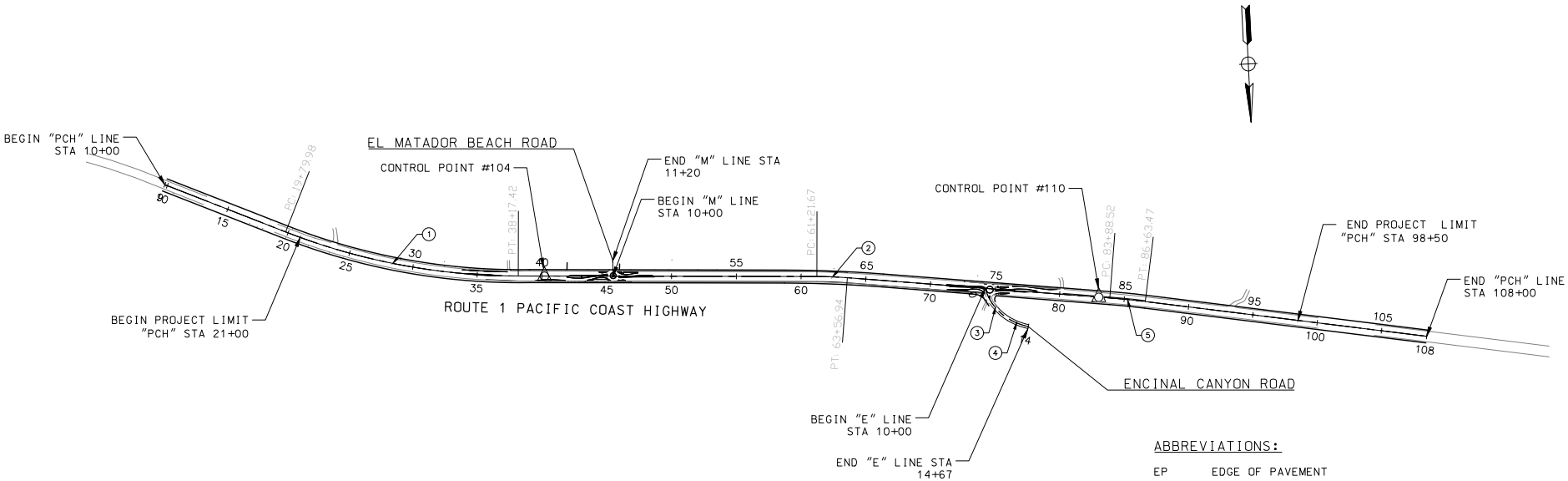
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



ABBREVIATIONS:

EP	EDGE OF PAVEMENT
PC	POINT CURVE
PCC	POINT OF COMPOUND CURVATURE
PT	POINT OF TANGENCY

CURVE DATA				
No. (X)	R	Δ	T	L
1	4960.00'	21°13'31"	929.37'	1837.44'
2	3193.00'	4°13'18"	117.69'	235.27'
3	400.00'	43°32'00"	159.72'	303.92'
4	500.00'	18°42'38"	82.37'	163.28'
5	6000.00'	2°37'32"	137.50'	274.94'

PROJECT CONTROL

NO SCALE

PC-01

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	4	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU CA 90265

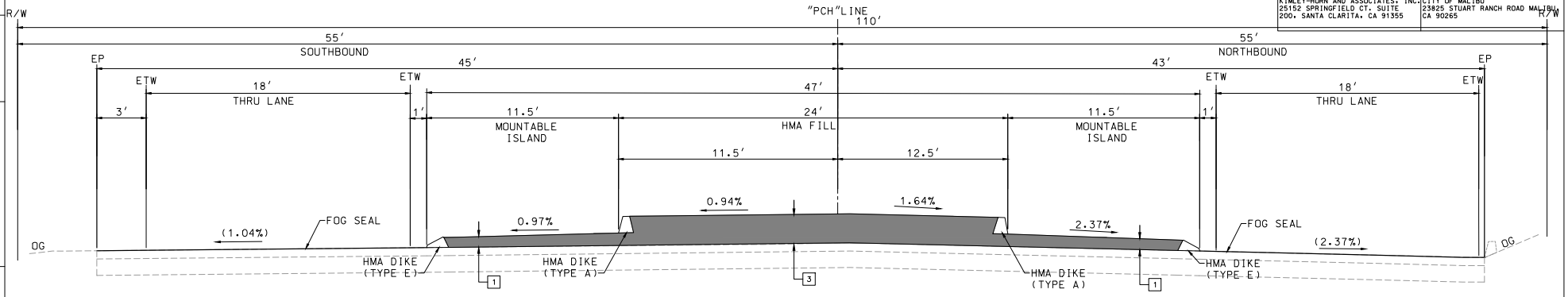
DESIGN DESIGNATION (SR-01)

ADT (2019)	14,800	D	12%
ADT (2023)	13,800	T	5%
DHV	990	V	55 mph (EXISTING)
ESAL	1,786,540	V	15 mph (WARNING)
CLIMATE REGION	SOUTH COAST	TI	10

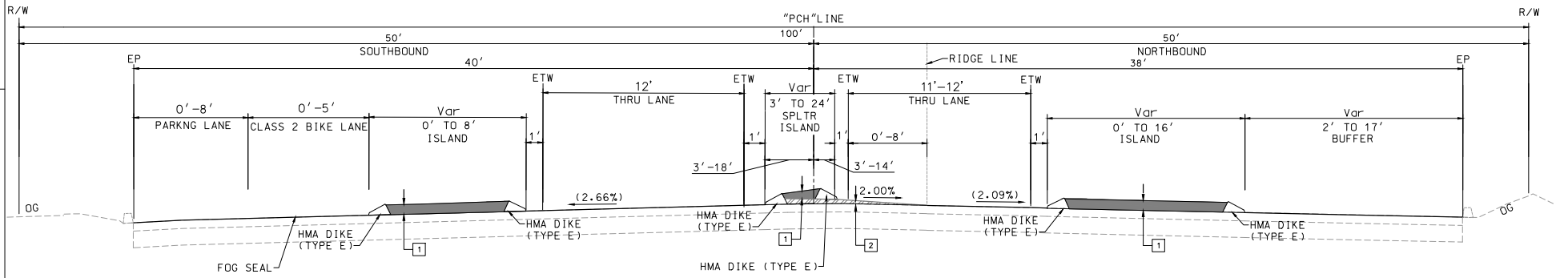
1 0.33'FIREBRICK COLORED HMA

2 0.1' TO 0.35' HMA

3 0.83'FIREBRICK COLORED HMA



EL MATADOR ROAD AND STATE ROUTE 01 ROUNDABOUT
Sta 45+26.04 TO Sta 45+74.47



STATE ROUTE 01
Sta 41+91.97 TO Sta 45+05.75

TYPICAL CROSS SECTION

NO SCALE

X-1

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	5	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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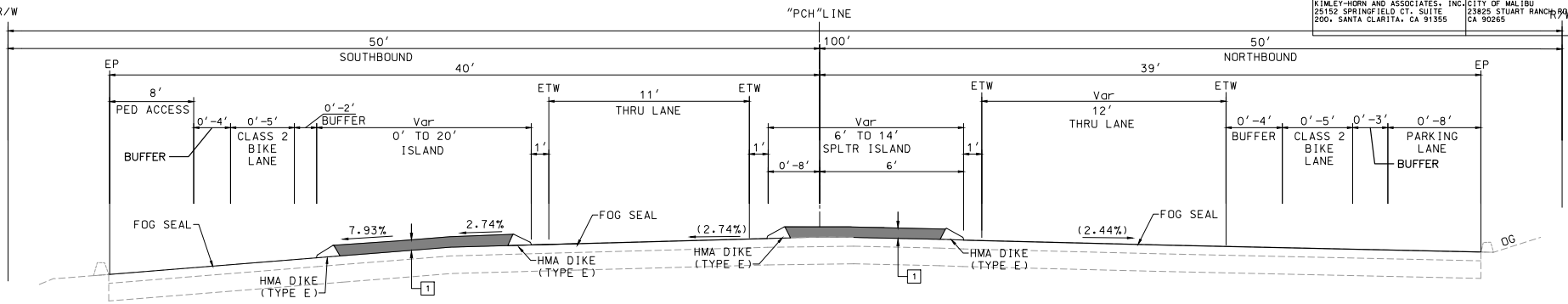
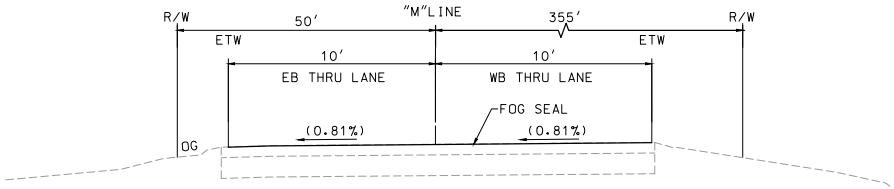
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



STATE ROUTE 01
Sta 45+94.19 TO Sta 48+40.33



EL MATADOR ROAD
Sta 10+46.16 TO Sta 10+82.43

TYPICAL CROSS SECTION

NO SCALE

X-2

REVISED BY	DATE REVISED
MARAH YOUSIF	JARED CALISE
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	6	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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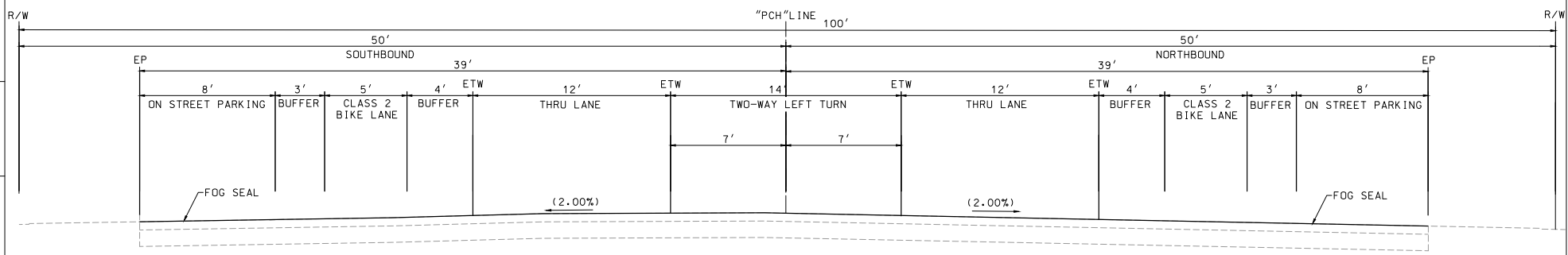
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



STATE ROUTE 01
Sta 48+66.30 TO Sta 71+23.27

TYPICAL CROSS SECTION

NO SCALE

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	7	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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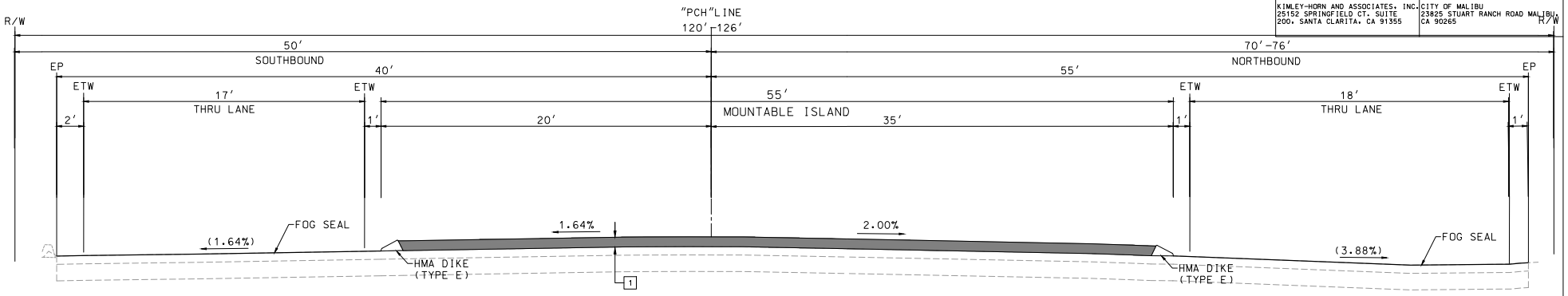
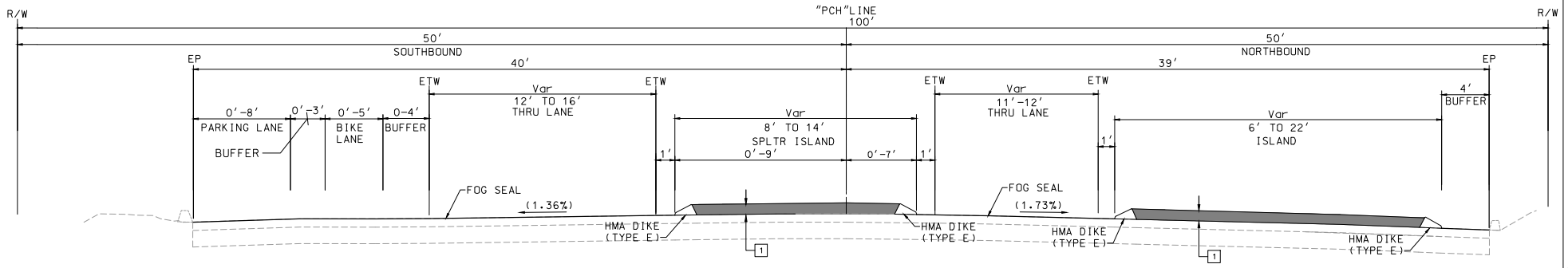
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



ENCINAL CANYON ROAD AND STATE ROUTE 01 ROUNDABOUT
Sta 74+33.62 TO Sta 74+87.51



STATE ROUTE 01
Sta 71+89.41 TO Sta 74+14.14

TYPICAL CROSS SECTION

X-4

CALCULATED-DESIGNED BY	CHECKED BY
MARAH YOUSIF	JARED CALISE

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

REVISED BY	DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00
DATE PLOTTED = $$DATE
TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $$USER
DGN FILE = $$REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	8	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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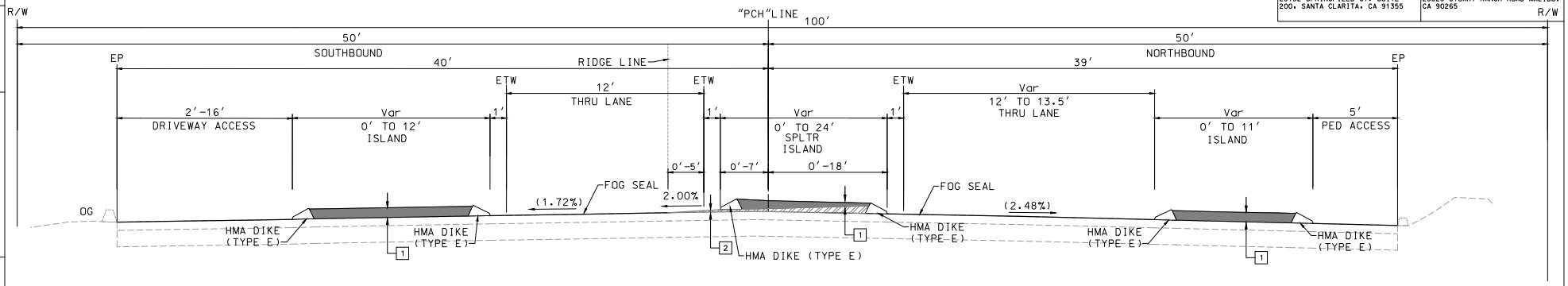
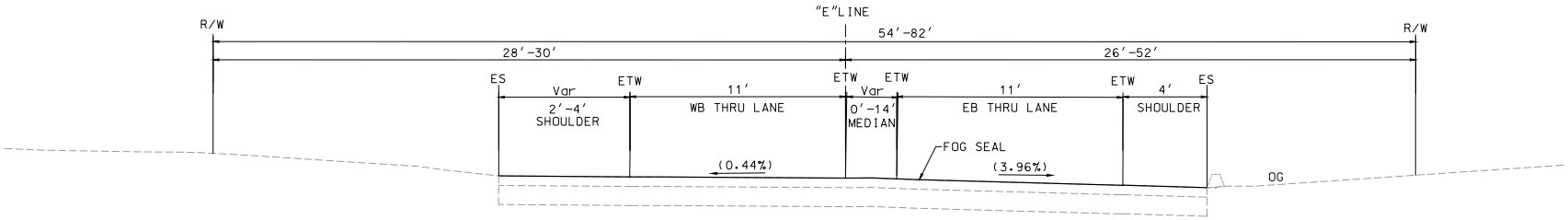
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans



STATE ROUTE 01
Sta 75+33.62 TO Sta 78+25.52



ENCINAL CANYON ROAD
Sta 10+63.52 TO Sta 11+12.98

TYPICAL CROSS SECTION

X-5

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

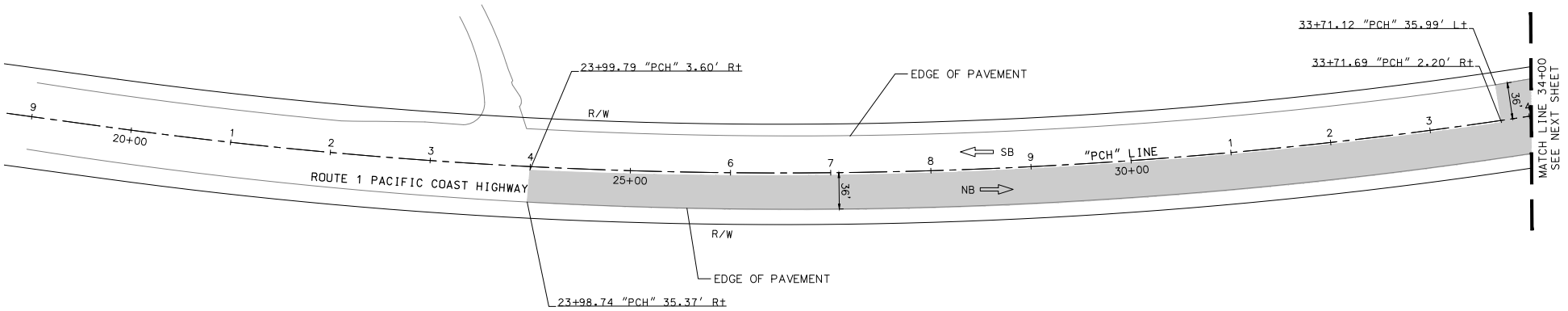
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	9	53

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- FOG SEAL
- RAISED MEDIAN (HMA)
- HMA OVERLAY
- DETECTABLE WARNING SURFACE



SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAYOUT

SCALE: 1"=50'

L-01

LAST REVISION 00-00-00
DATE PLOTTED = $$DATE
TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010
USERNAME = ℄$USER
DGN FILE = ℄$REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	10	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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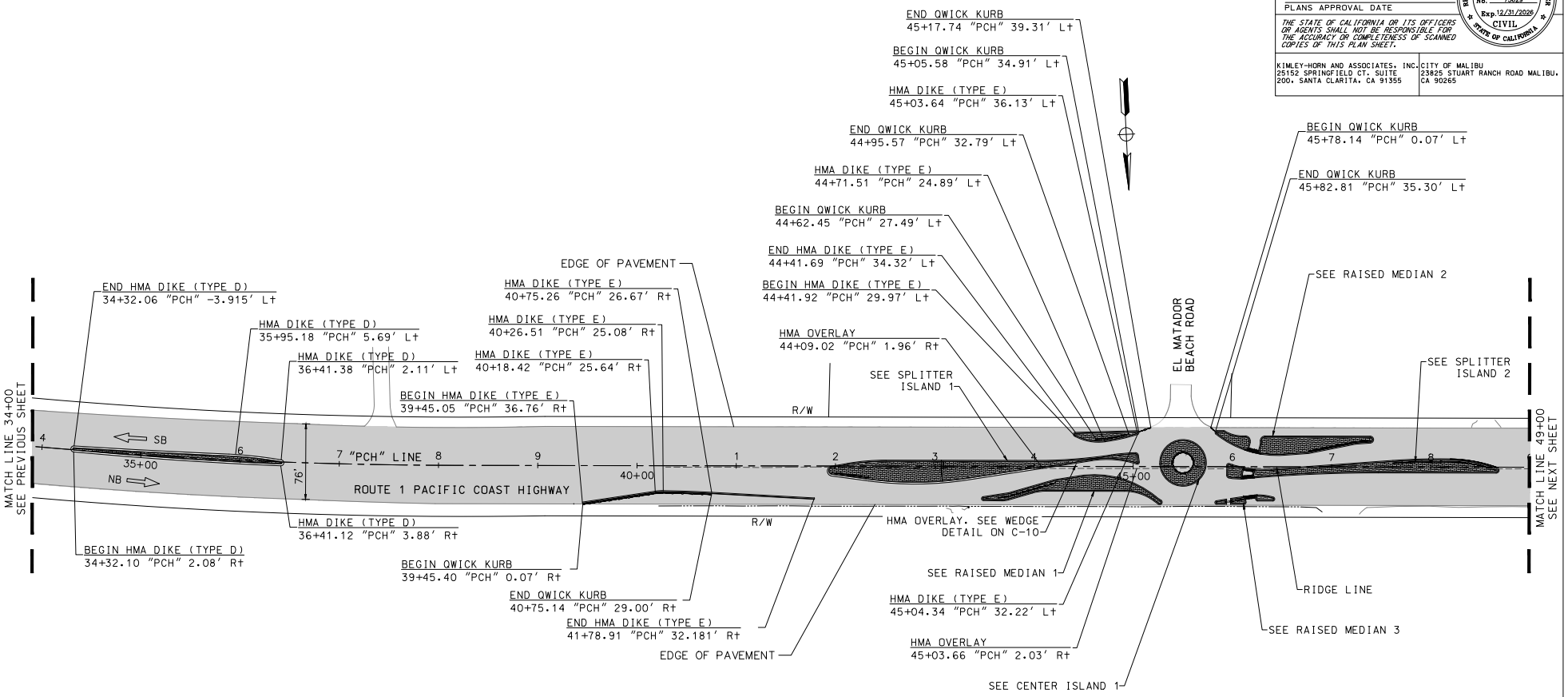
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-02

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	11	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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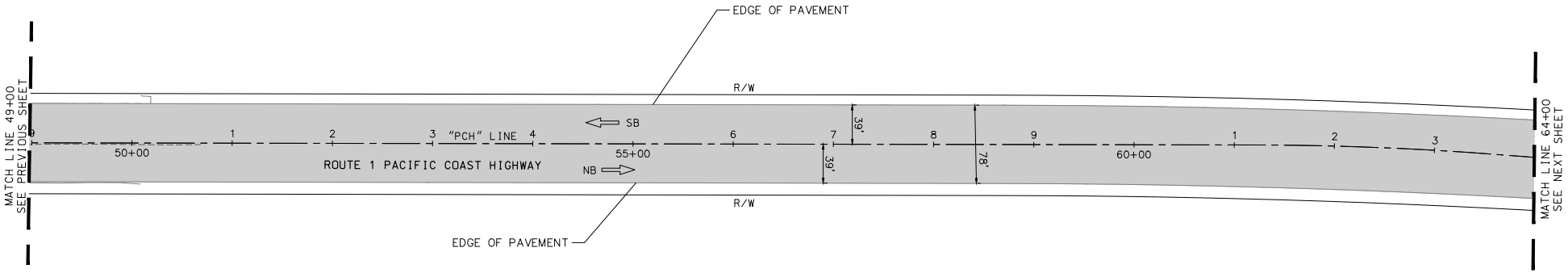
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-03

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

CALCULATED-DESIGNED BY: JARED CALISE
CHECKED BY: SEAN HOUCK

REVISED BY | DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010

USERNAME = $USER
DGN FILE = $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	12	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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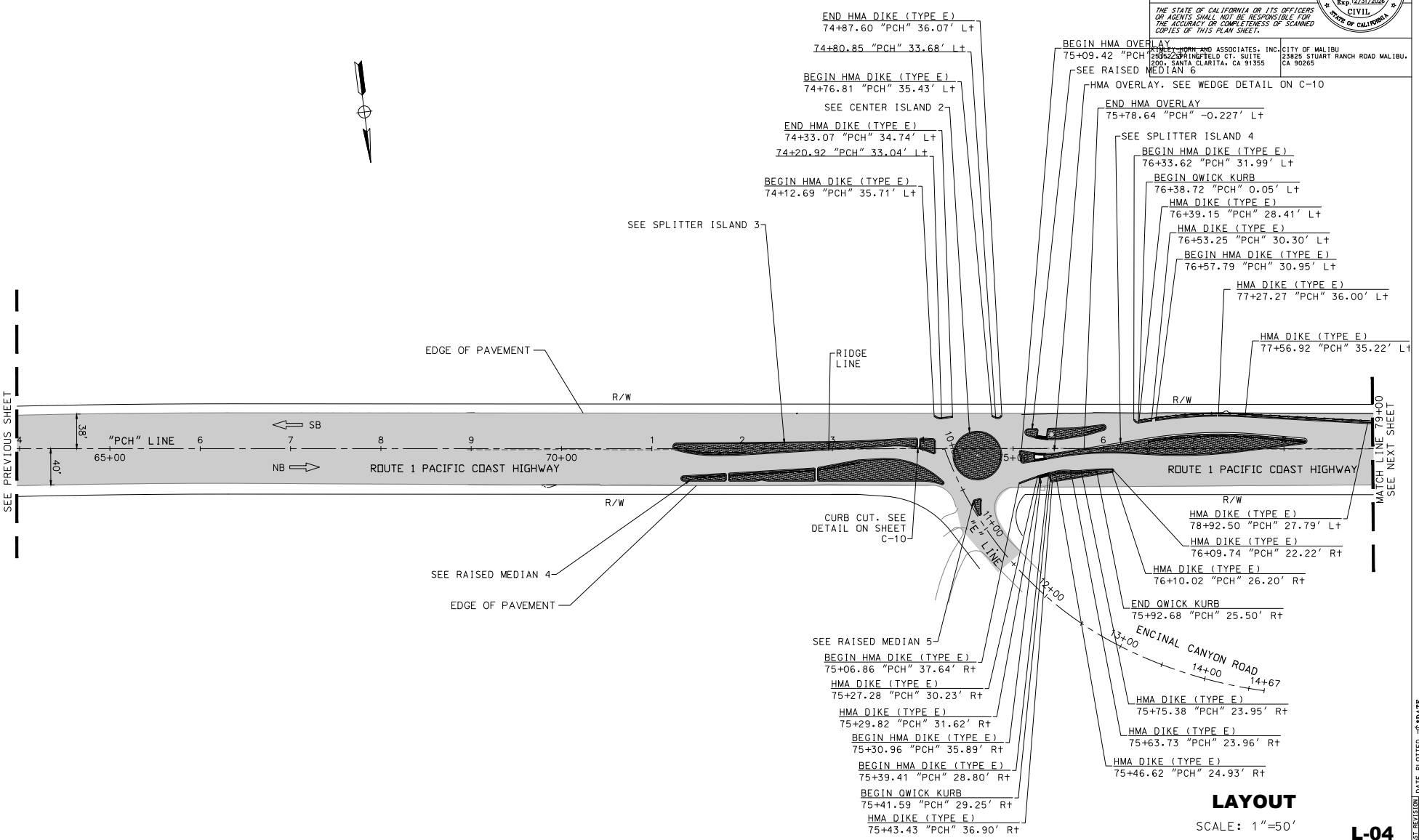
CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT

SCALE: 1"=50'

L-04

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	13	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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PLANS APPROVAL DATE

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CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTES:

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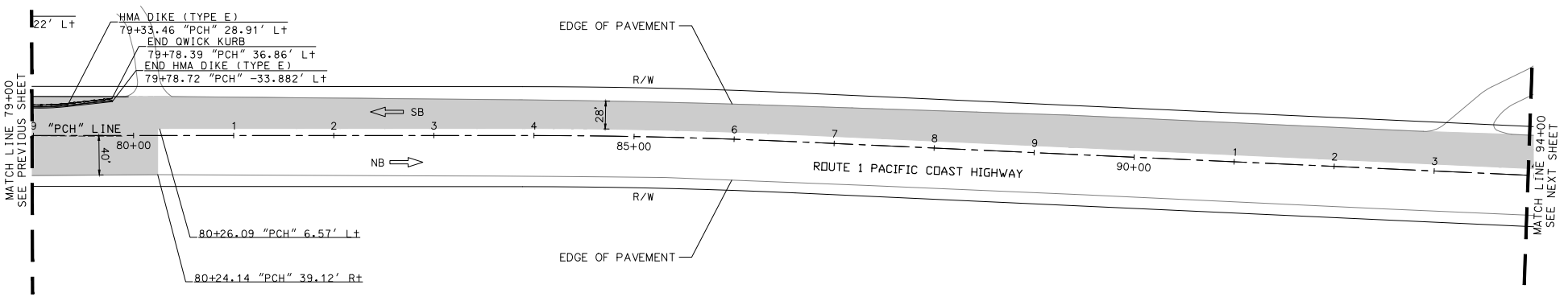

LAYOUT

SCALE: 1"=50'

L-05

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

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Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	14	53

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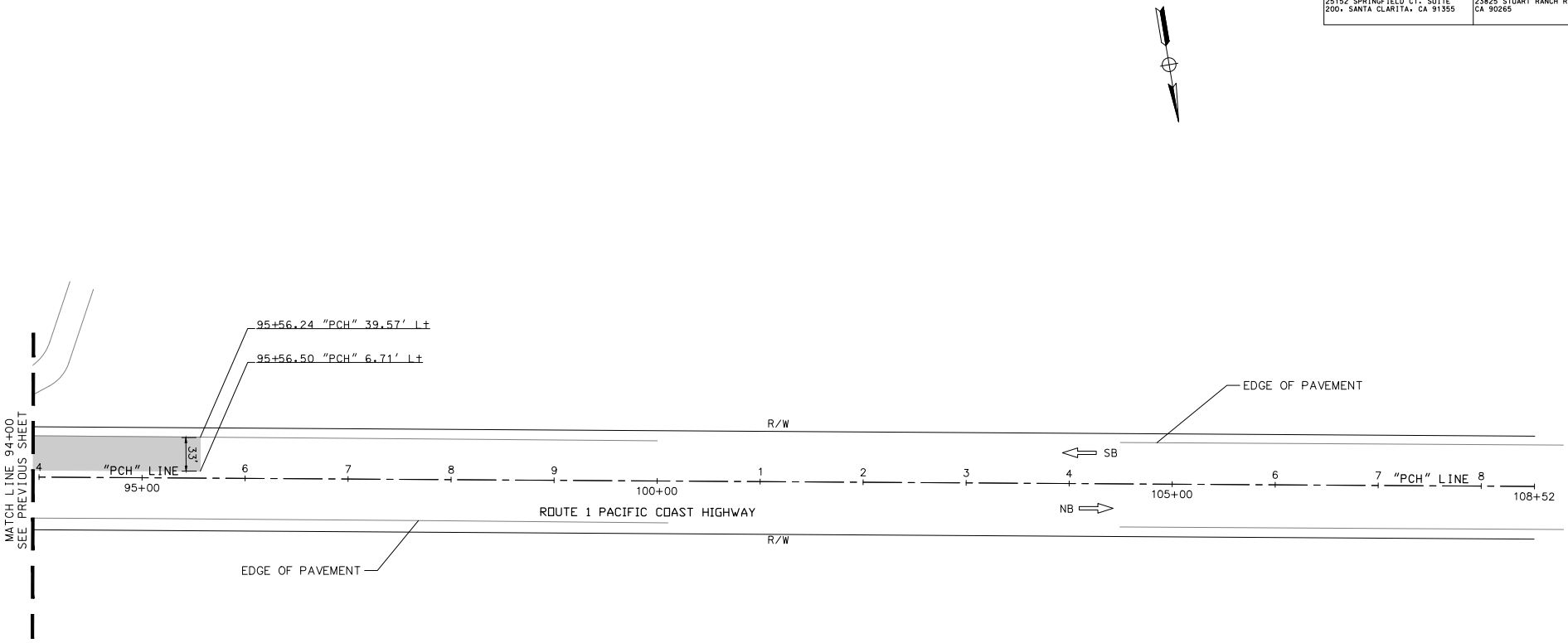

LAYOUT

SCALE: 1"=50'

L-06

REVISED BY	DATE REVISED
JARED CALISE	SEAN HOUCK
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	15	53

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23825 STUART RANCH ROAD MALIBU, CA 90265

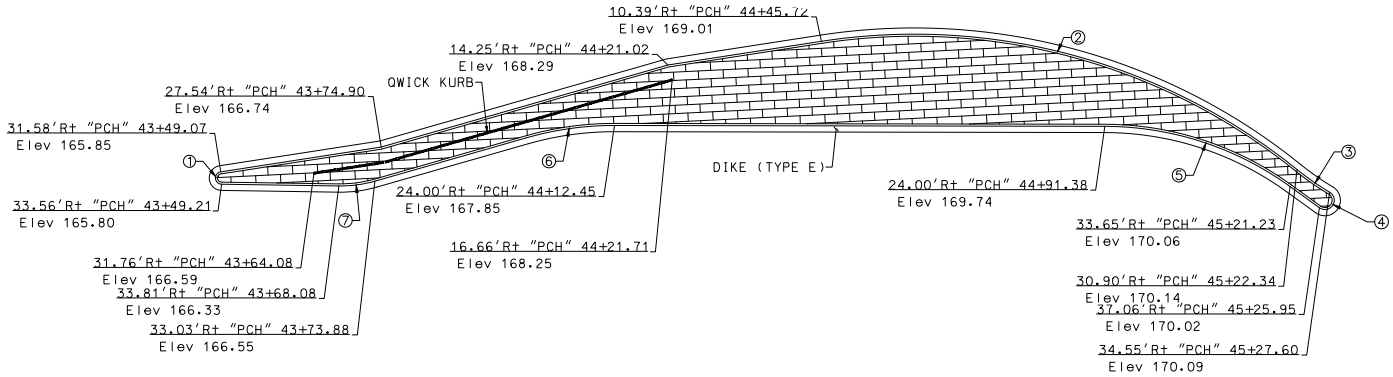
REVISED BY	DATE REVISED
MARAH YOUSIF	JARED CALISE

CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

RAISED MEDIAN (HMA)
HMA OVERLAY
DETECTABLE WARNING SURFACE
QWICK KURB

CURVE DATA				
No. .	R	Δ	T	L
1	1.00'	170°21'38"	11.86'	2.97'
2	98.00'	47°44'23"	43.37'	81.66'
3	44.50'	8°14'40"	3.21'	6.40'
4	1.50'	185°12'24"	32.99'	4.85'
5	51.00'	35°49'04"	16.48'	31.88'
6	51.00'	16°03'54"	7.20'	14.30'
7	20.00'	16°49'13"	2.96'	5.87'



35

RAISED MEDIAN 1
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-1

LAST REVISION 00-00-00 DATE PLOTTED = $DATE TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	16	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

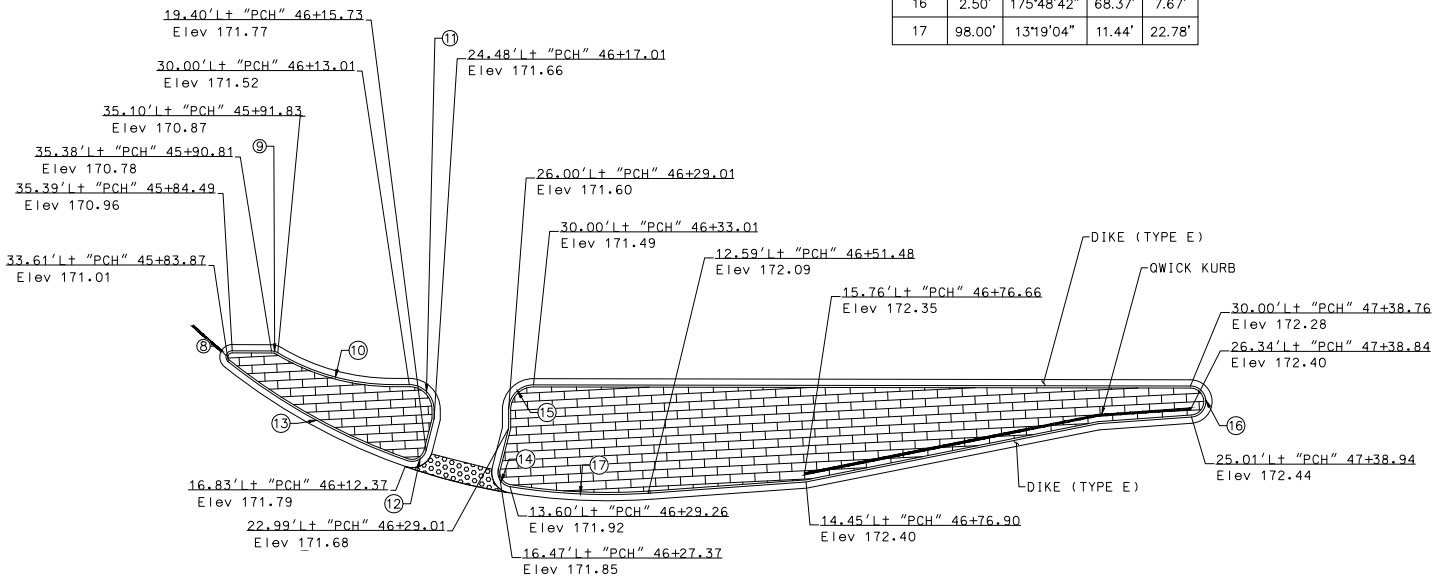
REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
8	1.00'	141°41'07"	2.88'	2.47'
9	2.00'	30°43'25"	0.55'	1.07'
10	36.00'	30°51'34"	9.94'	19.39'
11	4.00'	90°00'00"	4.00'	6.28'
12	2.33'	94°59'50"	2.55'	3.87'
13	98.00'	19°19'36"	16.69'	33.06'
14	2.33'	94°59'50"	2.55'	3.87'
15	4.00'	90°00'00"	4.00'	6.28'
16	2.50'	175°48'42"	68.37'	7.67'
17	98.00'	13°19'04"	11.44'	22.78'



RAISED MEDIAN 2
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-2

REVISED BY	DATE REVISED
MARAH YOUSIF	JARED CALISE
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 DATE PLOTTED = $$DATE TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	17	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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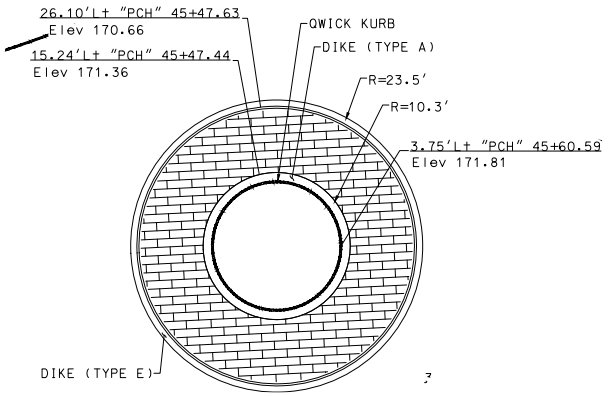
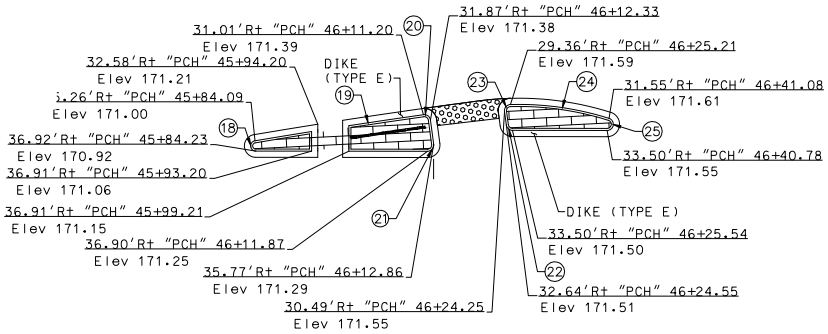
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
18	0.83'	170°20'02"	9.86'	2.48'
19	998.00'	1°34'30"	13.72'	27.44'
20	1.00'	90°20'55"	1.01'	1.58'
21	1.00'	97°44'32"	1.15'	1.71'
22	1.00'	82°13'33"	0.87'	1.44'
23	1.00'	96°02'53"	1.11'	1.68'
24	48.00'	19°12'28"	8.12'	16.09'
25	1.00'	162°31'06"	6.50'	2.84'



CENTER ISLAND 1
EL MATADOR BEACH ROAD



RAISED MEDIAN 3
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-3

CALCULATED-DESIGNED BY	CHECKED BY
MARAH YOUSIF	JARED CALISE

REVISED BY	DATE REVISED

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 DATE PLOTTED = $DATE TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	18	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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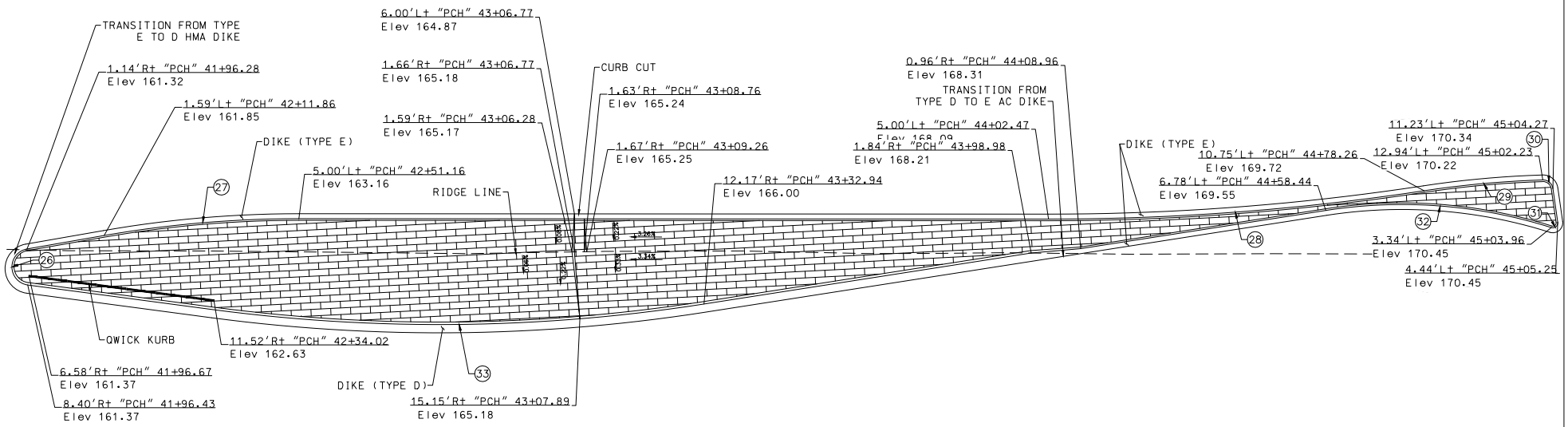
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
26	3.67'	162°32'37"	23.93'	10.42'
27	228.00'	9°55'34"	19.80'	39.50'
28	502.00'	8°41'01"	38.11'	76.08'
29	199.00'	6°56'02"	12.06'	24.08'
30	2.00'	83°33'33"	1.79'	2.92'
31	1.00'	115°41'44"	1.59'	2.02'
32	100.00'	26°23'20"	23.44'	46.06'
33	347.33'	16°24'51"	50.10'	99.50'



SPLITTER ISLAND 1
EL MATADOR BEACH ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

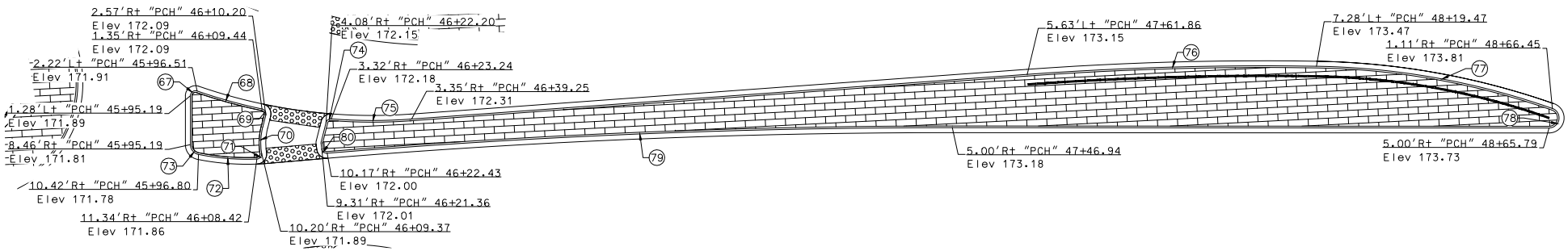
C-4

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

CURVE DATA				
No. .	R	Δ	T	L
67	1.00'	109°03'56"	1.40'	1.90'
68	107.00'	7°11'01"	6.72'	13.42'
69	1.00'	92°15'53"	1.04'	1.61'
70	13.00'	21°54'03"	2.52'	4.97'
71	1.00'	95°26'03"	1.10'	1.67'
72	49.00'	13°39'52"	5.87'	11.69'
73	2.00'	78°39'19"	1.64'	2.75'
74	1.00'	80°15'42"	0.84'	1.40'
75	107.00'	8°34'36"	8.02'	16.02'
76	648.00'	5°05'50"	28.84'	57.65'
77	149.00'	18°26'00"	24.18'	47.94'
78	2.00'	160°39'28"	11.74'	5.61'
79	1502.00'	4°45'17"	62.36'	124.65'
80	1.00'	86°58'50"	0.95'	1.52'



SPLITTER ISLAND 2
EL MATADOR BEACH ROAD

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	19	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-5

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	20	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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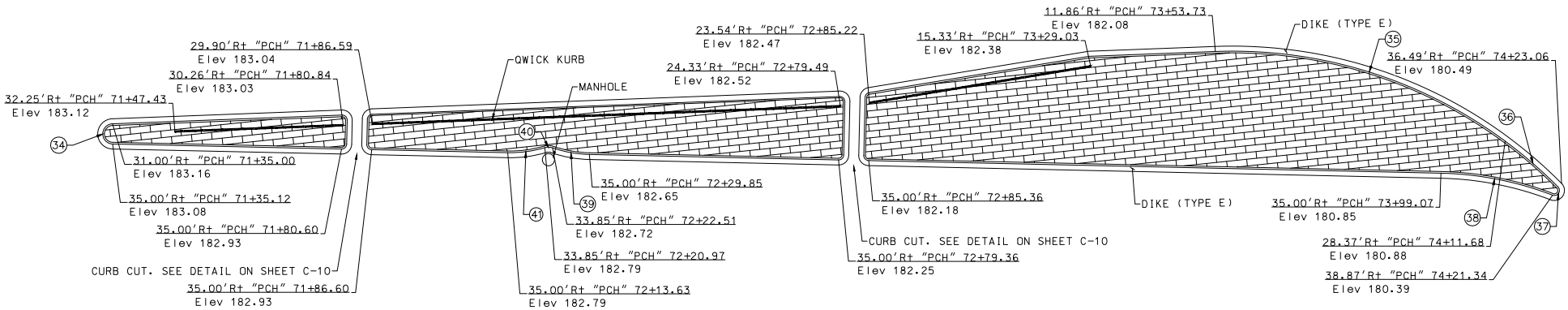
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

No.	R	Δ	T	L
34	2.00'	176°33'52"	66.69'	6.16'
35	91.00'	38°40'01"	31.93'	61.41'
36	91.00'	8°44'33"	6.96'	13.89'
37	1.00'	155°44'40"	4.65'	2.72'
38	66.00'	19°43'05"	11.47'	22.71'
39	24.00'	17°49'49"	3.76'	7.47'
40	2.50'	35°39'37"	0.80'	1.56'
41	24.00'	17°49'49"	3.76'	7.47'

CURVE DATA



RAISED MEDIAN 4
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-6

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	21	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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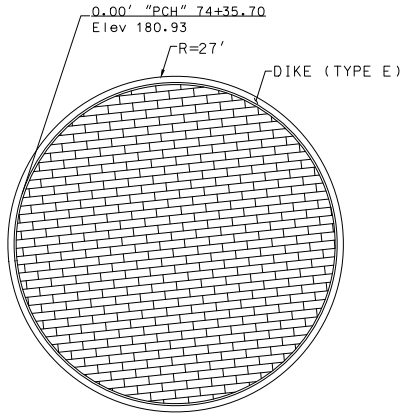
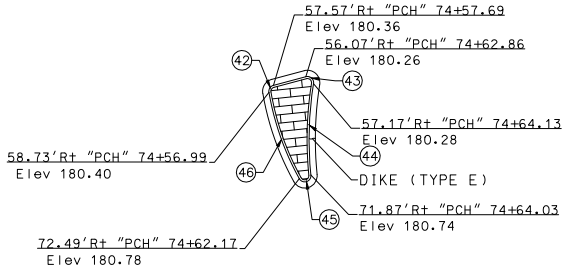
KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

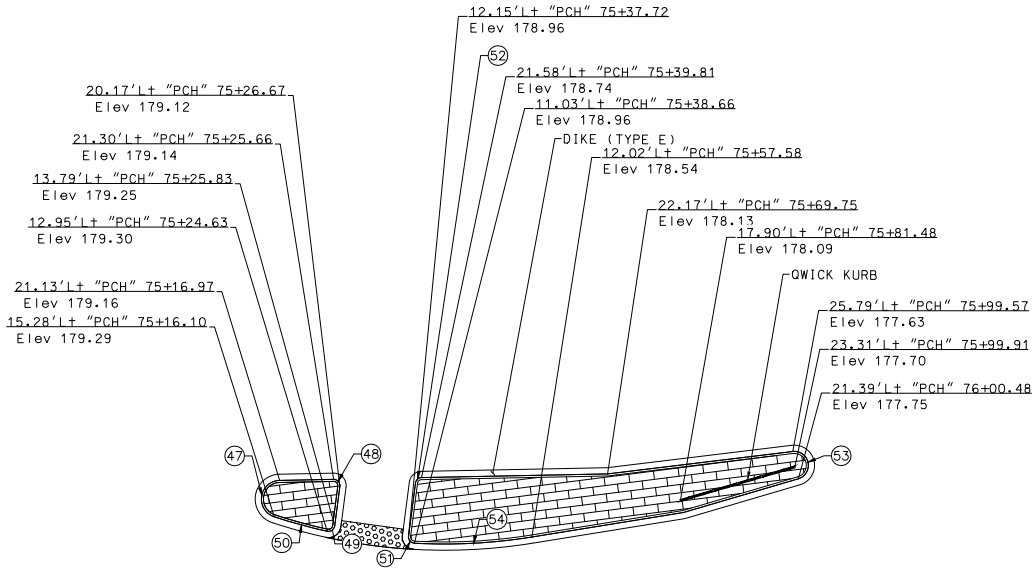


CENTER ISLAND 2
ENCINAL CANYON ROAD



RAISED MEDIAN 5
ENCINAL CANYON ROAD

CURVE DATA				
No. .	R	Δ	T	L
42	1.00'	84°48'57"	0.91'	1.48'
43	1.00'	113°59'48"	1.54'	1.99'
44	57.00'	14°48'59"	7.41'	14.74'
45	1.00'	156°45'22"	4.86'	2.74'
46	44.00'	19°14'52"	7.46'	14.78'
47	3.00'	160°41'48"	17.64'	8.41'
48	1.00'	98°35'19"	1.16'	1.72'
49	1.00'	94°57'21"	1.09'	1.66'
50	88.00'	5°45'31"	4.43'	8.84'
51	1.00'	94°16'27"	1.08'	1.65'
52	1.00'	81°24'41"	0.86'	1.42'
53	2.25'	170°32'39"	27.21'	6.70'
54	88.00'	12°21'39"	9.53'	18.98'



RAISED MEDIAN 6
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	22	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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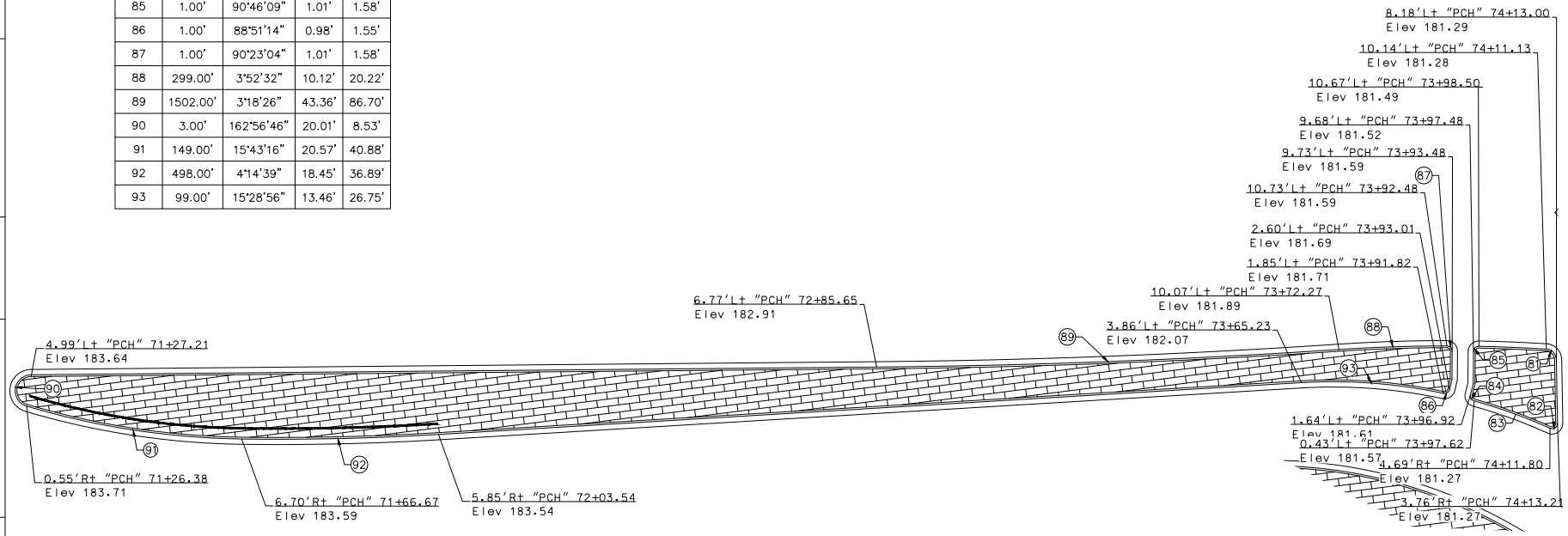
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
81	2.00'	85°22'09"	1.84'	2.98'
82	1.00'	115°14'51"	1.58'	2.01'
83	99.00'	8°44'08"	7.56'	15.09'
84	1.00'	88°29'06"	0.97'	1.54'
85	1.00'	90°46'09"	1.01'	1.58'
86	1.00'	88°51'14"	0.98'	1.55'
87	1.00'	90°23'04"	1.01'	1.58'
88	299.00'	3°52'32"	10.12'	20.22'
89	1502.00'	3°18'26"	43.36'	86.70'
90	3.00'	162°56'46"	20.01'	8.53'
91	149.00'	15°43'16"	20.57'	40.88'
92	498.00'	4°14'39"	18.45'	36.89'
93	99.00'	15°28'56"	13.46'	26.75'



SPLITTER ISLAND 3
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-8

REVISED BY | DATE REVISED
MARAH YOUSIF | JARED CALISE
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	23	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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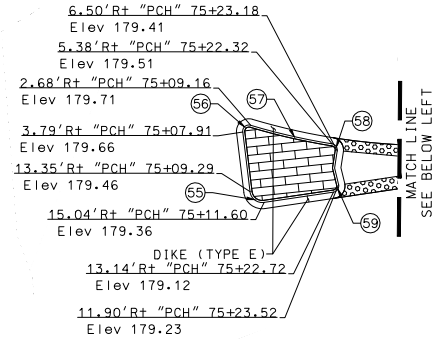
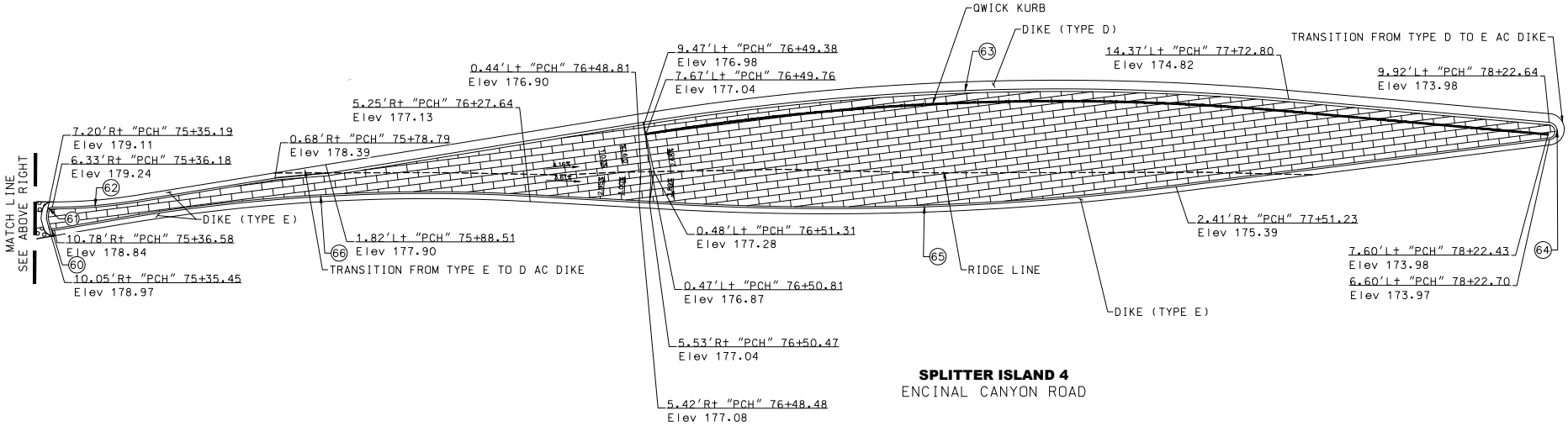
KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

CURVE DATA				
No. .	R	Δ	T	L
55	2.00'	91°28'35"	2.05'	3.19'
56	1.00'	114°23'42"	1.55'	2.00'
57	102.00'	7°33'03"	6.73'	13.44'
58	1.00'	89°38'40"	0.99'	1.56'
59	1.00'	95°15'32"	1.10'	1.66'
60	1.00'	84°44'28"	0.91'	1.48'
61	1.00'	82°32'49"	0.88'	1.44'
62	102.00'	9°10'54"	8.19'	16.35'
63	497.33'	14°16'37"	62.29'	123.93'
64	1.67'	167°43'20"	15.53'	4.89'
65	534.00'	10°24'14"	48.62'	96.96'
66	352.00'	12°53'52"	39.79'	79.24'





SPLITTER ISLAND 4
ENCINAL CANYON ROAD

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: MARAH YOUSIF
CHECKED BY: JARED CALISE
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
DGN FILE = $REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	24	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

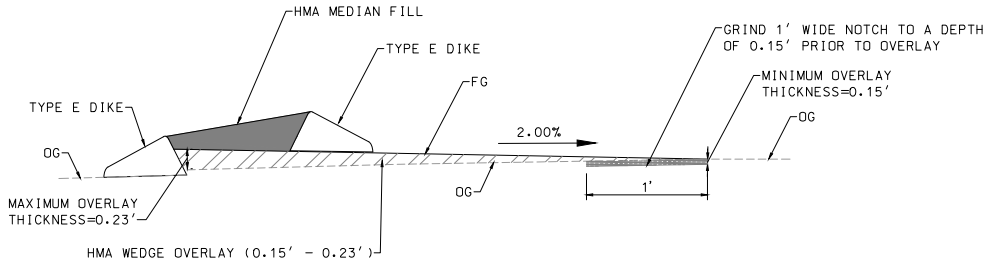
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

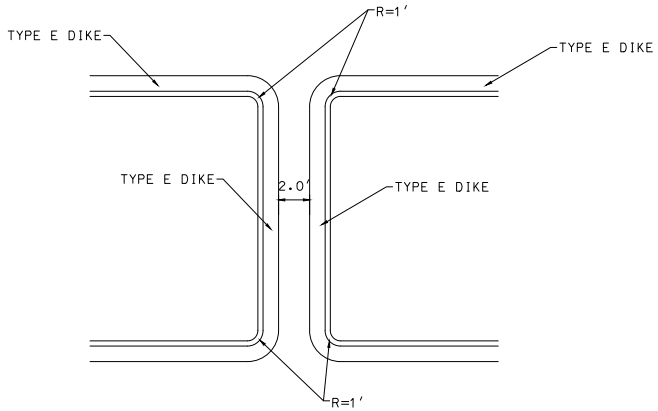
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



WEDGE DETAIL



CURB CUT DETAIL

CONSTRUCTION DETAILS

SCALE: 1"=10'

C-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
SRIKANTH CHAKRAVARTHY	MARAH YOUSIF		
	JARED CALISE		
	CHECKED BY		

LAST REVISION 00-00-00 DATE PLOTTED =$DATE TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

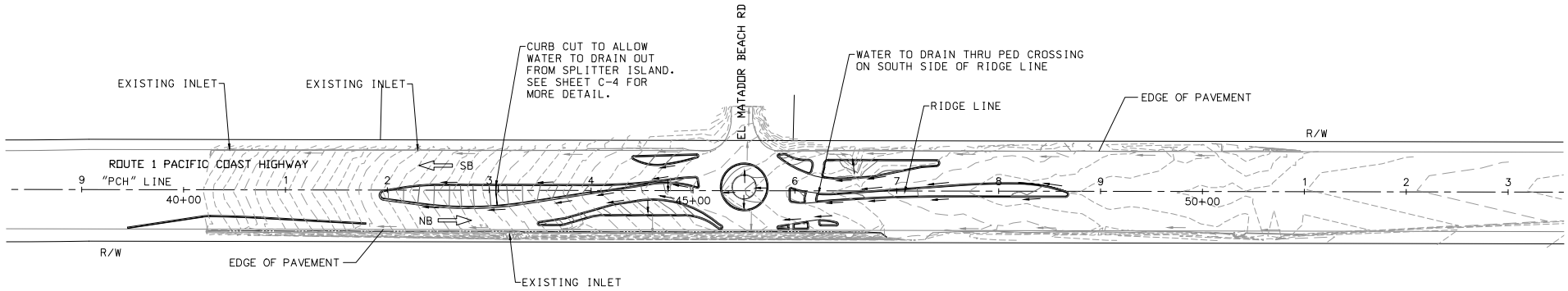
NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

PROPOSED FLOW PATH

EXISTING FLOW PATH



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	25	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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PLANS APPROVAL DATE

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
JARED CALISE	SEAN HOUCK

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DRAINAGE PLAN

SCALE: 1"=50'

D-1

LAST REVISION 00-00-00 DATE PLOTTED = $$DATE $$TIME PLOTTED

BORDER LAST REVISED 7/2/2010

USERNAME = ¢$USER
DGN FILE = ¢$REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	26	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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PLANS APPROVAL DATE

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

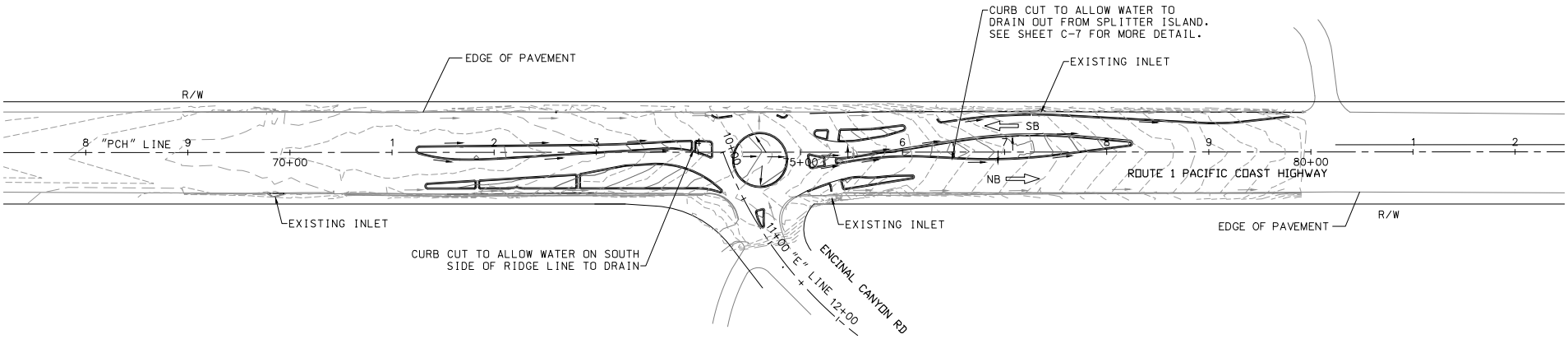
NOTES:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

PROPOSED FLOW PATH

EXISTING FLOW PATH



DRAINAGE PLAN

SCALE: 1"=50'

D-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

CALCULATED-DESIGNED BY: JARED CALISE

CHECKED BY: SEAN HOUCK

REVISED BY | DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED = $DATE

TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010

USERNAME = $USER

DGN FILE = $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 072500027511

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3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- SIGN-No. — ROADSIDE SIGN – ONE POST / ROADSIDE SIGN – TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN – ONE POST (MOUNTED)
- INSTALL SIGN ON POLE (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	27	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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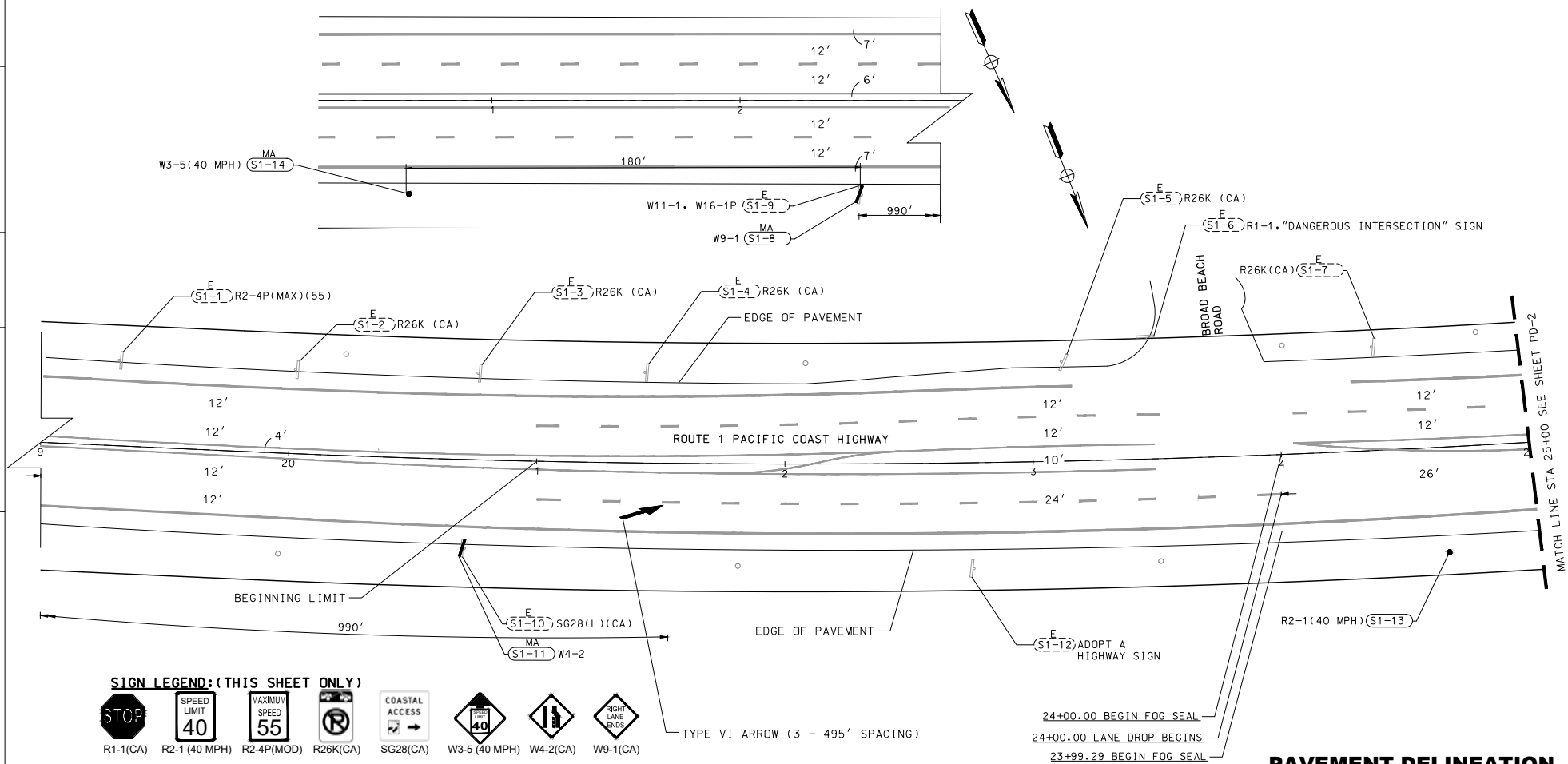
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

R1-1(CA) R2-1 (40 MPH) R2-4P(MOD) R26K(CA) SG28(CA) W3-5 (40 MPH) W4-2(CA) W9-1(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-1

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTE:

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2. FEDERAL SIGN DESIGNATIONS ARE SHOWN UNLESS DESIGNATED BY (CA) WHICH INDICATES SIGN DESIGNATION.
3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (SIGN-No.) ROADSIDE SIGN - ONE POST
- (SIGN-No.) ROADSIDE SIGN - TWO POST
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	28	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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PLANS APPROVAL DATE

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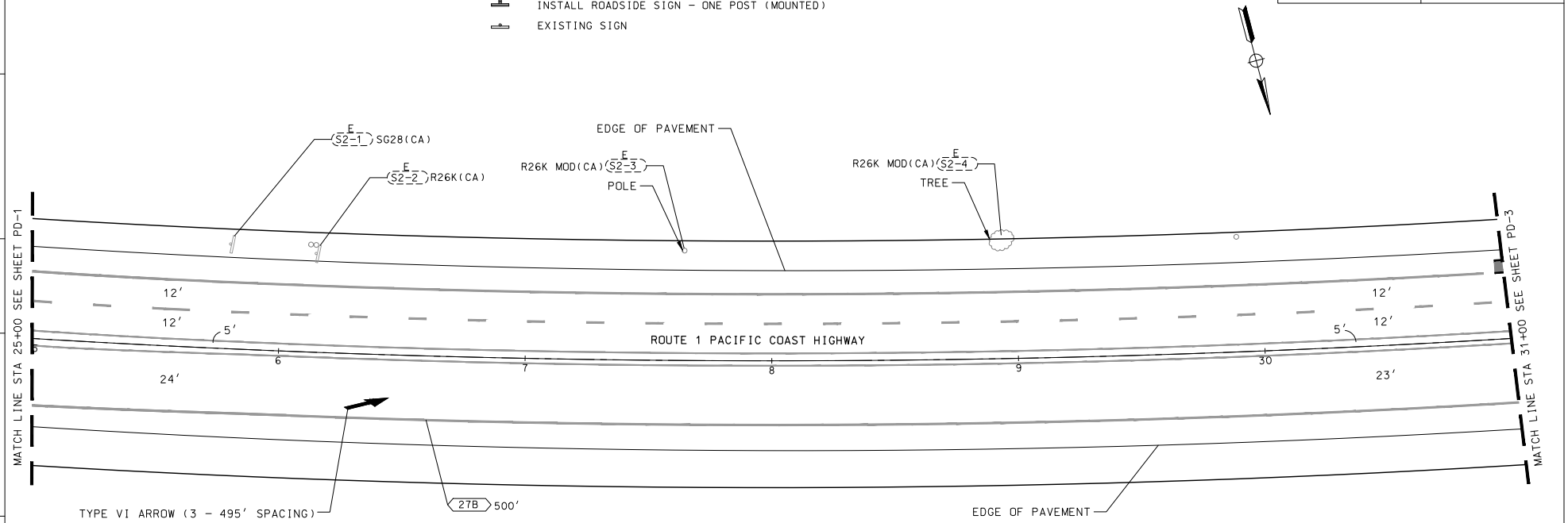
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

R26K(CA) R26 MOD(CA) SG28(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-2

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SIGN-No. — ROADSIDE SIGN – ONE POST / ROADSIDE SIGN – TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- RM SIGN-No. — REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN – ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN – TWO POSTS

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	29	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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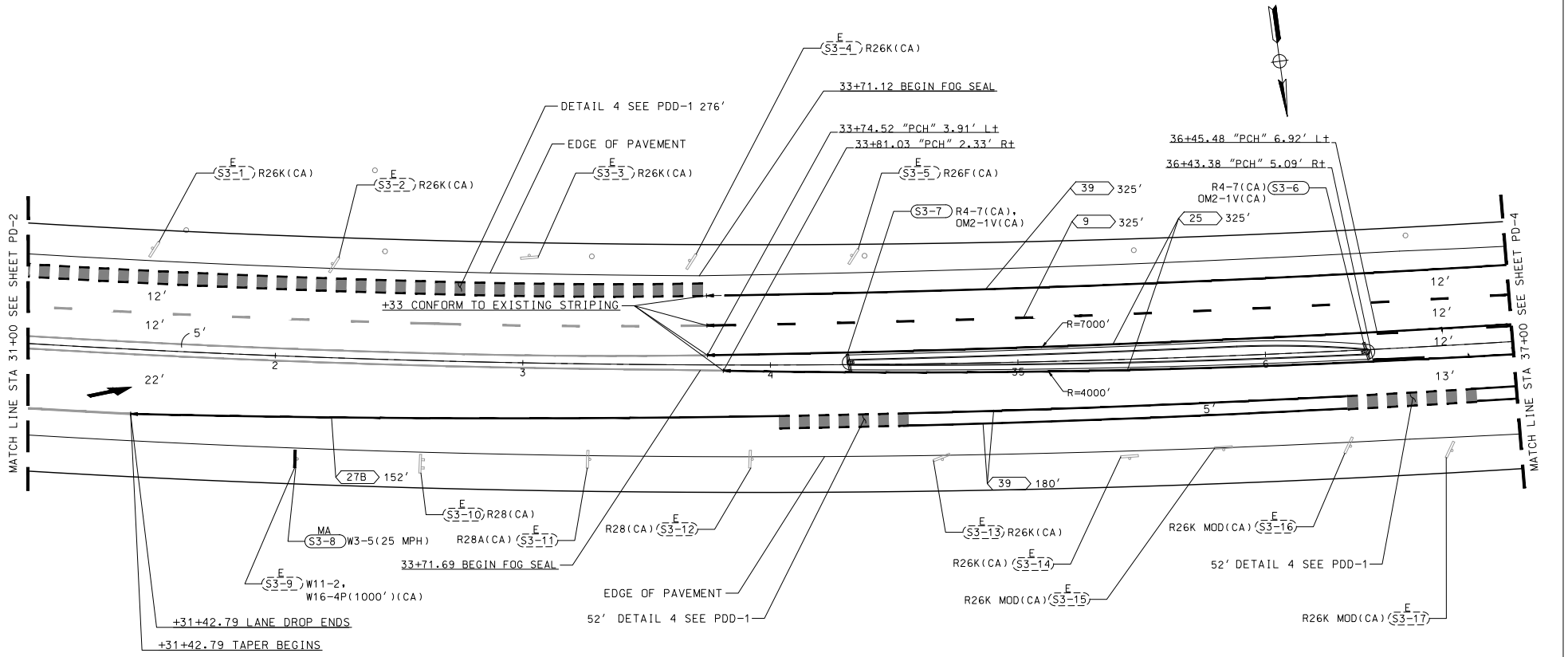
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

OM2-1V(CA) R4-7(CA) R26F(CA) R26K(CA) R26 MOD(CA) R28A(CA) W3-5(25 MPH) W11-2(CA) W16-4P(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-3

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SIGN-No. — ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- RM SIGN-No. — REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	30	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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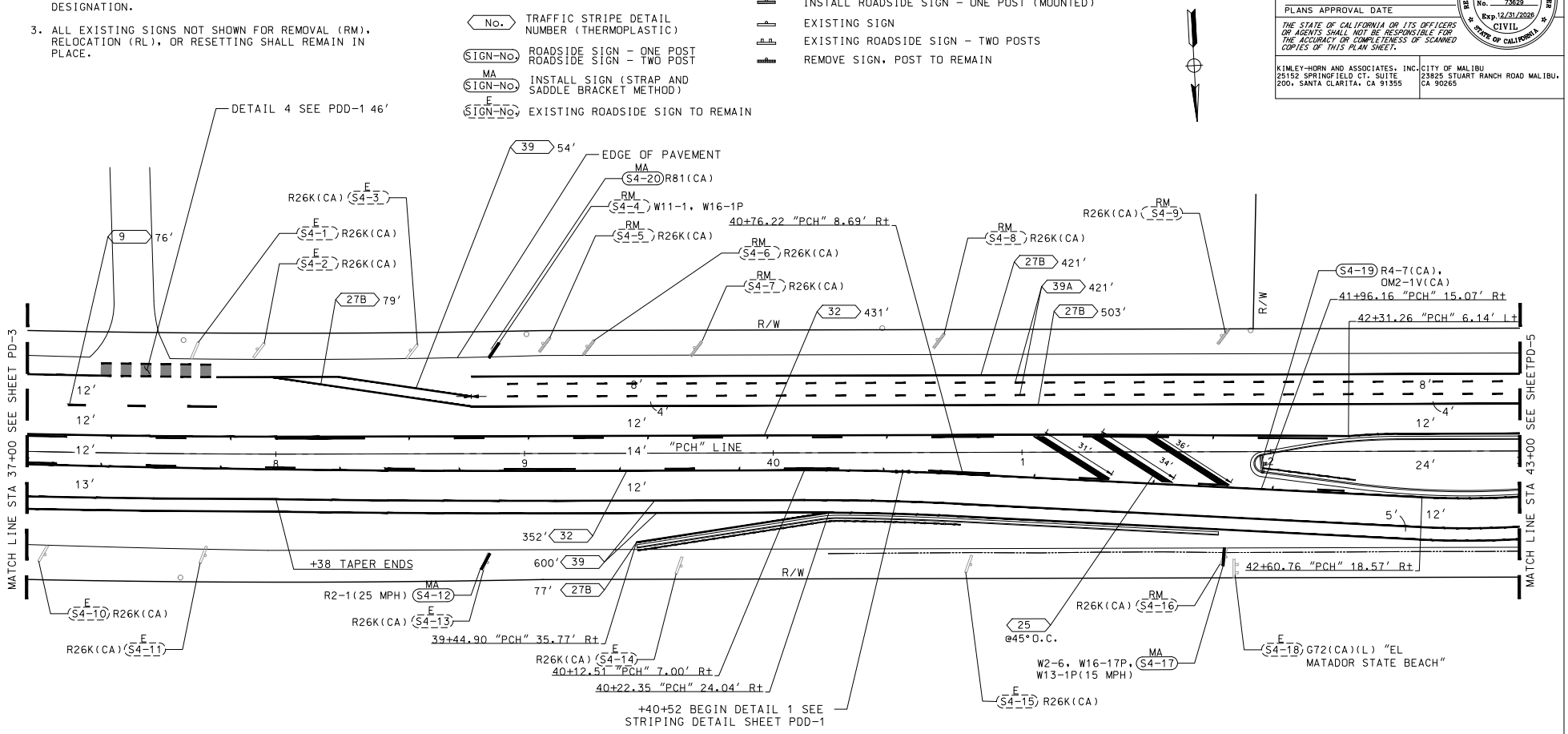
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

G72(CA) OM2-1V(CA) R2-1(40 MPH) R4-7(CA) R26K(CA) W2-6(CA) W11-1(CA) W13-1P(15)(CA) W16-1P(CA) W16-17P(CA) R81(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-4

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SHARED ROADWAY BICYCLE MARKING

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	31	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

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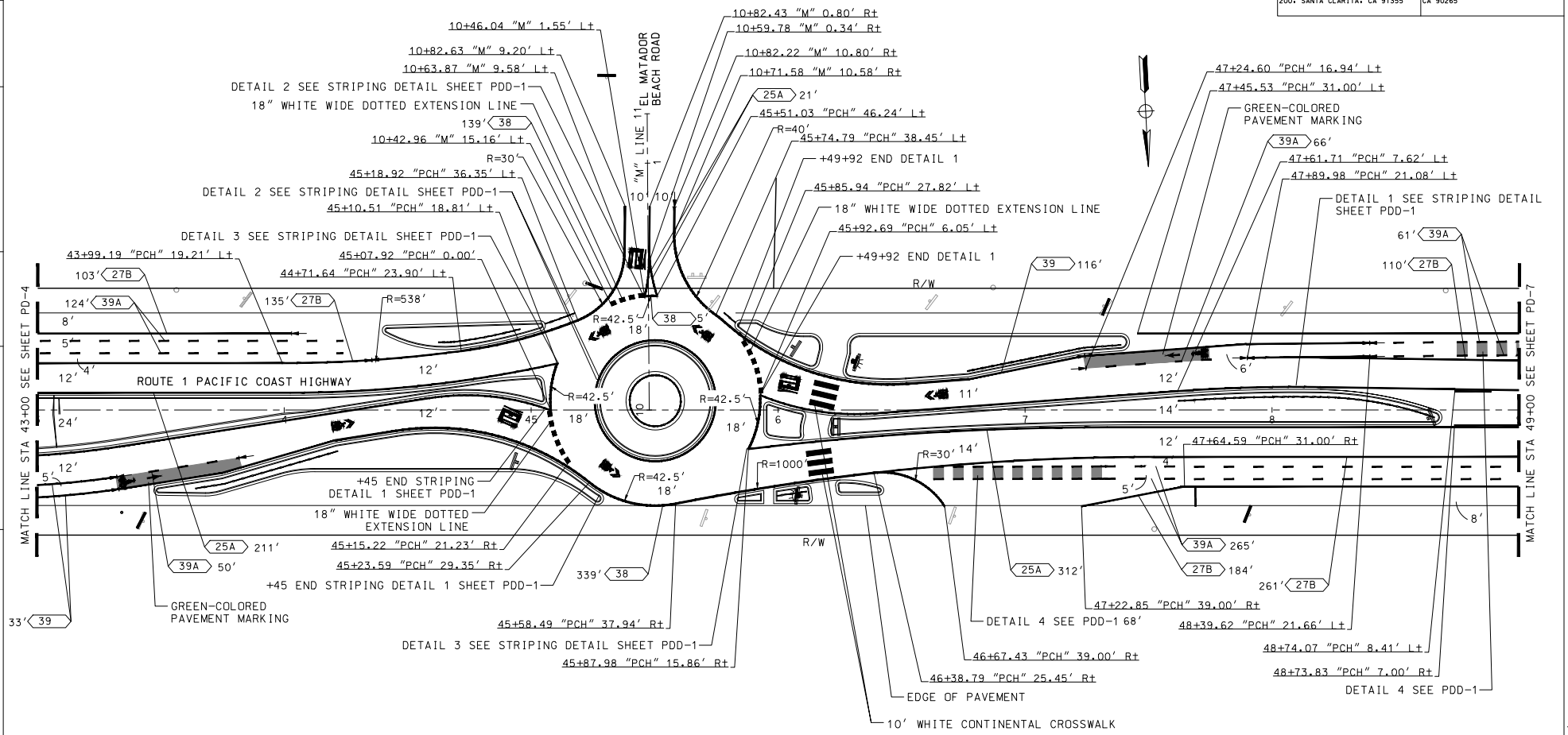
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



PAVEMENT DELINEATION PLAN

SCALE: 1"=20'

PD-5

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- (SIGN-No.) ROADSIDE SIGN - ONE POST
- (SIGN-No.) ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E (SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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SRIKANTH CHAKRAVARTHY 10/7/2025
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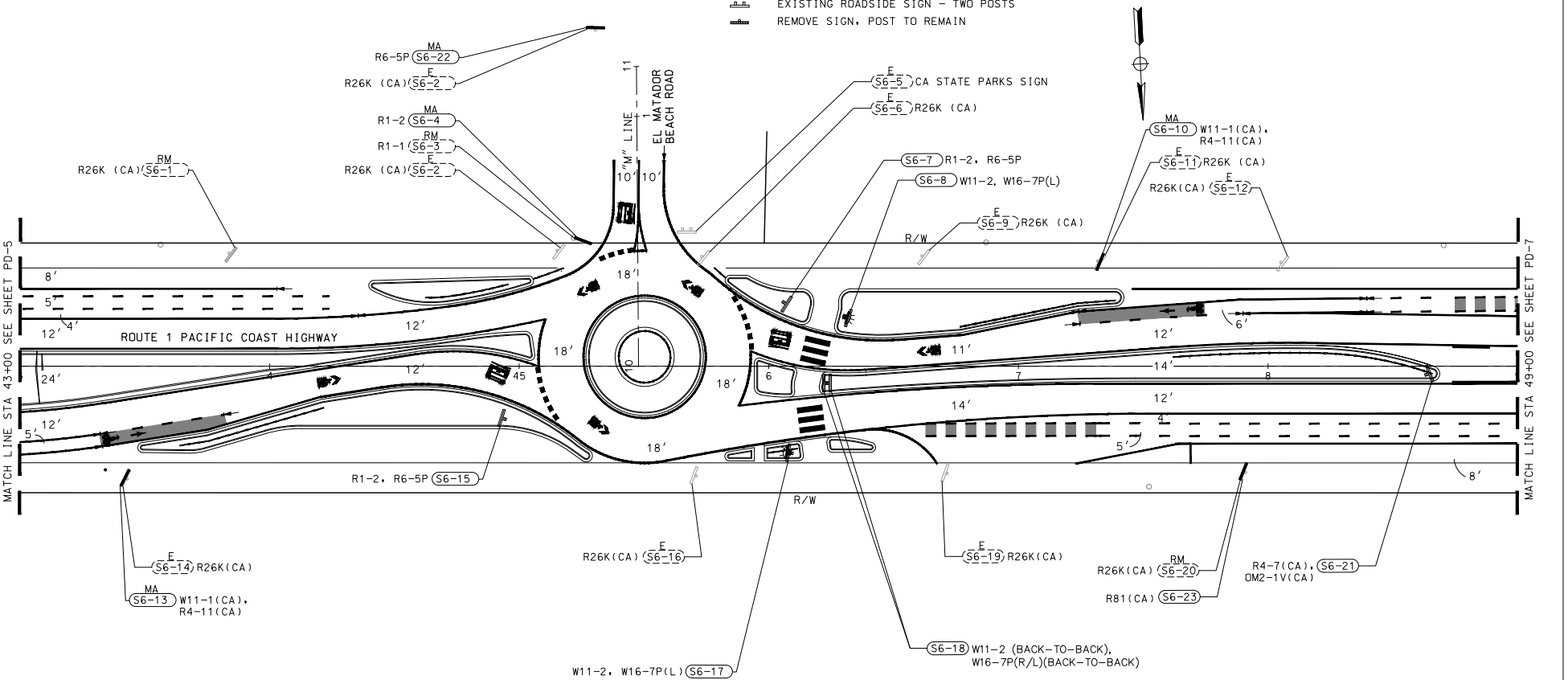
CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

OM2-1V(CA) R1-1(CA) R1-2(CA) R4-7(CA) R4-11(CA) R6-5(CA) R26K(CA) W11-1(CA) W11-2(CA) W16-7P(L) W16-7P(R) R81(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-6

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (MA SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (RM SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	33	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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PLANS APPROVAL DATE

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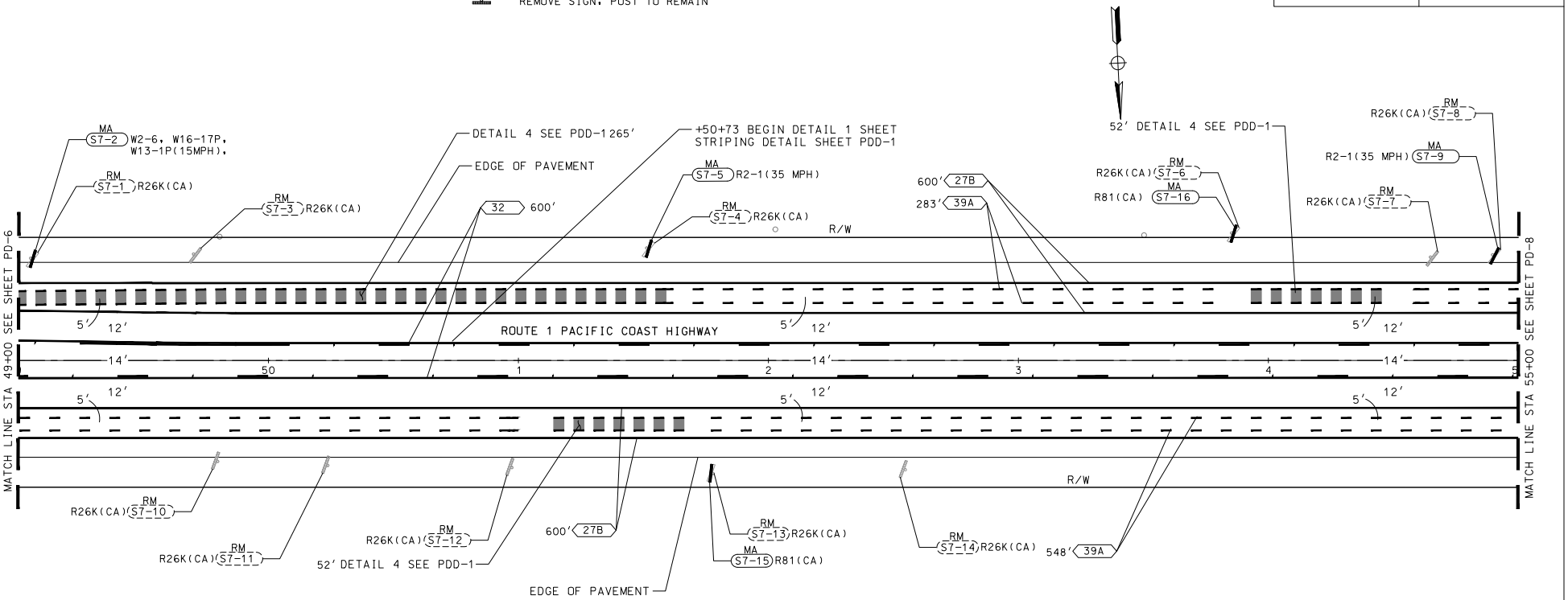
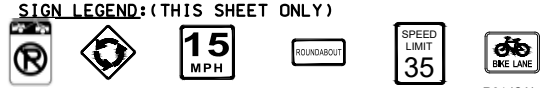
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)



R26K(CA) W2-6(CA) W13-1P(15)(CA) W16-17P(CA) R2-1 (35MPH) R81(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-7

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	34	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR
SRIKANTH CHAKRAVARTHY

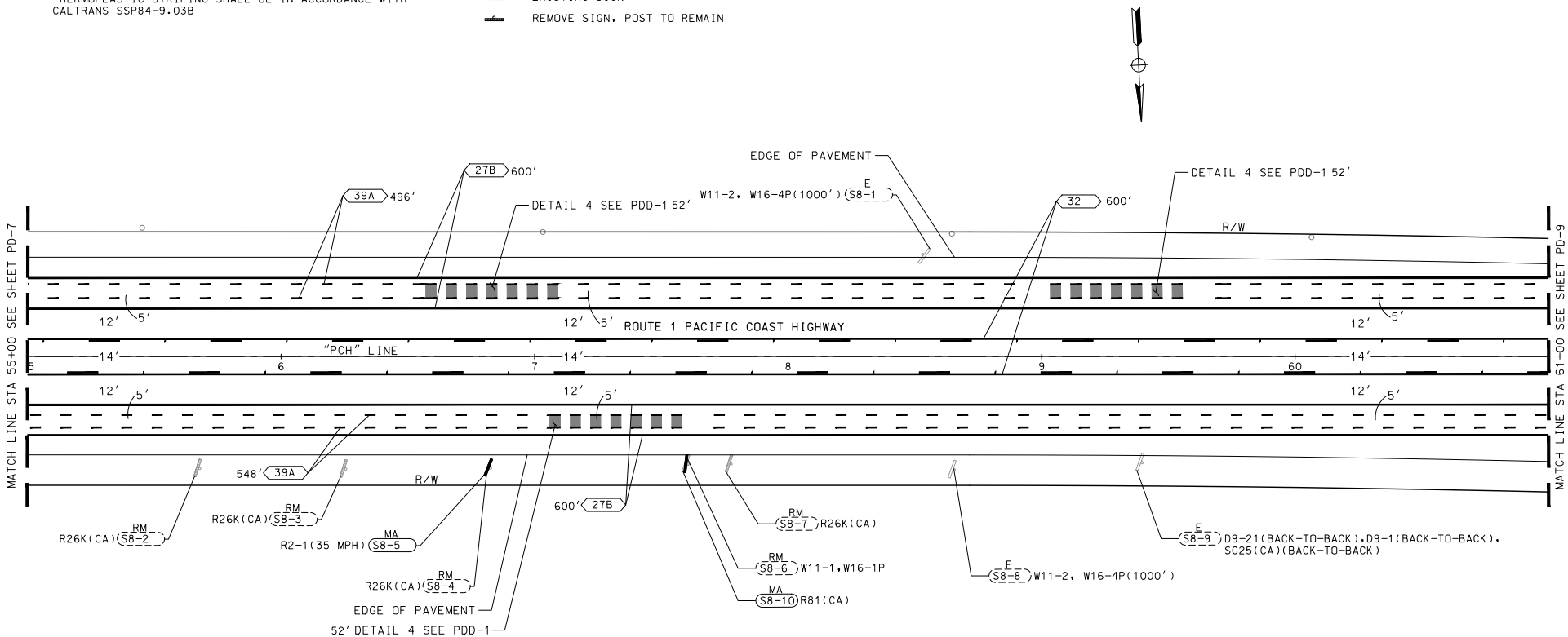
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FEDERAL SIGN DESIGNATIONS ARE SHOWN UNLESS DESIGNATED BY (CA) WHICH INDICATES SIGN DESIGNATION.
3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.
4. REMOVE ALL EXISTING STRIPING IN CONFLICT WITH PROPOSED IMPROVEMENTS. REMOVAL OF YELLOW PAINT OR THERMOPLASTIC STRIPING SHALL BE IN ACCORDANCE WITH CALTRANS SSP84-9.03B

LEGEND:

- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (MA SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN



SIGN LEGEND:(THIS SHEET ONLY)

D9-1(CA) D9-21(CA) SG25(CA) R26K(CA) R2-1 (35MPH) R81 (CA) W11-1 W11-2(CA) W16-1P(CA) W16-4P(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-8

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	35	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265

NOTE:

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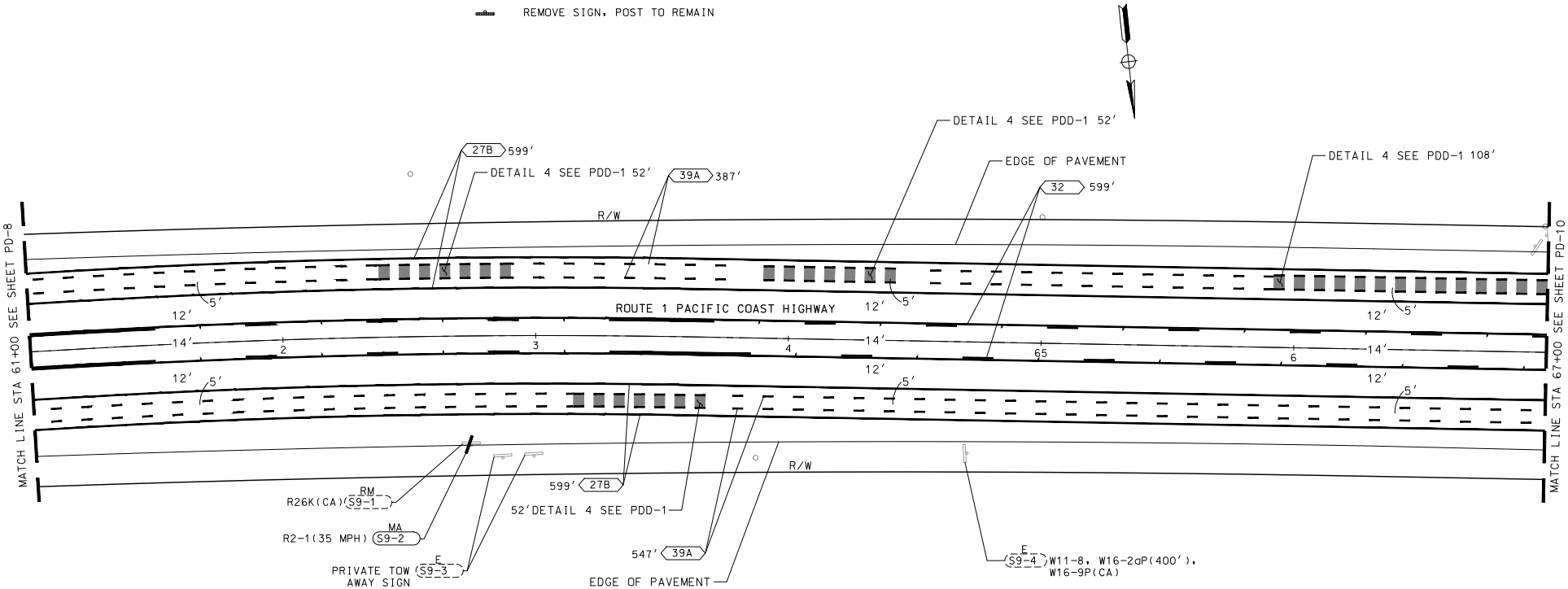
3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (MA SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN



SIGN LEGEND:(THIS SHEET ONLY)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1″=20′

PD-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

CALCULATED-DESIGNED BY: LANCE LUONG

CHECKED BY: MARAH YOUSIF

REVISED BY	DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = ¢$USER | DGN FILE = ¢$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- SIGN-No. — ROADSIDE SIGN – ONE POST / ROADSIDE SIGN – TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- RM SIGN-No. — REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN – ONE POST (MOUNTED)
- EXISTING SIGN
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	36	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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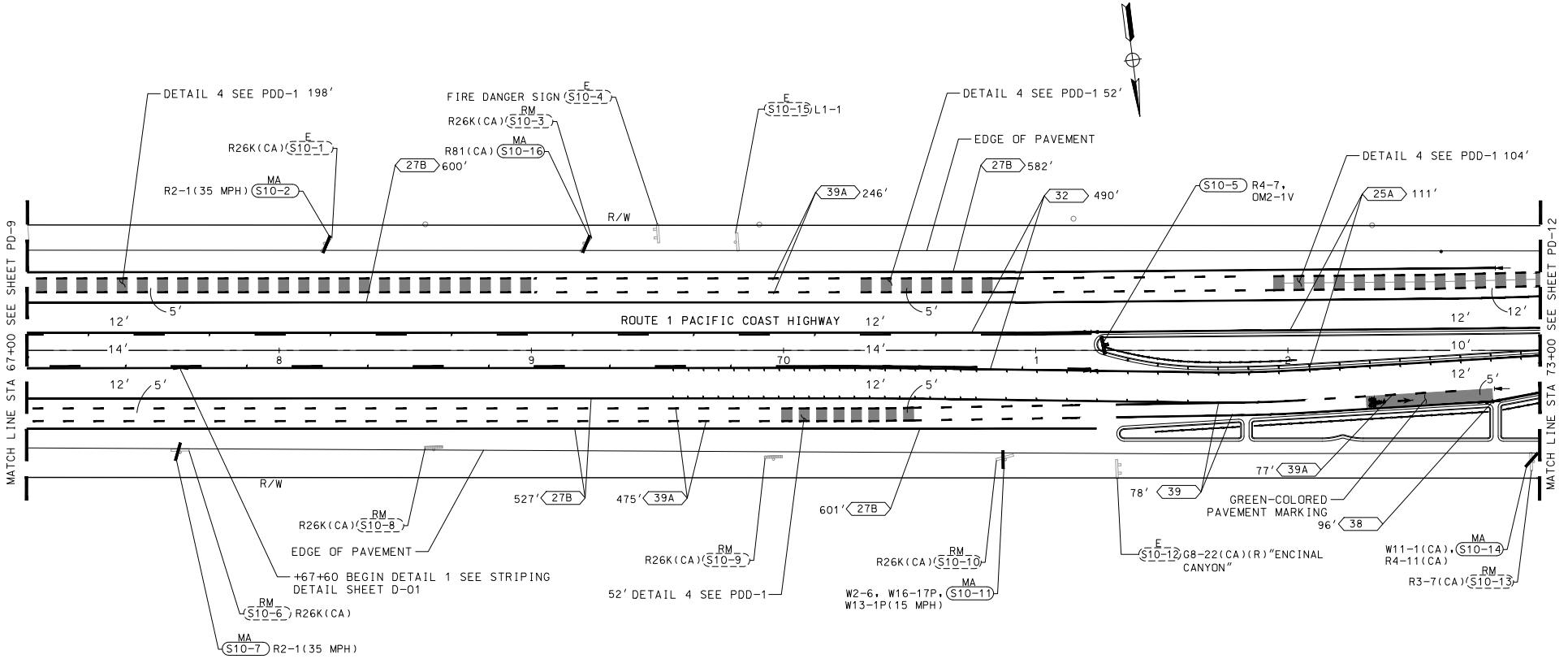
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

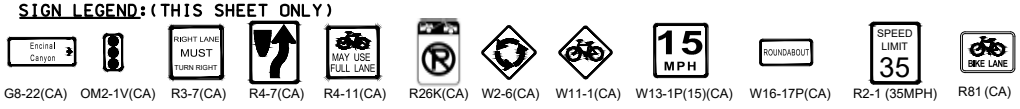
CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans



SIGN LEGEND:(THIS SHEET ONLY)



G8-22(CA) OM2-1V(CA) R3-7(CA) R4-7(CA) R4-11(CA) R26K(CA) W2-6(CA) W11-1(CA) W13-1P(15)(CA) W16-17P(CA) R2-1 (35MPH) R81 (CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-10

LAST REVISION 00-00-00 | DATE PLOTTED =$DATE | TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	37	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC.
25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU. CA 90265

NOTE:

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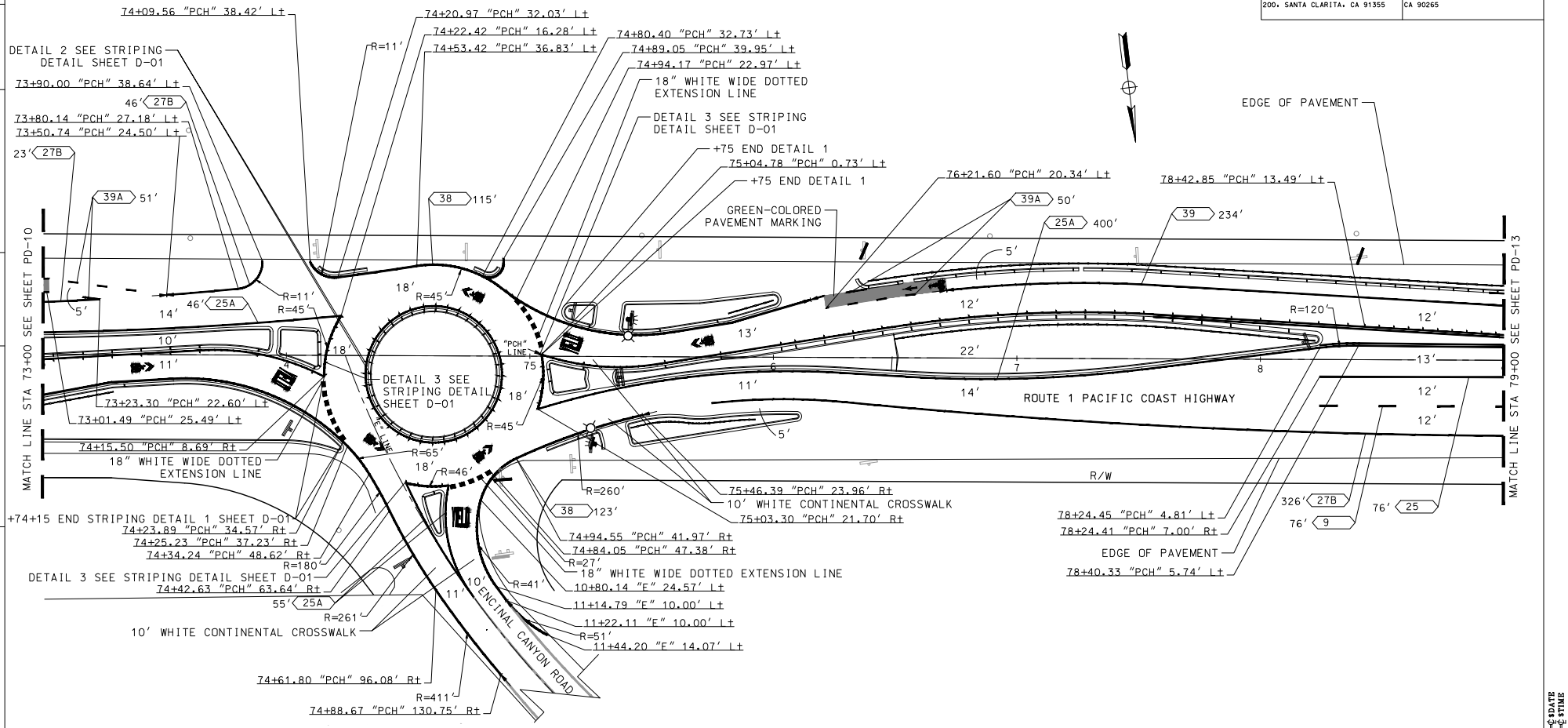
3. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL (RM), RELOCATION (RL), OR RESETTING SHALL REMAIN IN PLACE.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SHARED ROADWAY BICYCLE MARKING
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS



PAVEMENT DELINEATION PLAN

SCALE: 1"=20'

PD-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED = $$DATE
TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010
USERNAME = ¢$USER
DGN FILE = ¢$REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- No. — TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- SHARED ROADWAY BICYCLE MARKING
- SIGN-No. — ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- MA SIGN-No. — INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E SIGN-No. — EXISTING ROADSIDE SIGN TO REMAIN
- RM SIGN-No. — REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- INSTALL SIGN ON POLE (STRAP AND SADDLE BRACKET METHOD)

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	38	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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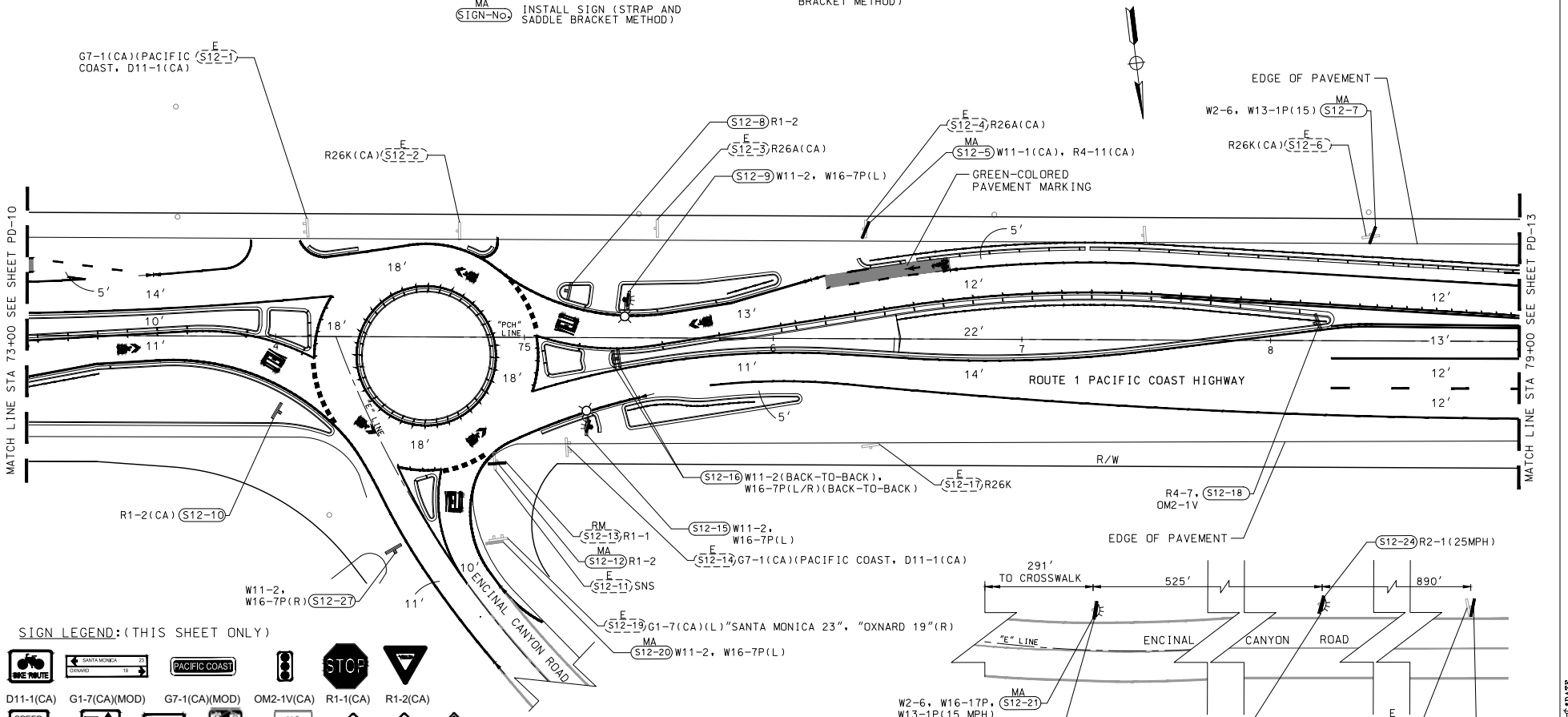
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-12

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY | CALCULATED-DESIGNED BY: LANCE LUONG | CHECKED BY: MARAH YOUSIF | REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	39	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265

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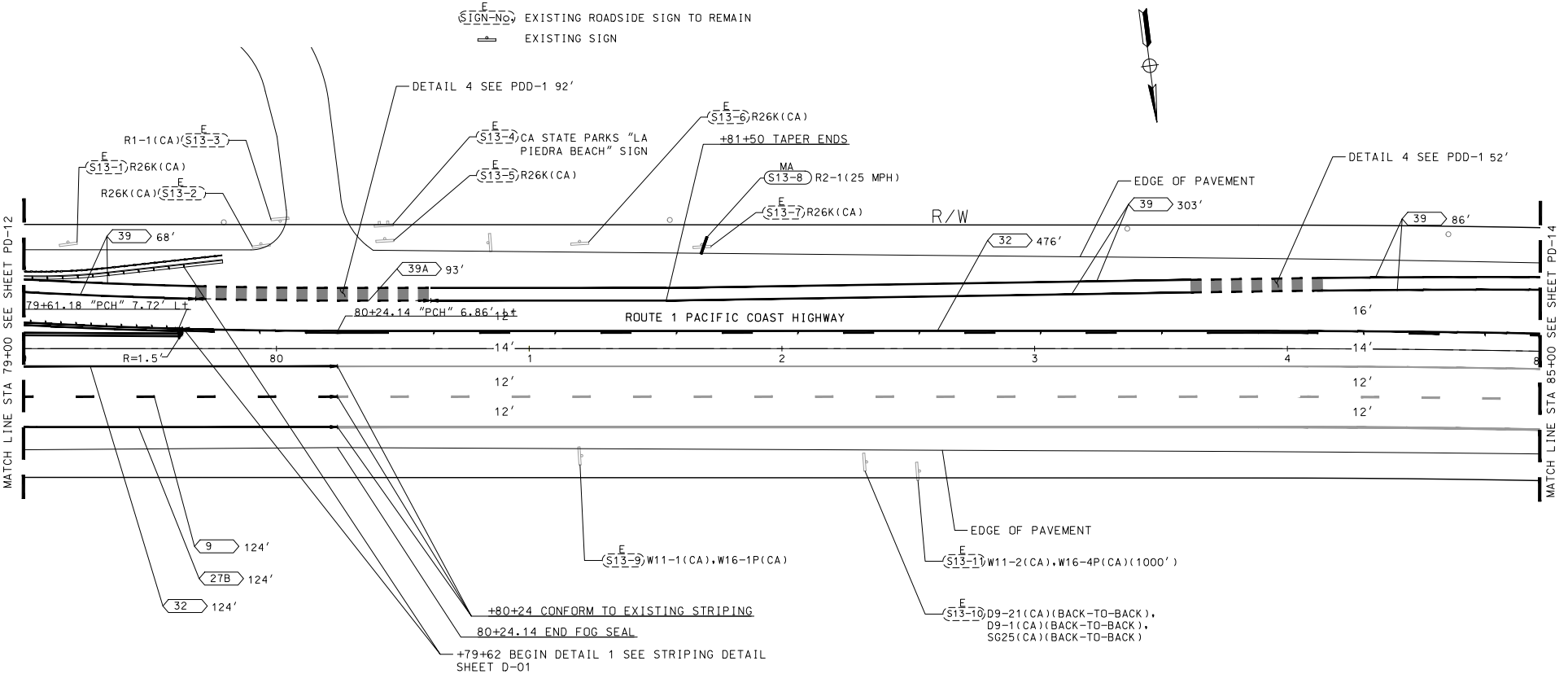
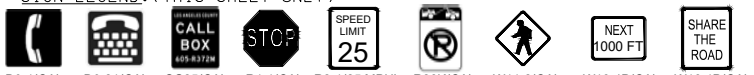
LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- (SIGN-No.) ROADSIDE SIGN - ONE POST
- (SIGN-No.) ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- E (SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- EXISTING SIGN



SIGN LEGEND:(THIS SHEET ONLY)



D9-1(CA) D9-21(CA) SG25(CA) R1-1(CA) R2-1(25 MPH) R26K(CA) W11-2(CA) W16-4P(CA) W16-1P(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-13

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $DATE | TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $USER | DGN FILE = $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM SIGN-No.) REMOVE ROADSIDE SIGN
- (MA SIGN-No.) INSTALL SIGN (STRIP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	40	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

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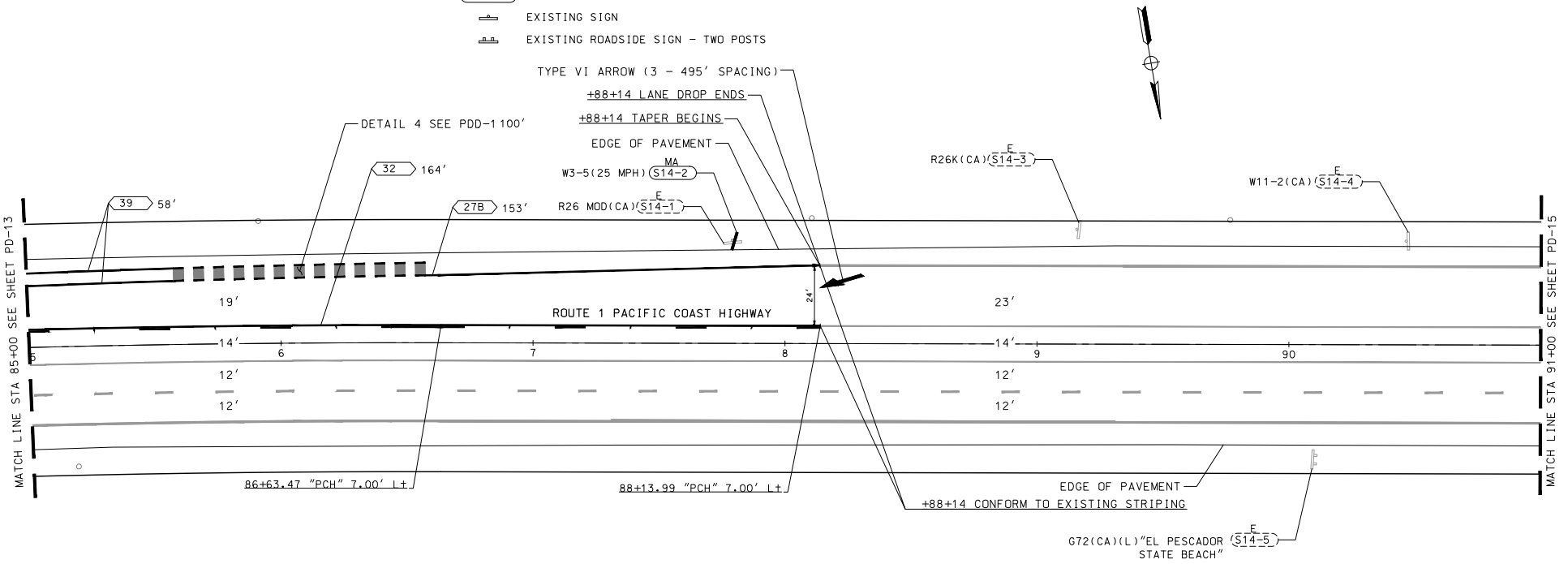
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

G72(CA) R26K(CA) R26 MOD(CA) W3-5(25 MPH) W11-2(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-14

REVISED BY	DATE REVISED
LANCE LUONG	MARAH YOUSIF

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = ¢$USER | DGN FILE = ¢$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (MA SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No.) EXISTING ROADSIDE SIGN TO REMAIN
- (RM SIGN-No.) REMOVE EXISTING ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- REMOVE SIGN, POST TO REMAIN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	41	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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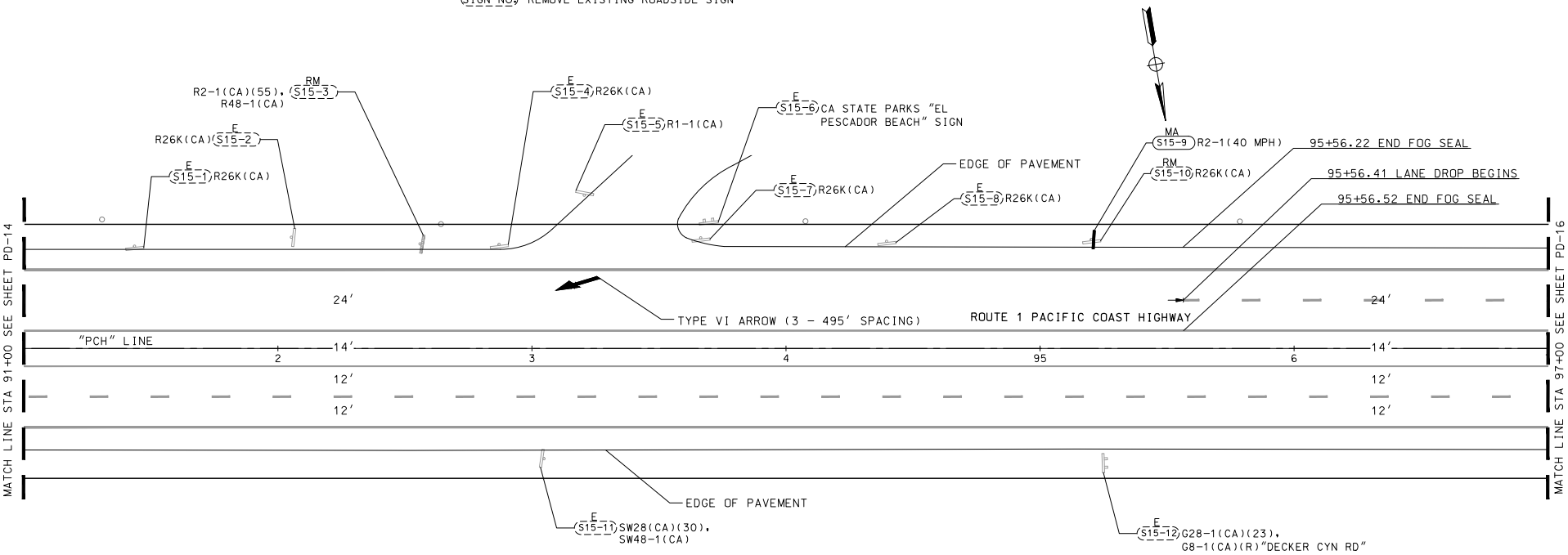
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-15

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER (THERMOPLASTIC)
- TYPE VI ARROW
- (SIGN-No) ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- (MA SIGN-No) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- (E SIGN-No) EXISTING ROADSIDE SIGN TO REMAIN
- (RE SIGN-No) RELOCATE EXISTING ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	42	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

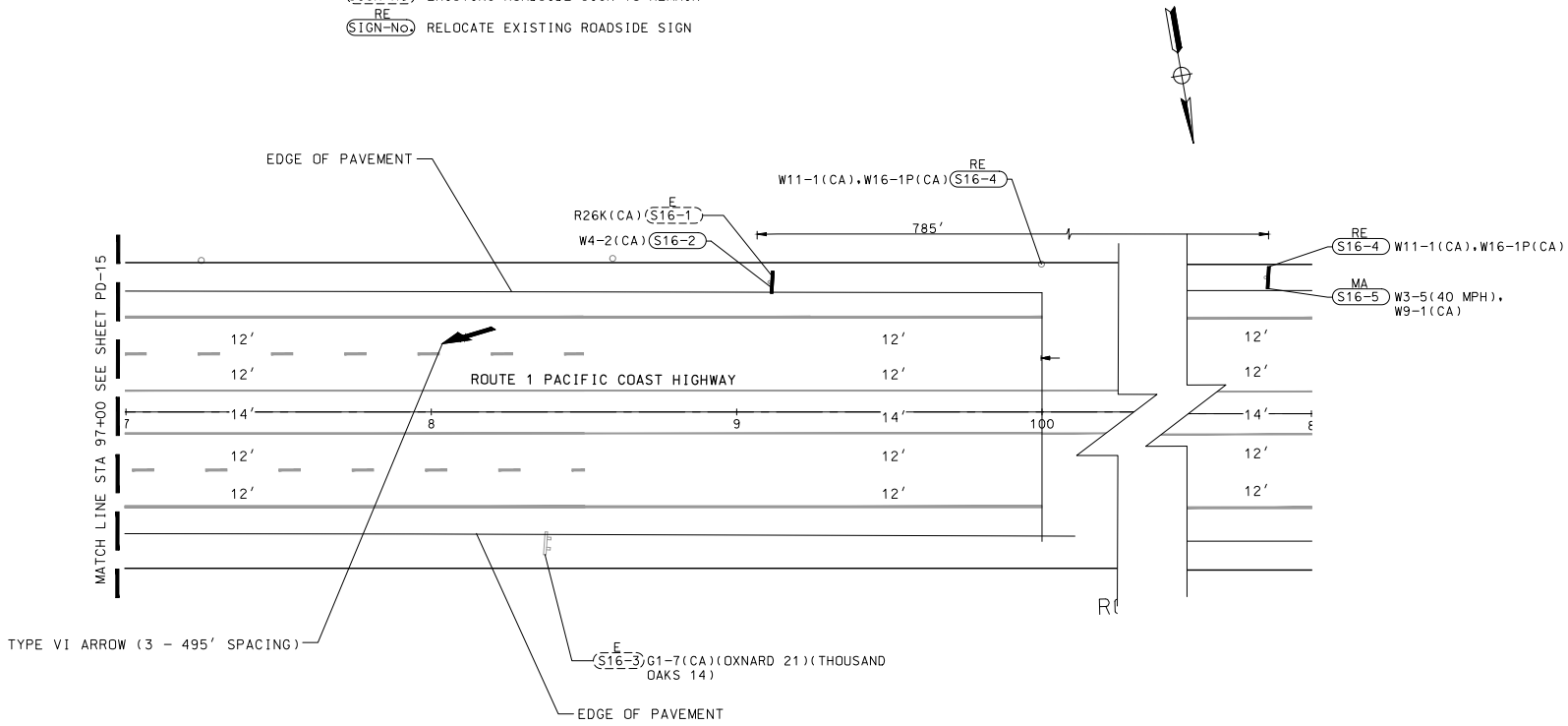
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp.12/31/2026 CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265



SIGN LEGEND:(THIS SHEET ONLY)

G1-7(CA)(MOD) R26K(CA) W3-5(40 MPH) W4-2(CA) W9-1(CA)

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1"=20'

PD-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
REVISED BY
DATE REVISED
LAST REVISION 00-00-00
DATE PLOTTED =$DATE
TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010
USERNAME =$USER
DGN FILE =$REQUEST
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0000
PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	43	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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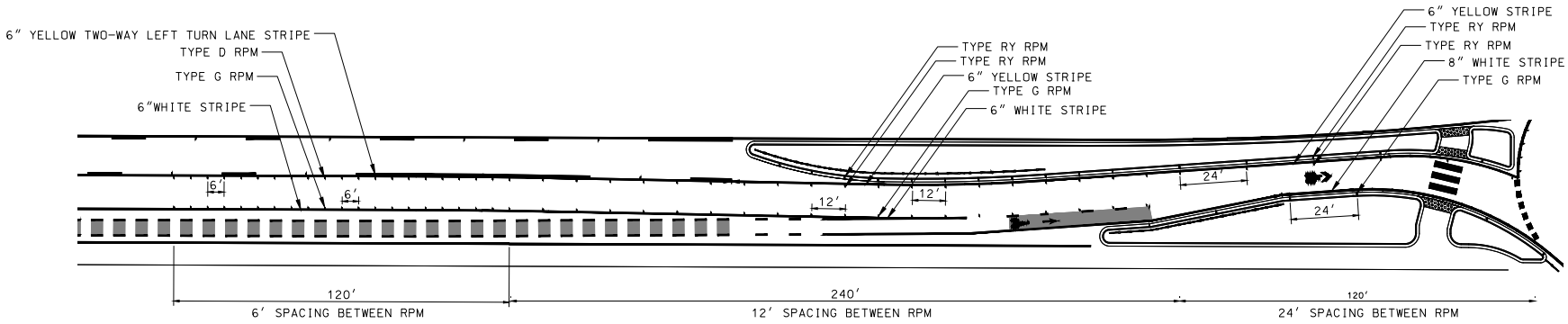
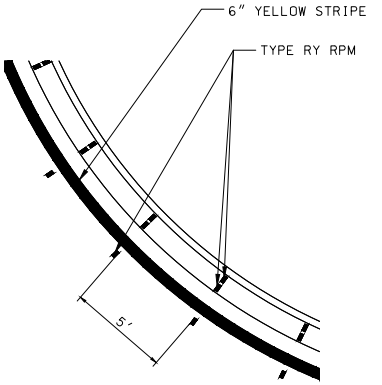
CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

NOTES:

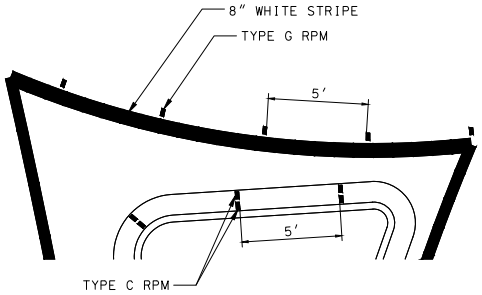
ALL STRIPES SHALL BE THERMOPLASTIC.



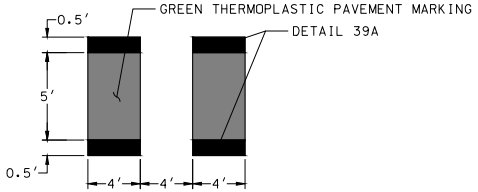
DETAIL 1



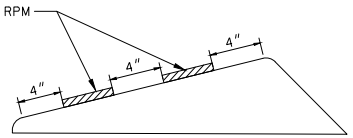
DETAIL 2



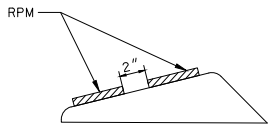
DETAIL 3



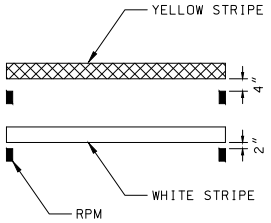
DETAIL 4



PLACING RPM ON TYPE D DIKE



PLACING RPM ON TYPE E DIKE



RPM OFFSET FROM STRIPE

PAVEMENT DELINEATION DETAILS

SCALE: NO SCALE

PDD-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
MARAH YOUSIF	JARED CALISE

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 DATE PLOTTED =$DATE TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTES:

1. EXACT LOCATION AND POSITION OF ROADSIDE SIGN TO BE DETERMINED BY THE ENGINEER.
2. POST LENGTHS GIVEN ARE APPROXIMATE.
3. SIGN PANEL TO BE REMOVED FROM EXISTING POST.
4. SIGN PANEL TO BE INSTALLED ON EXISTING POST.
5. FEDERAL (MUTCD) SIGN DESIGNATIONS ARE SHOWN UNLESS DESIGNATED BY (CA) INDICATING STANDARD CALIFORNIA SIGN SPECIFICATIONS.

ROADSIDE SIGN QUANTITIES

SHEET NUMBER	SIGN NUMBER (SIGN-No.)	SIGN DESIGNATION	SIGN PANEL SIZE	INSTALL BOLTED SIGN	INSTALL SIGN ON EXISTING POLE	INSTALL SIGN (SSBM)	REMOVE ROADSIDE SIGN
			INCHES	EA	EA	EA	EA
PD-01	S1-8	W3-5(40 MPH)	48 X 48		1		
		W9-1	48 X 48			1	
	S1-11	W4-2	48 X 48			1	
	S1-13	R2-1	36 X 48			1	
PD-03	S3-8	W3-5	48 X 48			1	
	S3-6	OM2-1V	6 X 12			1	
		R4-7	36 X 48	1			
	S3-7	OM2-1V	6 X 12			1	
		R4-7		1			
PD-04	S4-4	W11-1					1
		W16-1P					1
	S4-5	R26K(CA)					1
	S4-6	R26K(CA)					1
	S4-7	R26K(CA)					1
	S4-8	R26K(CA)					1
	S4-9	R26K(CA)					1
	S4-16	R26K(CA)					1
	S4-20	R81 (CA)				1	
	S4-12	R2-1(25 MPH)	36 X 48			1	
	S4-17	W2-6	36 X 36			1	
		W16-17P	24 X 12			1	
		W13-1P(15)	30 X 30			1	
	S4-19	R4-7	36 X 48	1			
		OM2-1V	6 X 12			1	
PD-06	S6-1	R26K(CA)					1
	S6-3	R1-1					1
	S6-4	R1-2				1	
	S6-7	R1-2	48 X 48 X 48	1			
		R6-5P	30 X 30			1	
	S6-8	W11-2	36 X 36	1			
		W16-7P	24 X 12			1	
	S6-10	W11-1	36 X 36			1	
		R4-11	30 X 30			1	
	S6-13	W11-1	36 X 36			1	
		R4-11	30 X 30			1	
	S6-15	R1-2	48 X 48 X 48	1			
		R6-5P	30 X 30			1	
	S6-17	W11-2	36 X 36	1			
		W16-7P(L)	24 X 12			1	
	S6-18	W11-2(BACK-TO-BACK)	36 X 36	1		1	
		W16-7P(LT/RT)(BACK-TO-BACK)	24 X 12			2	
	S6-20	R26K(CA)					1
	S6-21	R4-7	36 X 48	1			
		OM2-1V	6 X 12			1	
			SUBTOTAL	9	1	25	11
			SUBTOTAL SHEET PD-01	0	1	3	
			SUBTOTAL SHEET PD-03	2	0	3	0
			SUBTOTAL SHEET PD-04	1	0	6	8
			SUBTOTAL SHEET PD-06	6	0	13	3

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	44	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

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KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

SIGN QUANTITIES

SQ-1

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	47	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

THERMOPLASTIC PAVEMENT MARKING

SHEET No.	12" LIMIT LINE, CROSS WALKS HATCH AND CHEVRONS	TYPE VI ARROW	SHARED ROADWAY BICYCLE	BIKE LANE MARKING (GREEN)
	SQFT	SQFT	SQFT	SQFT
PD-1		42		
PD-2		42		20
PD-3		42		960
PD-4				120
PD-5			58	742
PD-7				940
PD-8				420
PD-9				700
PD-10				1310
PD-11				272
PD-13				380
PD-13				260
SUBTOTAL		126	58	6124

THERMOPLASTIC PAVEMENT MARKING (CONT.)

SHEET No.	12" LIMIT LINE, CROSS WALKS HATCH AND CHEVRONS	TYPE VI ARROW	SHARED ROADWAY BICYCLE	BIKE LANE MARKING (GREEN)
	SQFT	SQFT	SQFT	SQFT
PD-11			58	
PD-14		42		
PD-15		42		
PD-16		42		
SUBTOTAL		126	58	
TOTAL		252	58	6124

PAVEMENT DELINEATION QUANTITIES

SHEET No.	LOCATION/STATION	THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)									THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)				PAVEMENT MARKER					DELINEATOR (CLASS 1)
			6" WHITE				6" YELLOW			8" WHITE					RETROREFLECTIVE					
		DIRECTION	DETAIL 9	DETAIL 27B	DETAIL 39	DETAIL 39A	DETAIL 25	DETAIL 25A	DETAIL 32	DETAIL 38	CROSSWALK	"YIELD"	WHITE DOTTED LINE	BIKE LANE ARROW	TYPE C	TYPE D	TYPE G	TYPE H	TYPE RY	TYPE G
			LF	LF	LF	LF	LF	LF	LF	LF	SQFT	SQFT	SQFT	SQFT	EA	EA	EA	EA	EA	EA
PD-01	"PCH" 19+00 TO "PCH" 25+00	NB/SB																		
PD-02	"PCH" 25+00 TO "PCH" 31+00	NB/SB		500																
PD-03	"PCH" 31+00 TO "PCH" 37+00	NB/SB	325	152	505	380	325									2	16	14		16
PD-04	"PCH" 37+00 TO "PCH" 43+00	NB/SB	76	1080	1254	888	101		431											
PD-05	"PCH" 43+00 TO "PCH" 49+00	NB/SB		793	182	1023		698		525	200	72	93	14			11	22	119	
PD-07	"PCH" 49+00 TO "PCH" 55+00	NB/SB		2400		2400			600							50	25		25	
PD-08	"PCH" 55+00 TO "PCH" 61+00	NB/SB		2400		2400			600							50	25			
PD-09	"PCH" 61+00 TO "PCH" 67+00	NB/SB		2396		2396			599							50	25			
PD-10	"PCH" 67+00 TO "PCH" 73+00	NB/SB		2236	156	1200			490	96						50	28		47	
PD-11	"PCH" 73+00 TO "PCH" 79+00	NB/SB	76	395	234	151	76	677		238	470	72	67	14	18		77		213	
PD-13	"PCH" 79+00 TO "PCH" 85+00	NB/SB	124	124	914	288			600							50	7			
PD-14	"PCH" 85+00 TO "PCH" 91+00	NB/SB		153	116	200			164							18				
PD-15	"PCH" 91+00 TO "PCH" 97+00	NB/SB																		
PD-16	"PCH" 97+00 TO "PCH" 100+00	NB/SB																		
SHEETS PD-01-PD-16 SUBTOTAL			601	10393	3361	11326	502	1375	3484	859	670	144	160	28						
TOTAL			25681				5361			859	1002				958					

PAVEMENT DELINEATION QUANTITIES

PDQ-1

CALCULATED-DESIGNED BY	CHECKED BY
LANCE LUONG	MARAH YOUSIF

REVISED BY	DATE REVISED

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

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ROADSIDE SIGN QUANTITIES

SHEET NUMBER	SIGN NUMBER (SIGN-No.)	SIGN DESIGNATION	SIGN PANEL SIZE (INCHES)	INSTALL BOLTED SIGN (EA)	INSTALL SIGN (SSBM) (EA)	REMOVE ROADSIDE SIGN (EA)
PD-07	S7-1	R26K(CA)				1
	S7-2	W2-6	36 X 36		1	
		W16-17P	24 X 12		1	
		W13-1P(35 MPH)	30 X 30		1	
	S7-3	R26K(CA)				1
	S7-4	R26K(CA)				1
	S7-5	R2-1(35 MPH)	30 X 30		1	
	S7-6	R26K(CA)				1
	S7-16	R81(CA)			1	
	S7-7	R26K(CA)				1
	S7-8	R26K(CA)				1
	S7-9	R2-1(35 MPH)	30 X 30		1	
	S7-10	R26K(CA)				1
	S7-11	R26K(CA)				1
	S7-12	R26K(CA)				1
	S7-13	R26K(CA)				1
	S7-14	R26K(CA)				1
	S7-15	R81(CA)			1	
PD-08	S8-2	R26K(CA)				1
	S8-3	R26K(CA)				1
	S8-4	R26K(CA)				1
	S8-5	R2-1(35 MPH)	30 X 30		1	
	S8-6	W11-1				1
		W16-1P				1
	S8-7	R26K(CA)				1
	S8-10	R81(CA)			1	
PD-09	S9-1	R26K(CA)				1
	S9-2	R2-1(35 MPH)	30 X 30		1	
PD-10	S10-2	R2-1(35 MPH)	30 X 30		1	
	S10-3	R26K(CA)				1
	S10-5	R4-7	36 X 48	1		
		OM2-1V	6 X 12		1	
	S10-6	R26K(CA)				1
	S10-7	R2-1(35 MPH)	30 X 30		1	
	S10-8	R26K(CA)				1
	S10-9	R26K(CA)				1
	S10-10	R26K(CA)				1
	S10-11	W2-6	36 X 36		1	
		W16-17P	24 X 12		1	
		W13-1P(15 MPH)	30 X 30		1	
	S10-13	R3-7	36 X 36			1
	S10-14	W11-1	36 X 36		1	
		R4-11	30 X 30		1	
	S10-16	R81(CA)			1	
			SUBTOTAL	1	19	24
			SUBTOTAL SHEET PD-07	0	7	11
			SUBTOTAL SHEET PD-08	0	2	6
			SUBTOTAL SHEET PD-09	0	1	1
			SUBTOTAL SHEET PD-10	1	9	6

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	45	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR | SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

SIGN QUANTITIES

SQ-2

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

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ROADSIDE SIGN QUANTITIES

SHEET NUMBER	SIGN NUMBER (SIGN–No.)	SIGN DESIGNATION	SIGN PANEL SIZE (INCHES)	INSTALL BOLTED SIGN (EA)	INSTALL SIGN ON EXISTING POLE (EA)	INSTALL SIGN (SSBM) (EA)	REMOVE ROADSIDE SIGN (EA)	RELOCATE ROADSIDE SIGN (EA)
PD–12	S12–5	W11–1	36 X 36			1		
		R4–11	30 X 30			1		
	S12–7	W2–6	36 X 36			1		
		W13–1P(15)	30 X 30			1		
	S12–8	R1–2	48 X 48 X 48	1				
	S12–9	W11–2	36 X 36	1				
		W16–7P(L)	24 X 12			1		
	S12–10	R1–2	48 X 48 X 48	1				
	S12–12	R1–2	48 X 48 X 48			1		
	S12–13	R1–1					1	
	S12–15	W11–2	36 X 36	1				
		W16–7P(L)	24 X 12			1		
	S12–16	W11–2 (BACK–TO–BACK)	36 X 36	1				
		W16–7P(L/R) (BACK–TO–BACK)	24 X 12			1		
	S12–18	R4–7	36 X 48	1				
		OM2–1V	6 X 12			1		
	S12–20	W11–2	36 X 36			1		
		W16–7P(L)	24 X 12			1		
	S12–21	W2–6	36 X 36			1		
		W16–17P	24 X 12			1		
		W13–1P(15 MPH)	30 X 30			1		
	S12–22	W3–1					1	
	S12–23	W2–2(L)					1	
	S12–24	R2–1(25 MPH)	36 X 36			1		
	S12–26	W3–5(25 MPH)	48 X 48			1		
	S12–27	W11–2		1				
		W16–7P(R)				1		
PD–13	S13–8	R2–1(25 MPH)	36 X 48			1		
PD–14	S14–3	W3–5(25 MPH)	48 X 48			1		
PD–15	S15–3	R2–1(CA) (55)					1	
		R48–1(CA)					1	
	S15–9	R2–1(40 MPH)	36 X 48			1		
	S15–10	R26K(CA)					1	
PD–16	S16–2	W4–2	36 X 36			1		
	S16–4	W11–1						1
		W16–1P						1
	S16–5	W3–5(40 MPH)	48 X 48			1		
		W9–1	36 X 36			1		
			SUBTOTAL	7	0	23	6	2
			SUBTOTAL SHEET PD–12	7	0	17	3	0
			SUBTOTAL SHEET PD–13	0	0	1	0	0
			SUBTOTAL SHEET PD–14	0	0	1	0	0
			SUBTOTAL SHEET PD–15	0	0	1	3	0
			SUBTOTAL SHEET PD–16	0	0	3	0	2
			GRAND TOTAL	17	2	67	41	2

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	46	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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PLANS APPROVAL DATE

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CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY	DATE REVISED
LL	

CALCULATED–DESIGNED BY	CHECKED BY
LANCE LUONG	MARAH YOUSIF

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

Caltrans

SIGN QUANTITIES

SQ-3

LAST REVISION 00-00-00 | DATE PLOTTED = $$DATE | TIME PLOTTED = $$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME = $$USER | DGN FILE = $$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	48	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. 73629 — Exp. 12/31/2026 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200. SANTA CLARITA. CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU. CA 90265

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
LANCE LUONG	MARAH YOUSIF

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

ROADWAY QUANTITIES

SHEET NO.	LINE DESIGNATION	STATION	DIRECTION	HOT-MIX ASPHALT (TYPE A)		ASPHAULTIC EMULSION (FOG SEAL COAT)	TACK COAT
				CY(N)	TON	TON	TON
		44+09.02 TO 45+15.00		40.6	101.1		
		75+03.14 TO 75+78.64		22.2	64		
		19+33.82 TO 100+38.99				4	
		34+29.45 TO 36+44.13		14.0	28.7		2.53
		41+96.21 TO 45+06.06		53.6	110.0		11.49
		43+47.22 TO 45+28.92		16.8	34.5		4.58
		44+39.80 TO 45+05.71		4.2	8.6		1.15
		45+26.84 TO 45+73.74		13.5	27.7		3.68
		45+38.44 TO 45+62.07		8.1	16.6		1.47
		45+82.60 TO 46+08.01		3.0	6.2		0.81
		45+82.41 TO 46+13.59		1.2	2.5		0.31
		46+23.56 TO 46+42.75		0.6	1.2		0.16
		45+94.19 TO 48+60.75		25.8	52.9		7.03
		46+28.01 TO 47+42.25		18.3	37.6		4.45
		71+23.27 TO 74+14.11		29.3	60.1		7.99
		71+32.12 TO 74+22.87		42.7	87.6		11.65
		74+33.64 TO 74+87.48		25.3	51.9		6.90
		74+58.06 TO 74+58.06		0.8	1.6		0.22
		75+07.94 TO 78+25.52		54.3	111.4		11.64
		75+13.08 TO 76+03.03		6.8	14.0		1.49
		75+40.29 TO 76+11.70		4.6	9.4		1.26
		SUBTOTAL			830	4	78.80

PLACE HOT MIX ASPHALT DIKE

LOCATION	STATION	TYPE A	TYPE D	TYPE E
		LF	LF	LF
ROUTE 1 "PCH" – LT	45+38.44 TO 45+62.07	75		
ROUTE 1 "PCH" – LT	41+96.21 TO 44+09.11		215	
ROUTE 1 "PCH" – LT	44+09.11 TO 41+96.21			432
ROUTE 1 "PCH" – LT	34+29.45 TO 36+44.13		437	
ROUTE 1 "PCH" – LT	78+23.01 TO 75+88.85		245	
ROUTE 1 "PCH" – RT	39+45.15 TO 41+78.88			235
ROUTE 1 "PCH" – RT	43+47.22 TO 45+28.93			383
ROUTE 1 "PCH" – RT	45+05.73 TO 44+39.80			138
ROUTE 1 "PCH" – RT	46+17.36 TO 45+82.60			88
ROUTE 1 "PCH" – RT	47+42.25 TO 46+28.01			250
ROUTE 1 "PCH" – RT	45+82.41 TO 46+13.59			71
ROUTE 1 "PCH" – RT	46+23.41 TO 46+42.75			46
ROUTE 1 "PCH" – RT	45+54.19 TO 46+10.23			57
ROUTE 1 "PCH" – LT	46+20.75 TO 48+68.75			508
ROUTE 1 "PCH" – RT	71+32.12 TO 74+22.52			589
ROUTE 1 "PCH" – LT	71+23.30 TO 74+14.11			599
"E-LINE" – LT	74+60.00 TO 74+63.68			47
ROUTE 1 "PCH" – RT	74+32.98 TO 74+13.15			21
ROUTE 1 "PCH" – RT	74+86.99 TO 74+77.05			12
ROUTE 1 "PCH" – RT	73+13.08 TO 75+27.24			42
ROUTE 1 "PCH" – RT	75+07.12 TO 75+30.38			32
ROUTE 1 "PCH" – LT	75+07.61 TO 75+23.83			55
ROUTE 1 "PCH" – RT	76+03.03 TO 75+37.29			148
ROUTE 1 "PCH" – RT	75+40.29 TO 76+11.69			156
ROUTE 1 "PCH" – LT	75+88.85 TO 78+23.01			348
ROUTE 1 "PCH" – LT	78+23.01 TO 75+88.85			246
ROUTE 1 "PCH" – RT	76+53.11 TO 76+34.26			21
ROUTE 1 "PCH" – RT	77+25.27 TO 76+57.66			68
ROUTE 1 "PCH" – RT	79+78.65 TO 77+27.27			252
	TOTAL	75	897	4844

PLACE RUBBERIZED QWICK CURBS

LOCATION	STATION	QUANTITY
		LF
PACIFIC COAST HIGHWAY "PCH" – Rt	39+45.40 TO 40+75.14	130
PACIFIC COAST HIGHWAY "PCH" – Lt	41+96.67 TO 42+34.02	38
PACIFIC COAST HIGHWAY "PCH" – Lt	45+39.93 TO 45+62.07	65
PACIFIC COAST HIGHWAY "PCH" – Rt	43+64.08 TO 44+21.70	60
PACIFIC COAST HIGHWAY "PCH" – Rt	44+95.57 TO 44+62.45	34
PACIFIC COAST HIGHWAY "PCH" – Rt	45+90.41 TO 46+11.48	21
PACIFIC COAST HIGHWAY "PCH" – Rt	47+38.84 TO 46+76.66	63
PACIFIC COAST HIGHWAY "PCH" – Lt	48+65.79 TO 47+62.01	105
PACIFIC COAST HIGHWAY "PCH" – Lt	71+26.98 TO 72+03.42	77
PACIFIC COAST HIGHWAY "PCH" – Rt	71+47.43 TO 71+82.60	35
PACIFIC COAST HIGHWAY "PCH" – Rt	71+84.60 TO 72+81.36	97
PACIFIC COAST HIGHWAY "PCH" – Rt	72+85.22 TO 73+29.03	45
PACIFIC COAST HIGHWAY "PCH" – Rt	75+41.59 TO 75+92.68	52
PACIFIC COAST HIGHWAY "PCH" – Rt	75+99.91 TO 75+81.48	19
PACIFIC COAST HIGHWAY "PCH" – Lt	78+22.43 TO 76+49.65	173
PACIFIC COAST HIGHWAY "PCH" – Rt	79+78.39 TO 76+38.72	341
	TOTAL	1355

GRIND EXISTING ASPHALT CONCRETE PAVEMENT

LINE DESIGNATION	STATION	QUANTITY
		SQFT
"PCH"	44+09.02 TO 45+15.00	11.2
"PCH"	75+03.14 TO 75+78.64	7.1
	TOTAL	18.3

DETECTABLE WARNING SURFACE

LOCATION	STATION	QUANTITY
		SQFT
PACIFIC COAST HIGHWAY "PCH" – Rt	46+23.32 TO 46+13.12	33
PACIFIC COAST HIGHWAY "PCH" – Lt	46+10.33 TO 46+20.65	32
PACIFIC COAST HIGHWAY "PCH" – Lt	46+21.61 TO 46+11.13	30
PACIFIC COAST HIGHWAY "PCH" – Rt	46+26.56 TO 46+15.76	39
PACIFIC COAST HIGHWAY "PCH" – Rt	75+29.60 TO 75+39.35	33
PACIFIC COAST HIGHWAY "PCH" – Lt	75+24.47 TO 75+34.94	22
PACIFIC COAST HIGHWAY "PCH" – Lt	75+34.50 TO 75+24.01	20
PACIFIC COAST HIGHWAY "PCH" – Rt	75+36.73 TO 75+26.81	35
	TOTAL	244

SUMMARY OF QUANTITIES

Q-1

LAST REVISION 00-00-00 | DATE PLOTTED =℄$DATE | TIME PLOTTED =℄$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =℄$USER | DGN FILE =℄$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. PRIOR TO INSTALLATION, THE CONTRACTOR IS REQUIRED TO SUBMIT THE EXACT PROPOSED LOCATIONS OF ALL TEMPORARY LIGHTS TO THE ENGINEER FOR REVIEW AND APPROVAL. NO INSTALLATION SHALL PROCEED WITHOUT WRITTEN AUTHORIZATION.

LEGEND:

PLACEMENT AREA OF TEMPORARY LIGHTING.

PROPOSED LOCATION OF TEMPORARY LIGHT

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	49	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. 73629 Exp. 12/31/2026 CIVIL STATE OF CALIFORNIA

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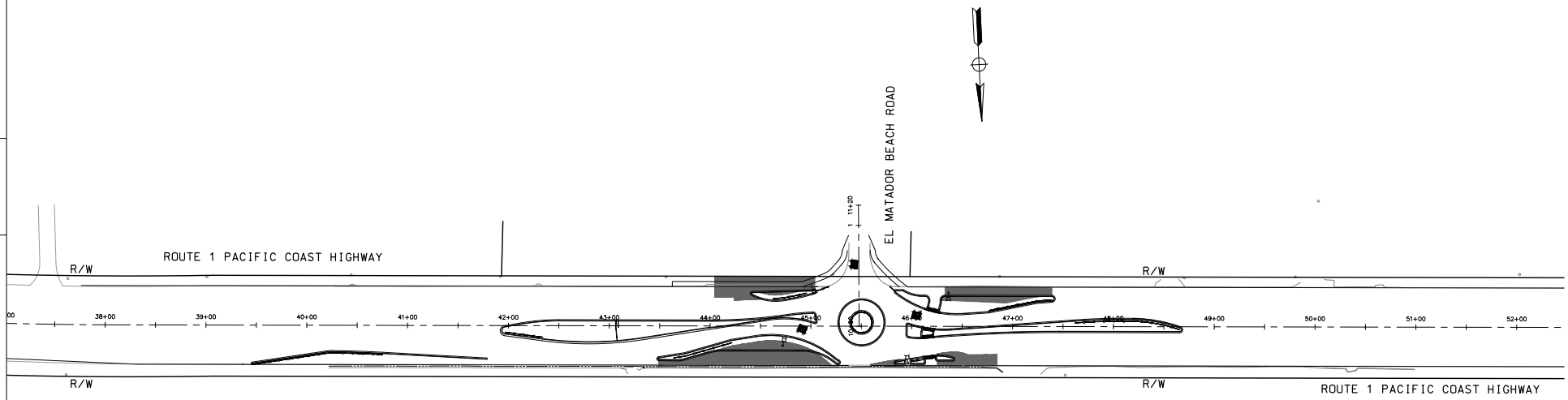
KIMLEY-HORN AND ASSOCIATES, INC. 25152 SPRINGFIELD CT. SUITE 200, SANTA CLARITA, CA 91355

CITY OF MALIBU 23825 STUART RANCH ROAD MALIBU, CA 90265



TEMPORARY LIGHTING SYSTEMS

SCALE: 1"=50'

E-1

REVISED BY | DATE REVISED
JAKOB KELSO | MARAH YOUSIF
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISION 00-00-00
DATE PLOTTED = $DATE
TIME PLOTTED = $TIME

BORDER LAST REVISED 7/2/2010
USERNAME = $USER
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UNIT 0000
PROJECT NUMBER & PHASE 072500027511

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LEGEND:

PLACEMENT AREA OF TEMPORARY LIGHTING.

PROPOSED LOCATION OF TEMPORARY LIGHT

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	50	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

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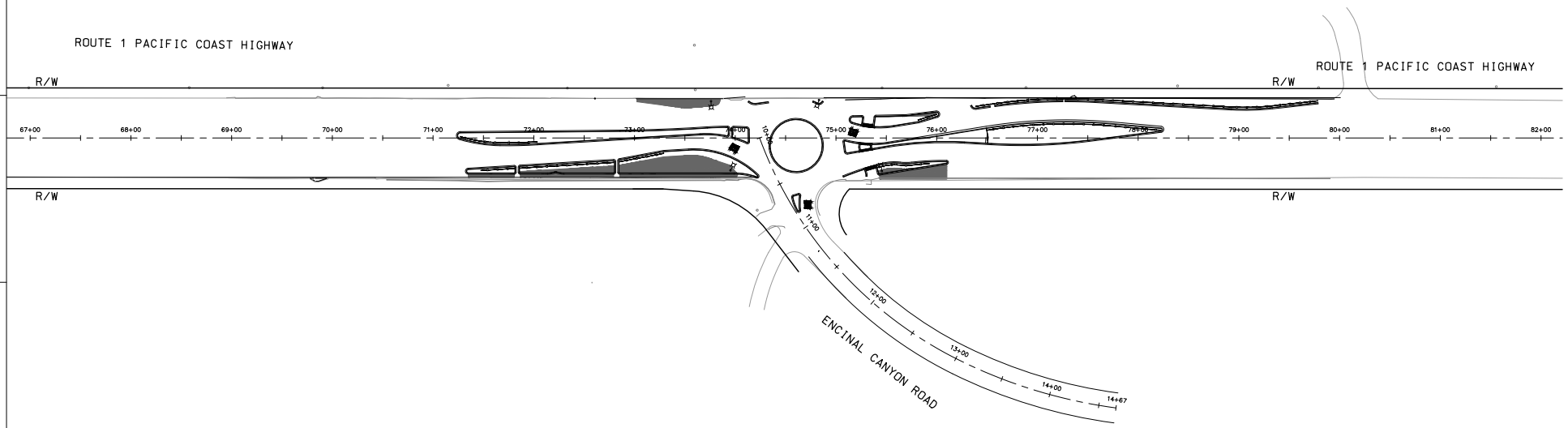
CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU, CA 90265



TEMPORARY LIGHTING SYSTEMS

SCALE: 1"=50'

E-2

REVISED BY | DATE REVISED

JAKOB KELSO | MARAH YOUSIF

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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BORDER LAST REVISED 7/2/2010 | USERNAME =$USER | DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. PRIOR TO INSTALLATION, THE CONTRACTOR IS REQUIRED TO SUBMIT THE EXACT PROPOSED LOCATIONS OF ALL SOLAR POWER RRFB AND FLASHING BEACONS TO THE ENGINEER FOR REVIEW AND APPROVAL. NO INSTALLATION SHALL PROCEED WITHOUT WRITTEN AUTHORIZATION.

LEGEND:

PROPOSED LOCATION OF SOLAR POWER RRFB/ FLASHING BEACON

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	51	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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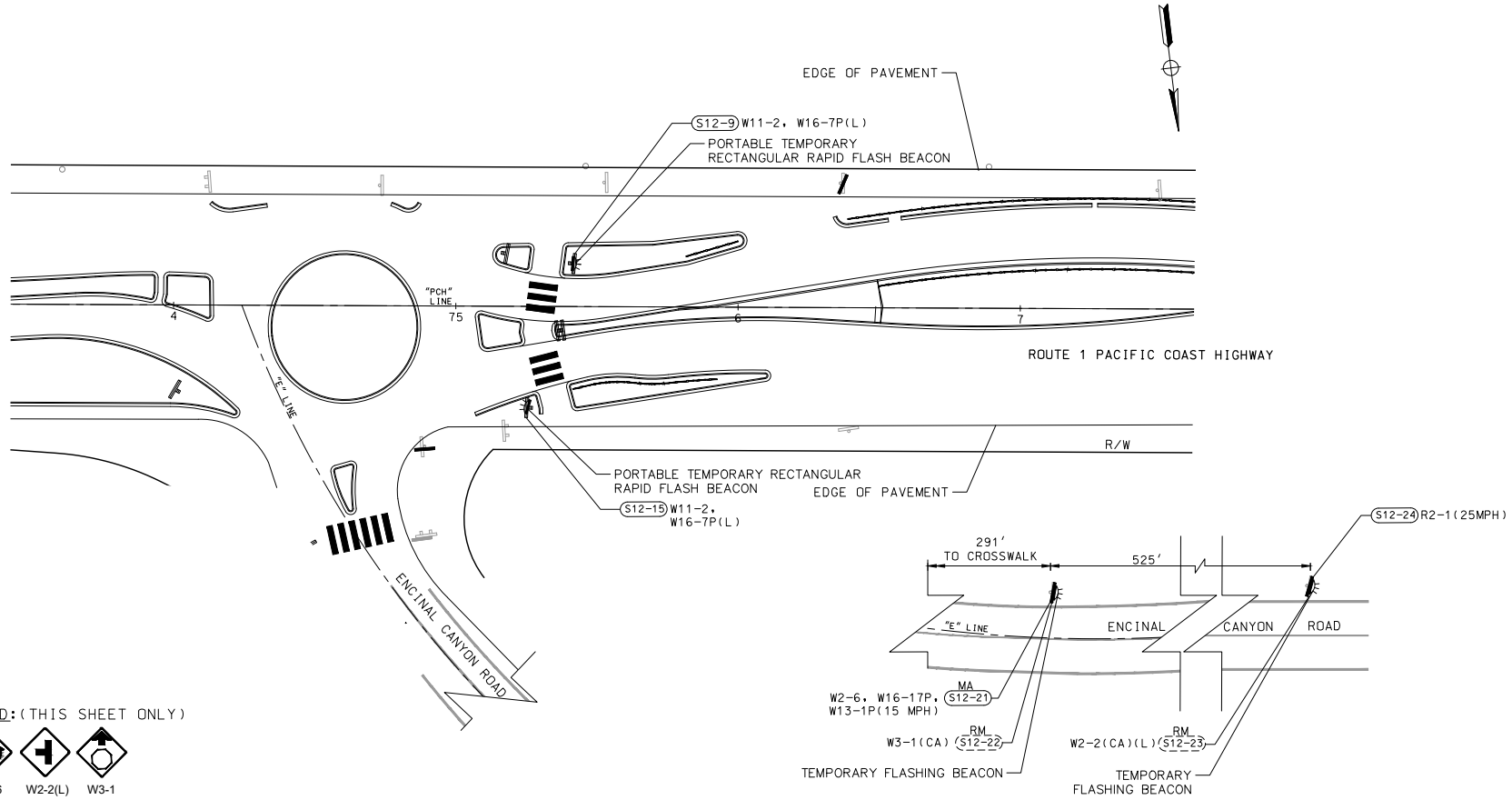
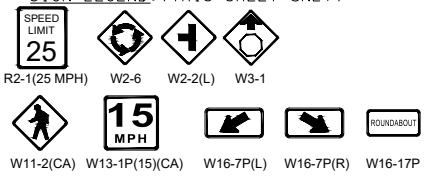


SIGN LEGEND:(THIS SHEET ONLY)



FLASHING BEACON SYSTEM

SCALE: 1"=20'

E-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
SRIKANTH CHAKRAVARTHY	CHECKED BY	MARAH YOUSIF	LANCE LUONG

LAST REVISION 00-00-00 DATE PLOTTED =$DATE TIME PLOTTED =$TIME

BORDER LAST REVISED 7/2/2010 | USERNAME =$USER DGN FILE =$REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 072500027511

NOTE:

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2. PRIOR TO INSTALLATION, THE CONTRACTOR IS REQUIRED TO SUBMIT THE EXACT PROPOSED LOCATIONS OF ALL SOLAR POWER RRFB AND FLASHING BEACONS TO THE ENGINEER FOR REVIEW AND APPROVAL. NO INSTALLATION SHALL PROCEED WITHOUT WRITTEN AUTHORIZATION.

LEGEND:

- (SIGN-No.) ROADSIDE SIGN - ONE POST / ROADSIDE SIGN - TWO POST
- MA (SIGN-No.) INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- RM (SIGN-No.) REMOVE ROADSIDE SIGN
- INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- INSTALL ROADSIDE SIGN - ONE POST (MOUNTED)
- EXISTING SIGN
- EXISTING ROADSIDE SIGN - TWO POSTS
- PROPOSED LOCATION OF SOLAR POWER RRFB/ FLASHING BEACON

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	51	53

SRIKANTH CHAKRAVARTHY 10/7/2025
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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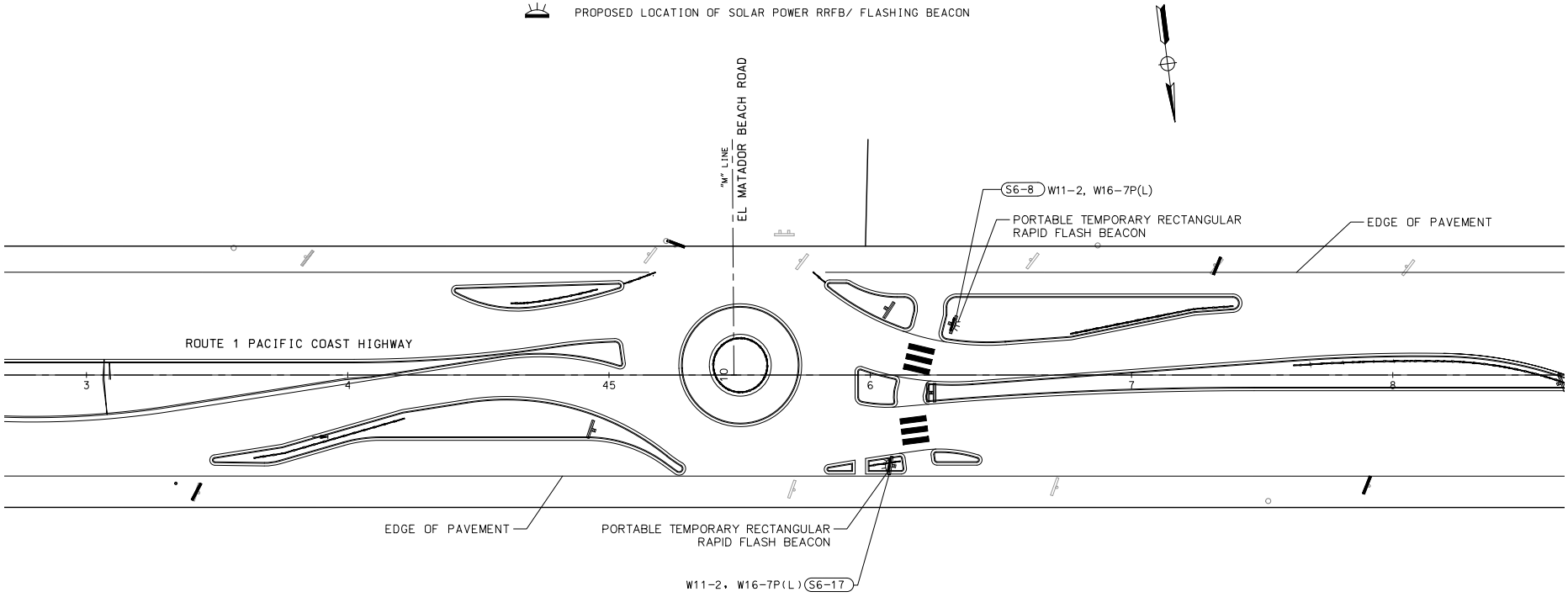

SIGN LEGEND:(THIS SHEET ONLY)

W11-2(CA) W16-7P(L)

FLASHING BEACON SYSTEM

SCALE: 1"=20'

E-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY | CHECKED BY
REVISED BY | DATE REVISED
LANCE LUONG | MARAH YOUSIF

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NOTES:

ELECTRICAL SYSTEMS QUANTITY TABLES SUMMARIZE SIGNIFICANT COMPONENTS.

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	58.4/59.9	53	53

SRIKANTH CHAKRAVARTHY 10/7/2025
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CITY OF MALIBU
23825 STUART RANCH ROAD MALIBU. CA 90265

TEMPORARY LIGHTING SYSTEM

SHEET No.	TEMPORARY LIGHTING SYSTEM
	(N)
	EA
E-1	4
E-2	4
TOTAL	8

(N) NOT A SEPARATE BID ITEM

TEMPORARY FLASHING BEACON SYSTEM

SHEET No.	PORTABLE TEMPORARY RECTANGULAR RAPID FLASH BEACON	TEMPORARY FLASHING BEACON
	(N)	(N)
	EA	EA
E-3	2	
E-4	2	2
TOTAL	4	2

(N) NOT A SEPARATE BID ITEM

ELECTRICAL SYSTEM QUANTITIES

EQ-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

FUNCTIONAL SUPERVISOR: SRIKANTH CHAKRAVARTHY
CALCULATED-DESIGNED BY: LANCE LUONG
CHECKED BY: MARAH YOUSIF
REVISED BY
DATE REVISED

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UNIT 0000
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Our technical proposal

FONROCHE lighting AMERICA

SMARTLIGHT SYSTEM CONFIGURATION

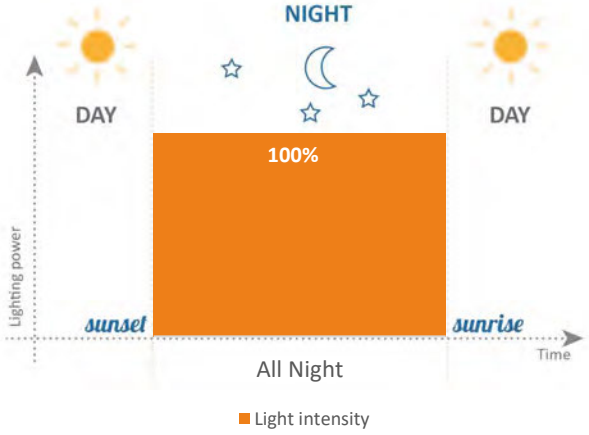
WARRANTY 8 Years

Non pro-rated

Project-Specific System Specifications

PHOTOVOLTAIC MODULE (SERVICE LIFE 30 years)	
PV panel power rating	190 Wp
PV panel tilt angle	10°
POWER 365: SMART STORAGE AND MANAGEMENT (SERVICE LIFE 10 years)	
Battery capacity (Must be NiMH)	1248 Wh
LED LIGHT UNIT (SERVICE LIFE 20 years)	
Lighting power	40 W nominal
LED light unit specification	3000K - 204 Lm/w
POLE & CROSSPIECE	
Pole Height / Arm Length	25’ / 6’
Base Type	3’ Raised Anchor Base
Protective treatment	Powder Coated

Chosen lighting profile for your project



Photometric survey results

Zone	Average lighting level (fc)	Minimum	Uniformity (Avg/Min)	Spacing	Quantity
Roundabout 1	1.12	0.5	2.24	Per specs	4
Roundabout 2	1.08	0.4	2.70	Per specs	4
TOTAL					8

Design Goals: ≥1 Fc Avg, ≥0.4 Fc Min

Eco-friendly lighting

Choose Fonroche — and we will reduce your environmental footprint.

A standard streetlight consumes in average 80 W during 4200 h per year which represents 0.08x4200 x number of solar streetlight = X kWh of energy saving.

Once installed, solar lighting reduces

CO_2 emissions by **1kWh = 0.99 lbs** CO_2

compared to a grid-connected installation. (https://www.eia.gov/)

Recycling our components

Long product service life and component recyclability are key aspects of Fonroche Lighting's environmental commitments. Our solar streetlights are over 90% recyclable.

Unlike lead-acid batteries, **NiMH batteries** do not contain any toxic chemicals. They are 98% recyclable — the nickel is extracted and used to make various materials, mostly stainless steel.

The **solar panels** have an extremely long service life. Even after 25 years, they will still be producing at least 80% of their initial peak power. So they can continue to be used. Alternatively, about 96% of their component materials can be recycled to make new panels.

PHOTOMETRIC STUDY

**Note: these results are only valid if the Smartlight PV panel is at an azimuth angle of zero degrees and is completely free of shadow.*

***These results are subject to change due to technological or regulatory advances. This technical report is valid for 60 days from the date you receive it.*

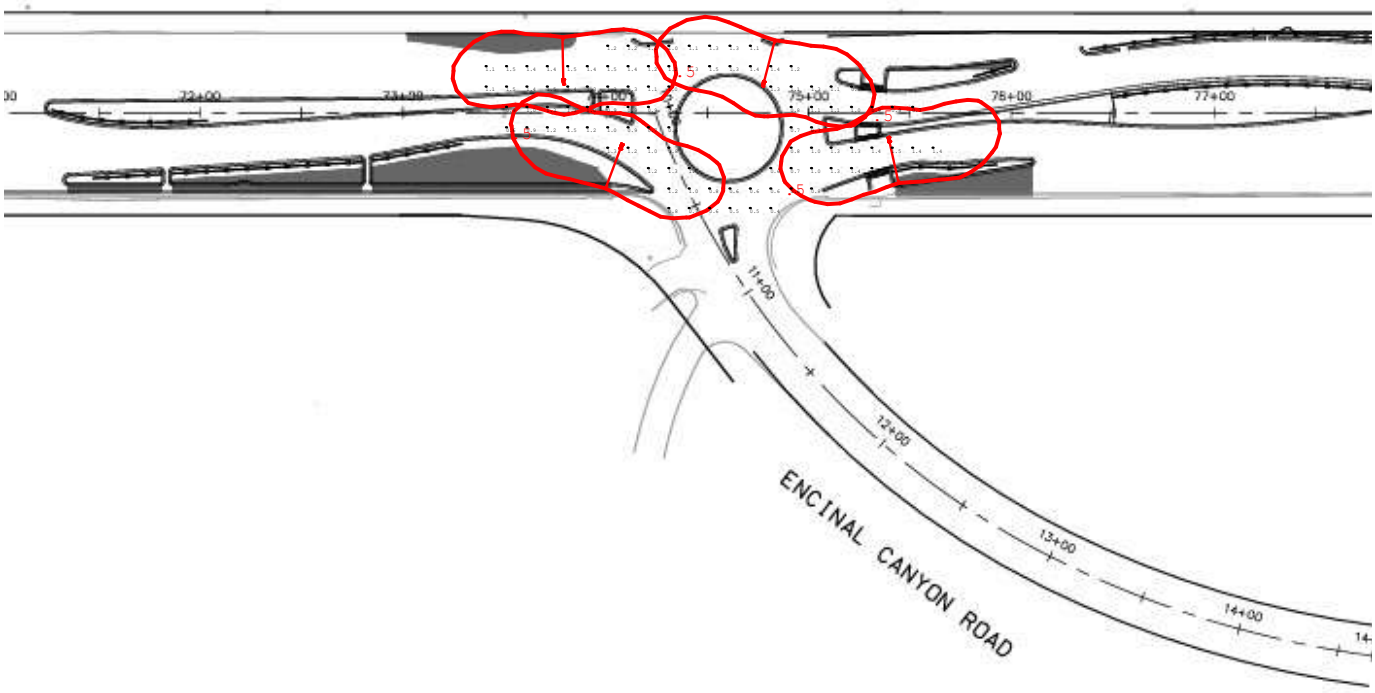
Fonroche Lighting America Design Office

Malibu CA - Roundabout Lighting

Lighting Plan Rev C
Project Number: G10057

By: Nathan Boyles
nathan.boyles@fonroche.us
Date:10/1/2025

FONROCHE lighting AMERICA
2224 SE Loop 820, Building C
Fort Worth, TX 76140
Phone Number: (339) 225 4530
www.fonrochesolarlighting.com



Luminaire Schedule				
Symbol	Qty	Label	Arrangement	Total Lamp Lumens
	4	GEN3-CK16B-3000K-31W	Single	6324

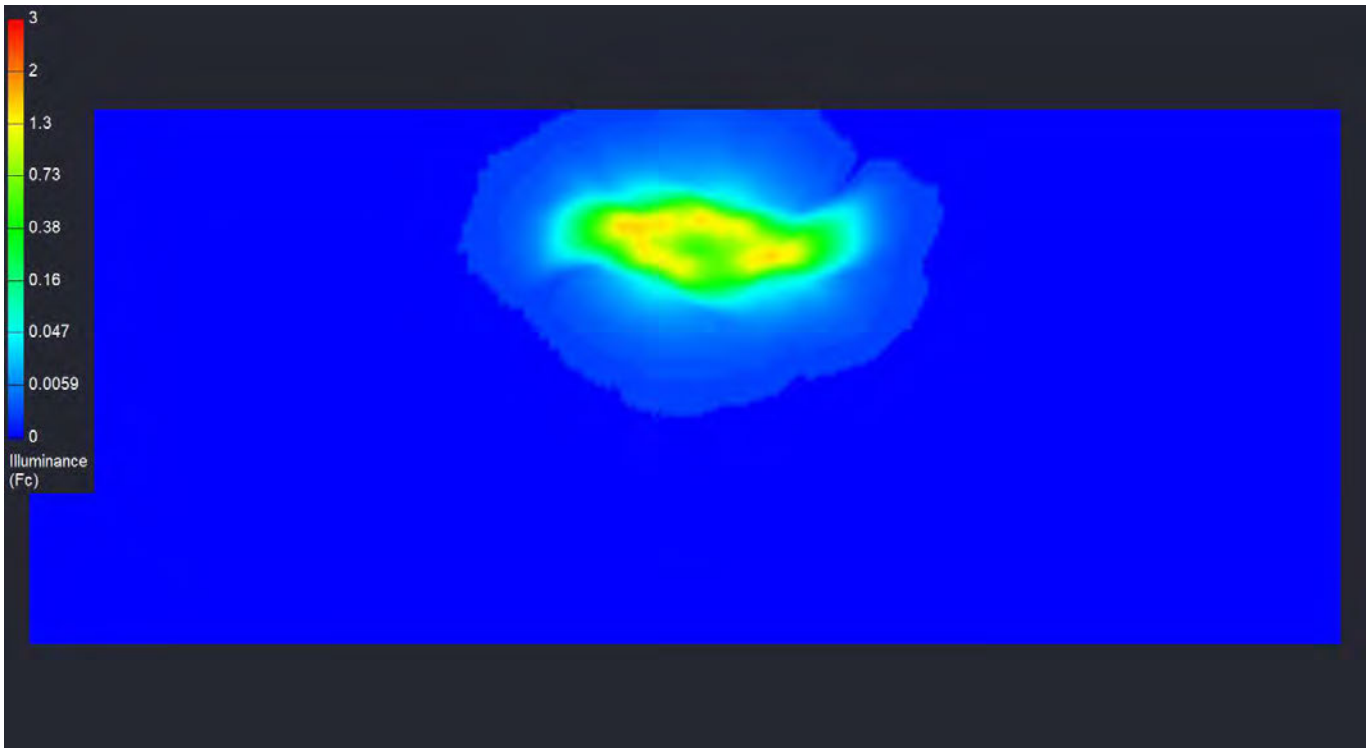
Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roundabout	Illuminance	Fc	1.08	1.5	0.4	2.70	3.75

Malibu CA - Roundabout Lighting

Lighting Plan Rev C
Project Number: G10057

By: Nathan Boyles
nathan.boyles@fonroche.us
Date:10/1/2025

FONROCHE lighting AMERICA
2224 SE Loop 820, Building C
Fort Worth, TX 76140
Phone Number: (339) 225 4530
www.fonrochesolarlighting.com



Malibu, CA - Roundabout Lighting

Lighting Plan Rev C
Project Number: G10057

By: Nathan Boyles
nathan.boyles@fonroche.us
Date:10/1/2025

FONROCHE lighting AMERICA
2224 SE Loop 820, Building C
Fort Worth, TX 76140
Phone Number: (339) 225 4530
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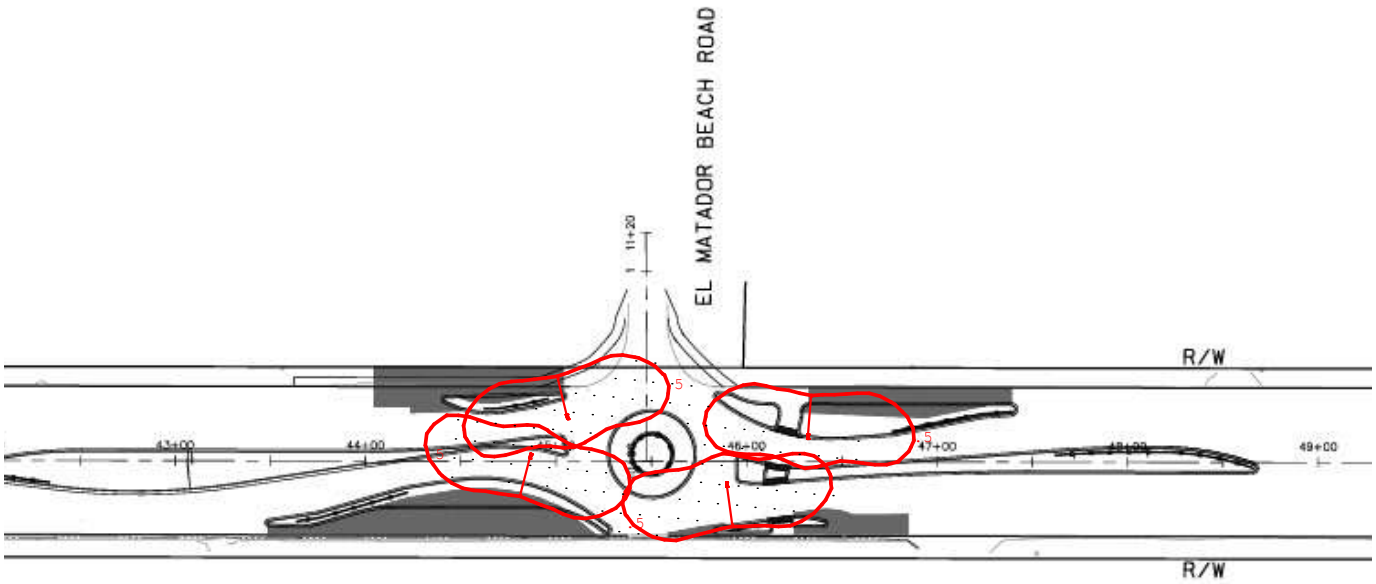

Luminaire Schedule				
Symbol	Qty	Label	Arrangement	Total Lamp Lumens
	4	GEN3-CK16B-3000K-31W	Single	6324

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Roundabout	Illuminance	Fc	1.12	1.8	0.5	2.24	3.60

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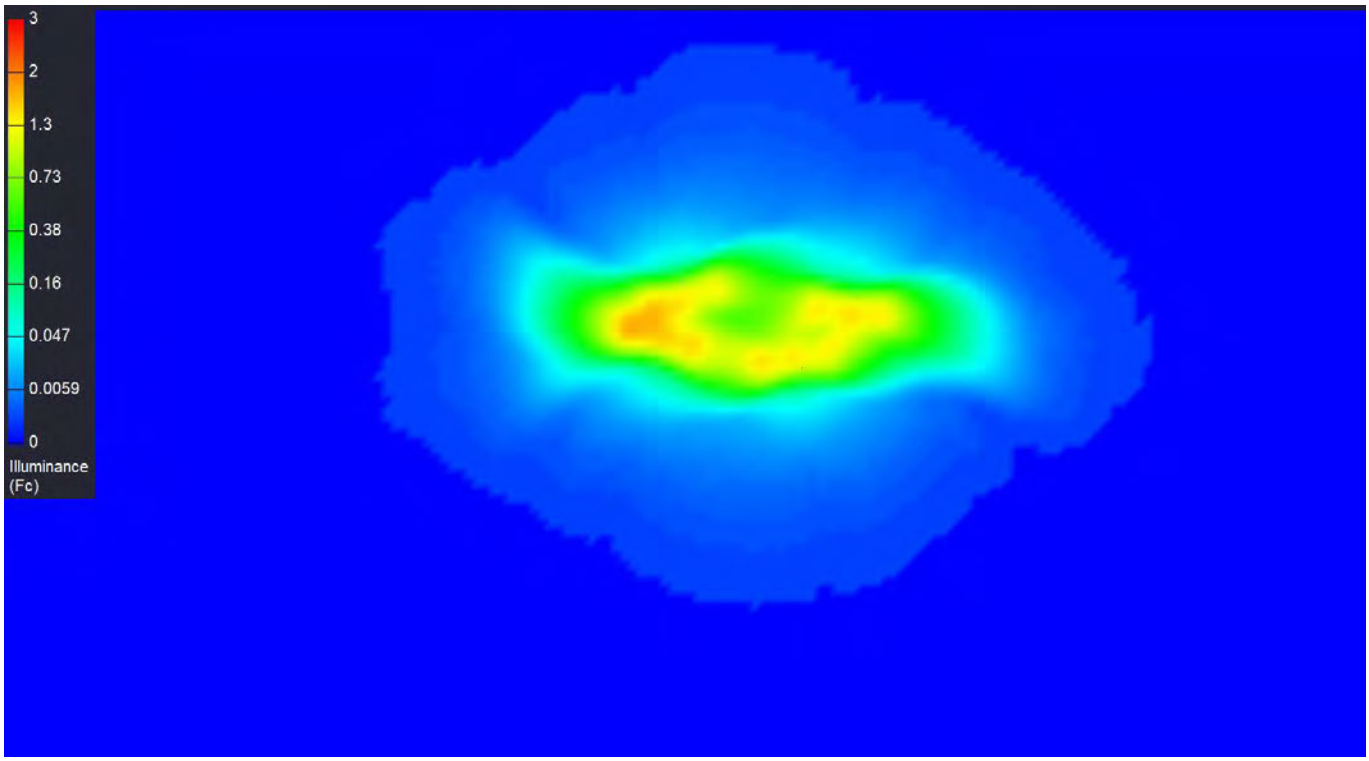


1 STRUCTURAL DESIGN CRITERIA

A. THE DESIGN AND CONSTRUCTION OF THIS PROJECT IS GOVERNED BY THE "FLORIDA BUILDING CODE (FBC)", 2020 EDITION, HEREAFTER REFERRED TO AS THE GOVERNING CODE. THIS INCLUDES ADOPTED AND MODIFIED BY THE LOCAL BUILDING DEPARTMENT WITH AUTHORITY HAVING JURISDICTION.

1. REFER TO CHAPTER 35 OF FBC FOR ALL CURRENT REFERENCE STANDARDS BASED ON THE GOVERNING CODE. WHERE OTHER STANDARDS ARE NOTED IN THE DRAWINGS, USE THE LATEST EDITION OF THE STANDARD UNLESS A SPECIFIC DATE IS INDICATED. REFERENCE TO A SPECIFIC SECTION IN A CODE DOES NOT RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH THE ENTIRE STANDARD. ALL SPECIFICATIONS AND CODES NOTED SHALL BE THE LATEST APPROVED EDITIONS AND REVISIONS BY THE AUTHORITY HAVING JURISDICTION OVER THIS PROJECT.
2. RISK CATEGORY: II

A. EARTHQUAKE DESIGN DATA

1.	MAPPED SPECTRAL RESPONSE ACC. FOR SHORT PERIOD, (Ss):	0.065 G
2.	MAPPED SPECTRAL RESPONSE ACC. FOR 1-SEC PERIOD, (S1):	0.048 G
3.	DESIGN SPECTRAL RESPONSE ACC. FOR SHORT PERIOD, (Sds):	0.070 G
4.	DESIGN SPECTRAL RESPONSE ACC. FOR 1-SEC PERIOD, (Sd1):	0.078 G
5.	SITE CLASS:	D
6.	SEISMIC DESIGN CATEGORY:	C
7.	SEISMIC IMPORTANCE FACTOR, (Ie):	1.5
8.	SEISMIC RESPONSE COEFFICIENT(S), (Cs):	N/A
9.	RESPONSE MODIFICATION COEFFICIENT(S), (R):	1.5
10.	BASIC SEISMIC-FORCE-RESISTING-SYSTEM(S):	N/A
11.	DESIGN BASE SHEAR(S):	N/A
12.	ANALYSIS PROCEDURE USED:	ASCE 7-16 13.3: SEISMIC DEMAND ON NON STRUCTURAL COMPONENTS

B. WIND DESIGN DATA

1.	ULTIMATE DESIGN WIND SPEED (VULT):	145 MPH
2.	NOMINAL DESIGN WIND SPEED (VASD):	112.3 MPH
3.	WIND IMPORTANCE FACTOR, Iw:	1.0
4.	WIND EXPOSURE:	C
5.	INTERNAL PRESSURE COEFFICIENT(S):	N/A
6.	UNFACTORED COMPONENTS & CLADDING ROOF PRESSURE:	N/A
7.	UNFACTORED COMPONENTS & CLADDING WALL PRESSURE:	N/A

C. SOILS DESIGN DATA

1.	ALLOWABLE SOIL BEARING PRESSURE:	1500 PSF
2.	MINIMUM FROST/BEARING DEPTH:	N/A
3.	GEOTECHNICAL REPORT PREPARED BY, (REPORT #):	N/A

D. SPECIAL DESIGN DATA

1. SEE PLANS FOR ALL EQUIPMENT DESIGN WEIGHTS.

NOTE: REFER TO CHAPTER 35 OF GOVERNING CODE FOR ALL CURRENT REFERENCE STANDARDS BASED ON THE GOVERNING CODE. WHERE OTHER STANDARDS ARE NOTED IN THE DRAWINGS, USE THE LATEST EDITION OF THE STANDARD UNLESS A SPECIFIC DATE IS INDICATED. REFERENCE TO A SPECIFIC SECTION IN A CODE DOES NOT RELIEVE THE CONTRACTOR FROM COMPLIANCE WITH THE ENTIRE STANDARD. ALL SPECIFICATIONS AND CODES NOTED SHALL BE THE LATEST APPROVED EDITIONS AND REVISIONS BY THE AUTHORITY HAVING JURISDICTION OVER THIS PROJECT.

2 FOUNDATIONS AND SLABS

A. ALL FOOTING AND FOUNDATION DESIGNS ARE BASED ON AN ALLOWABLE SOIL BEARING CAPACITY OF 1,500 PSF. IF THE SITE HAS A LOWER BEARING CAPACITY THAN LISTED, THEN FOUNDATION PLAN WILL NEED TO BE REDESIGNED.

B. ALL FOOTINGS SHALL BE FOUNDED ON COMPETENT NATIVE SOIL OR STRUCTURAL FILL PLACED PER THE GEOTECHNICAL RECOMMENDATIONS.

C. ALL STRUCTURAL FILL BELOW FOOTINGS SHALL EXTEND OUT PAST FOOTINGS AS A SLOPE OF 1 HORIZONTAL TO 2 VERTICAL TO COMPETENT SOILS.

3 CONCRETE

A. ALL CONCRETE CONSTRUCTION SHALL CONFORM TO REQUIREMENTS SET FORTH IN ACI 318, "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE", AND ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE".

B. CAST-IN-PLACE AND PRECAST CONSTRUCTION TOLERANCES FOR MEMBER SIZE AND LOCATION SHALL BE IN CONFORMANCE WITH ACI 117 AND ACI ITG-7, RESPECTIVELY.

C. NORMAL WEIGHT CONCRETE SHALL BE IN CONFORMANCE WITH ASTM C33 WITH A NOMINAL MAXIMUM AGGREGATE SIZE OF ¾".

D. LIGHTWEIGHT CONCRETE SHALL BE IN CONFORMANCE WITH ASTM C330 AND RESULTS OF ASTM C330 SHALL BE SUBMITTED TO E.O.R. FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT. THE VOLUMETRIC FRACTIONS OF THE AGGREGATE SHALL ALSO BE SUBMITTED TO E.O.R. FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT.

E. PORTLAND CEMENT SHALL BE TYPE I/II IN CONFORMANCE WITH ASTM C150.

F. OTHER CEMENTITIOUS MATERIALS SHALL CONFORM TO THE FOLLOWING:

1.	BLENDED HYDRAULIC CEMENTS:	ASTM C595
2.	EXPANSIVE HYDRAULIC CEMENT:	ASTM C845
3.	HYDRAULIC CEMENT:	ASTM C1157
4.	FLY ASH AND NATURAL POZZOLAN:	ASTM C618
5.	SLAG CEMENT:	ASTM C989
6.	SILICA FUME:	ASTM C1240

G. MIXING WATER SHALL CONFORM TO ASTM C1602.

H. ADMIXTURES MAY BE USED TO INCREASE WORKABILITY OF THE CONCRETE UPON WRITTEN APPROVAL OF THE CONCRETE MANUFACTURER OR THE PROJECT TESTING LABORATORY. TESTING ON CONCRETE SHALL BE DONE PRIOR TO THE ADDITION OF ADMIXTURES.

I. ADMIXTURES SHALL CONFORM TO THE FOLLOWING:

1.	WATER REDUCTION AND SETTING TIME MODIFICATION:	ASTM C494
2.	PRODUCING FLOWING CONCRETE:	ASTM C1017
3.	AIR ENTRAINMENT:	ASTM C260
4.	INHIBITING CHLORIDE-INDUCED CORROSION:	ASTM C1528

J. CONCRETE MIXTURE PROPORTIONS SHALL CONFORM WITH ARTICLE 4.2.3 OF ACI 301 AND ESTABLISHED SO CONCRETE CAN BE PLACED READILY WITHOUT SEGREGATION INTO FORMS AND AROUND REINFORCEMENT.

K. DOCUMENTATION OF CONCRETE MIXTURE CHARACTERISTICS SHALL BE SUBMITTED TO E.O.R. FOR REVIEW AND APPROVAL PRIOR TO USING THE MIXTURE AND PRIOR TO MAKING CHANGES TO MIXTURES ALREADY IN USE.

L. ALL CONCRETE MIXING AND TRANSPORTATION OF CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF ATM C94 AND ASTM C685.

M. STAIN AND TEXTURE OF EXPOSED CONCRETE SURFACES PER OWNER'S DIRECTION, IF APPLICABLE.

N. THE SLUMP OF THE CONCRETE SHALL BE BETWEEN:

1.	BEAMS/COLUMNS:	3" ± 1"
2.	WALLS/FOUNDATIONS:	5" ± 1"
3.	SLABS-ON-GRADE:	4" ± 1"

O. THE CONCRETE SHALL MEET THE MOST STRINGENT REQUIREMENTS FROM THE FOLLOWING EXPOSURE CLASSES:

1.	PORTABLE FOUNDATION:	F0, S0, W0, C1

P. CONCRETE EXPOSURE CLASSES AND REQUIREMENTS:

EXPOSURE CATEGORY: F

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f_c' (psi)	AIR CONTENT (%)	LIMITS ON MAXIMUM PERCENT OF TOTAL CEMENTITIOUS MATERIALS BY MASS				
F0	N/A	2500	N/A	N/A				
F1	0.55	3500	5	N/A				
F2	0.45	4500	6	N/A				
F3	0.40	5000	6	ASTM C618	ASTM C989	ASTM C1240	TOTAL OF ASTM C618 & ASTM C1240	TOTAL OF ASTM C618 & ASTM C989 & ASTM C1240
				25%	50%	10%	35%	50%

EXPOSURE CATEGORY: S

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f_c' (psi)	CEMENTITIOUS MATERIALS			
			ASTM C150	ASTM C595	ASTM C1157	CALCIUM CHLORIDE ADMIXTURE
S0	N/A	2500	N/A	N/A	N/A	N/A
S1	0.50*	4000	II	IP(MS), IS(MS), OR IT(MS)	MS	N/A
S2	0.45	4500	V	IP(HS), IS(HS), OR IT(HS)	HS	NOT PERMITTED
S3	0.45	4500	V + POZZOLAN OR SLAG CEMENT	IP(HS), IS(HS), OR IT(HS) + POZZOLAN OR SLAG CEMENT	HS + POZZOLAN OR SLAG CEMENT	NOT PERMITTED

EXPOSURE CATEGORY: W

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f_c' (psi)
W0	N/A	2500
W1	0.50	4000

EXPOSURE CATEGORY: C

EXPOSURE CLASS	MAXIMUM w/cm	MINIMUM f_c' (psi)	MAXIMUM WATER-SOLUBLE CHLORIDE ION (Cl^-) CONTENT IN NONPRESTRESSED CONCRETE, PERCENT BY WEIGHT OF CEMENT
C0	N/A	2500	1.00
C1	N/A	2500	0.30
C2	0.40	5000	0.15

Q. TEMPERATURE REQUIREMENTS:

*FOR SEAWATER EXPOSURE THE MAXIMUM w/cm RATIO SHALL BE 0.40

1. CONCRETE SHALL NOT BE PLACED WHEN AMBIENT TEMPERATURE IS BELOW 50°F, OR WHEN IT IS EXPECTED TO FALL BELOW 40°F WITHIN THE NEXT 24 HOURS. THE TEMPERATURE OF CONCRETE AT THE TIME OF PLACEMENT SHALL BE NOT LESS THAN 50°F AND IN A MOIST CONDITION FOR AT LEAST THE FIRST 7 DAYS AFTER PLACEMENT.
2. ADEQUATE EQUIPMENT SHALL BE PROVIDED FOR HEATING CONCRETE MATERIALS AND PROTECTING CONCRETE DURING FREEZING OR NEAR-FREEZING WEATHER.
3. FROZEN MATERIALS OR MATERIALS CONTAINING ICE SHALL NOT BE USED.
4. FORMS, FILLERS, AND GROUND WITH WHICH CONCRETE IS TO COME IN CONTACT SHALL BE FREE FROM FROST AND ICE.
5. CONCRETE SHALL NOT EXCEED A TEMPERATURE MAXIMUM OF 95°F AT THE TIME OF PLACEMENT.
6. HANDLING, PLACING, PROTECTION, AND CURING PROCEDURES SHALL LIMIT CONCRETE TEMPERATURES OR WATER EVAPORATION THAT COULD REDUCE STRENGTH SERVICEABILITY, AND DURABILITY OF THE MEMBER OR STRUCTURE.
7. HOT WEATHER AND COLD WEATHER CONCRETING SHALL BE DONE IN COMPLIANCE WITH THE LATEST EDITION OF ACI 305.1 AND ACI 306.1, RESPECTIVELY.
8. CONCRETE MATERIALS AND PRODUCTION METHODS SHALL BE SELECTED SO THAT THE CONCRETE TEMPERATURE AT DELIVERY COMPLIES WITHIN THE SPECIFIED TEMPERATURE LIMITS.

R. THESE PROVISIONS DO NOT PROTECT CONCRETE AGAINST CHEMICALLY AGGRESSIVE SOLUTIONS, CONTACT E.O.R. IF SUCH CONDITIONS APPLY.

S. CONCRETE PLACEMENT:

1. STANDING WATER SHALL BE REMOVED FROM PLACE OF DEPOSIT BEFORE CONCRETE IS PLACED UNLESS A TREMIE IS USED.
2. MASONRY FILLER UNITS THAT WILL BE IN CONTACT WITH CONCRETE SHALL BE PRE-WETTED PRIOR TO PLACING CONCRETE.
3. CONCRETE SHALL NOT BE CONVEYED WITH PIPES, TREMIES, OR CHUTES MADE OF ALUMINUM OR ALUMINUM ALLOYS.
4. CONCRETE SHALL BE PLACED:
   a. AT A RATE SO CONCRETE AT ALL TIMES HAS SUFFICIENT WORKABILITY TO BE CONSOLIDATED APPROPRIATELY.
   b. WITHOUT SEGREGATION OR LOSS OF MATERIALS.
   c. WITHOUT INTERRUPTIONS TO MAINTAIN WORKABILITY BETWEEN SUCCESSIVE PLACEMENTS TO PREVENT AN UNINTENTIONAL COLD JOINT.
   d. DEPOSITED AS NEAR TO ITS FINAL LOCATION AS PRACTICABLE TO AVOID SEGREGATION DUE TO REHANDLING OR FLOWING.
5. CONCRETE THAT HAS BEEN CONTAMINATED OR HAS LOST ITS INITIAL WORKABILITY TO THE EXTENT THAT IT CAN NO LONGER BE CONSOLIDATED APPROPRIATELY SHALL NOT BE USED.
6. RETEMPERING CONCRETE IN ACCORDANCE WITH ASTM C94 SHALL BE PERMITTED AS LONG AS THE LIMITS ON MAXIMUM MIXING TIME AND w/cm ARE NOT VIOLATED.
7. AFTER STARTING, CONCRETING SHALL BE A CONTINUOUS OPERATION UNTIL THE COMPLETION OF A PANEL OR SECTION, AS DEFINED BY ITS BOUNDARIES OR PREDETERMINED JOINTS.
8. CONCRETE SHALL BE CONSOLIDATED APPROPRIATELY DURING PLACEMENT AND SHALL BE WORKED AROUND REINFORCEMENT AND EMBEDMENTS AND INTO CORNERS OF FORMS.
9. TOP SURFACES OF VERTICALLY FORMED LIFTS SHALL BE GENERALLY LEVEL.
10. JOINT LOCATIONS OR JOINT DETAILS NOT SHOWN OR THAT DIFFER FROM THOSE INDICATED IN THE CONSTRUCTION DOCUMENTS SHALL BE SUBMITTED FOR REVIEW BY THE E.O.R.
11. CONSTRUCTION JOINTS SHALL BE CLEANED AND LAITANCE REMOVED BEFORE NEW CONCRETE IS PLACED.
12. SURFACE OF CONCRETE CONSTRUCTION JOINTS SHALL BE INTENTIONALLY ROUGHENED.
13. IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, CONSTRUCTION JOINTS SHALL BE PRE-WETTED AND STANDING WATER REMOVED.
14. BEAMS, GIRDERS, OR SLABS SUPPORTED BY COLUMNS OR WALLS SHALL NOT BE CAST UNTIL CONCRETE IN THE VERTICAL SUPPORT MEMBERS IS NO LONGER WORKABLE AND SOFT.
15. BEAMS, GIRDERS, HAUNCHES, DROP PANELS, SHEAR CAPS, AND CAPITALS SHALL BE PLACED MONOLITHICALLY AS PART OF A SLAB SYSTEM, U.N.O.
16. SAW CUTTING IN SLABS-ON-GRADE IDENTIFIED IN THE CONSTRUCTION DOCUMENTS AS STRUCTURAL DIAPHRAGMS OR PART OF THE SEISMIC-FORCE-RESISTING SYSTEM SHALL NOT BE PERMITTED U.N.O.
17. ALUMINUM EMBEDMENTS SHALL BE COATED OR COVERED TO PREVENT ALUMINUM-CONCRETE REACTION AND ELECTROLYTIC ACTION BETWEEN ALUMINUM AND STEEL.
18. IN SOLID SLABS, PIPING, EXCEPT FOR RADIANT HEATING OR SNOW MELTING, SHALL BE PLACED BETWEEN TOP AND BOTTOM REINFORCEMENT.
19. CONDUIT AND PIPING SHALL BE FABRICATED AND INSTALLED SO THAT CUTTING, BENDING, OR DISPLACEMENT OF REINFORCEMENT FROM ITS SPECIFIED LOCATION IS NOT REQUIRED.

T. FORMWORK:

1. FORMWORK SHALL BE DESIGNED, FABRICATED, INSTALLED, AND REMOVED BY CONTRACTOR.
2. DESIGN OF FORMWORK SHALL TAKE INTO CONSIDERATION:
   a. METHOD OF CONCRETE PLACEMENT.
   b. RATE OF CONCRETE PLACEMENT.
   c. CONSTRUCTION LOADS, INCLUDING VERTICAL, HORIZONTAL, AND IMPACT.
   d. AVOIDANCE OF DAMAGE TO PREVIOUSLY CONSTRUCTED MEMBERS.
3. FORMWORK FABRICATION AND INSTALLATION SHALL RESULT IN A FINAL STRUCTURE THAT CONFORMS TO SHAPES, LINES, AND DIMENSIONS OF THE MEMBERS AS REQUIRED BY THE CONSTRUCTION DOCUMENTS.
4. FORMWORK SHALL BE SUFFICIENTLY TIGHT TO INHIBIT LEAKAGE OF PASTE OR MORTAR.
5. FORMWORK SHALL BE BRACED OR TIED TOGETHER TO MAINTAIN POSITION AND SHAPE.
6. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL DEVELOP A PROCEDURE AND SCHEDULE FOR REMOVAL OF FORMWORK AND INSTALLATION OF RESHORES AND SHALL CALCULATE THE LOADS TRANSFERRED TO THE STRUCTURE DURING THIS PROCESS.
7. STRUCTURAL ANALYSIS AND CONCRETE STRENGTH REQUIREMENTS USED IN PLANNING AND IMPLEMENTING THE FORMWORK REMOVAL AND RESHORE INSTALLATION SHALL BE GIVEN BY THE CONTRACTOR TO THE E.O.R. AND TO THE BUILDING OFFICIAL, WHEN REQUESTED.
8. NO CONSTRUCTION LOADS SHALL BE PLACED ON, NOR ANY FORMWORK REMOVED FROM, ANY PART OF THE STRUCTURE UNDER CONSTRUCTION EXCEPT WHEN THAT PORTION OF THE STRUCTURE IN COMBINATION WITH REMAINING FORMWORK HAS SUFFICIENT STRENGTH TO SUPPORT ITS WEIGHT AND LOADS PLACED ON IT SAFELY AND WITHOUT IMPAIRING SERVICEABILITY.
9. NO CONSTRUCTION LOADS EXCEEDING THE COMBINATION OF SUPERIMPOSED DEAD LOAD PLUS LIVE LOAD INCLUDING REDUCTION SHALL BE PLACED ON ANY UNSHORED PORTION OF THE STRUCTURE UNDER CONSTRUCTION, UNLESS ANALYSIS INDICATES ADEQUATE STRENGTH TO SUPPORT SUCH ADDITIONAL LOADS AND WITHOUT IMPAIRING SERVICEABILITY.

4 REINFORCING STEEL

A. ALL ARRANGEMENT AND DETAILING OF REINFORCING STEEL, INCLUDING BAR SUPPORTS AND SPACERS, SHALL BE IN ACCORDANCE WITH THE LATEST ACI 315 DETAILING MANUAL.

B. ASTM A615, GRADE 40 (#3 REBAR OR SMALLER), ASTM A615, GRADE 60 (#4 REBAR OR LARGER), ASTM A185, GRADE 65 (WELDED WIRE FABRIC SHEETS). BARS TO BE WELDED SHALL BE ASTM A706, GRADE 60.

C. DIMENSIONS OF REINFORCING ARE TO BAR CENTERLINES U.N.O. IN DRAWINGS.

D. MINIMUM CLEAR PROTECTION FOR REINFORCEMENT SHALL BE AS FOLLOWS:

1.	CONCRETE PLACED DIRECTLY AGAINST EARTH:	= 3"
2.	FORMED SURFACES AND EXPOSED TO EXTERIOR (#5 BARS OR SMALLER):	= 2"
3.	INTERIOR FACE OF WALLS:	= 1 1/2"
4.	STRUCTURAL SLABS:	= 1"
5.	ELEVATED SLABS, BEAMS & COLUMNS:	= 1 1/2"

E. MINIMUM REINFORCING LAP SPLICES/DEVELOPMENT LENGTHS (FC' = 3,000 PSI):

BAR SIZE	HOOK LENGTH (IN)	DEVELOPMENT LENGTH (IN)
3	6	21
4	8	28
5	10	36
6	12	43

F. STAGGER SPLICES IN WALLS SO THAT NO TWO ADJACENT BARS ARE SPLICED IN THE SAME LOCATION.

G. REINFORCING SHALL BE CONTINUOUS THROUGH ALL COLD JOINTS.

H. PROVIDE CORNER BARS w/ 18" LEGS AT CORNERS AND INTERSECTING WALLS AND FOOTINGS, SIZE AND PLACEMENT TO MATCH HORIZONTAL REINFORCEMENT.

I. ALL REINFORCEMENT SHALL BE COLD BENT, UNLESS OTHERWISE PERMITTED BY THE BUILDING OFFICIAL AND ENGINEER OF RECORD. REINFORCEMENT PARTIALLY EMBEDDED IN CONCRETE OR MASONRY SHALL NOT BE FIELD BENT, UNLESS PERMITTED BY THE BUILDING OFFICIAL AND ENGINEER OF RECORD.

J. PROVIDE FOUNDATION HOLDOWNS AT ALL SHEAR WALL LOCATIONS PER PLAN, IF APPLICABLE, RE: SHEARWALL PLAN.

K. WET SETTING OF REINFORCING BARS IN FOOTINGS AND WALLS IS NOT ALLOWED.

ABBREVIATIONS

(E)	EXISTING	HT.	HEIGHT
(F)	FUTURE	HVAC	HEATING VENTILATING AND AIR CONDITIONING
(N)	NEW		
(R)	RENOVATE	I.D.	INSIDE DIAMETER
℄	CENTERLINE	IN.	INCH
Ø	DIAMETER OR ROUND	INSUL.	INSULATION
⊥	PERPENDICULAR	INT.	INTERIOR
□	SQUARE	JT.	JOINT
#	NUMBER OR POUND	K.O.	KNOCKOUT
@	AT	L.F.	LINEAL FEET OR FOOT
A.B.	ANCHOR BOLT	L.L.V.	LONG LEG VERTICAL
A.F.F.	ABOVE FINISH FLOOR	L.L.H.	LONG LEG HORIZONTAL
ABV.	ABOVE	L.P.	LOW POINT
ADJ.	ADJACENT	LSL	LAMINATED STRAND LUMBER
AGG.	AGGREGATE	LAM.	LAMINATE
ALT.	ALTERNATIVE	LVL	LAMINATED VENEER LUMBER
ALUM.	ALUMINUM	LBS.	POUNDS
APPROX.	APPROXIMATE	M.B.	MACHINE BOLT
ARCH.	ARCHITECTURAL	M.H.	MANHOLE
B.O.	BOTTOM OF	M.O.	MASONRY OPENING
B.O.C.	BOTTOM OF CONCRETE	MAX.	MAXIMUM
B/T	BETWEEN	MECH.	MECHANICAL
B.N.	BOUNDARY NAIL(ING)	MET.	METAL
B.U.	BUILT-UP	MFR.	MANUFACTURER
BD.	BOARD	MIN.	MINIMUM
BLDG.	BUILDING	MISC.	MISCELLANEOUS
BLK.	BLOCK	MTD	MOUNTED
BM.	BEAM	MTRL	MATERIAL
BOT.	BOTTOM	N	NORTH
C.C.	CENTER TO CENTER	N.I.C.	NOT IN CONTRACT
C.I.	CAST IRON	N.S.	NEAR SIDE
C.I.P.	CAST IN PLACE	N.T.S.	NOT TO SCALE
CMU	CONCRETE MASONRY UNIT	NO.	NUMBER
C.O.	CONCRETE OPENING	NOM.	NOMINAL
CLG.	CEILING	N.S.	NEAR SIDE
CLR.	CLEAR	O/H	OVERHEAD
CNTRSK.	COUNTERSUNK	O/	OVER
COL.	COLUMN	O.A.	OVER ALL
CONC.	CONCRETE	O.C.	ON CENTER
CONT.	CONTINUOUS	O.D.	OUTSIDE DIAMETER
CORR.	CORRIDOR	O.H.	OPPOSITE HAND
CW/	COORDINATE WITH	OPNG.	OPENING
D.	DEEP	OPP.	OPPOSITE
D.B.A.	DEFORMED BAR ANCHOR	OZ.	OUNCE
D.F.	DOUGLAS FIR	PART.	PARTICLE
DET.	DETAIL	P/L	PROPERTY LINE
DIA.	DIAMETER	PL.	PLATE
DIAG.	DIAGONAL	PLYWD.	PLYWOOD
DIM.	DIMENSION	PRE-ENG.	PRE-ENGINEERED METAL BUILDING
DN.	DOWN	PT.	POINT
DWG.	DRAWING	P.S.L.	PARALLEL STRAND LUMBER
E.B	EXPANSION BOLT	R.	RADIUS OR RISER
E.B.E.	ECCENTRICALLY BRACED FRAME	R.D.	ROOF DRAIN
E.J.	EXPANSION JOINT	R.O.	ROUGH OPENING
E.N.	EDGE NAIL(ING)	RE:	REFERENCE (CW/)
EA.	EACH	REINF.	REINFORCE(D)
EL.	ELEVATION	REQ'D.	REQUIRED
ELEC.	ELECTRICAL	RM.	ROOM
ELEV.	ELEVATOR	R.T.U.	ROOF TOP UNIT
EOR	ENGINEER OF RECORD	S.C.	SOLID CORE
EQ.	EQUAL	S.F.	SQUARE FEET OR FOOT
EQUIP.	EQUIPMENT	S.S.	STAINLESS STEEL
E.S.	EDGE SCREW(ING)	SCHED.	SCHEDULE
EXP.	EXPANSION	SECT.	SECTION
EXT.	EXTERIOR	SHT.	SHEET
F.B.	FLAT BAR	SIM	SIMILAR OR SIMILAR TO
F.D.	FLOOR DRAIN	SPECS.	SPECIFICATIONS
F.O.	FACE OF	SQ.	SQUARE
F.O.C.	FACE OF CURB/CONCRETE	STD.	STANDARD
F.O.F.	FACE OF FINISH	STRUC.	STRUCTURAL
F.O.M.	FACE OF MASONRY	SUSP.	SUSPENDED
F.O.S.	FACE OF STUDS	SYM.	SYMMETRICAL
F.O.T.	FACE OF TREAD	T&G	TONGUE & GROOVE
FDN.	FOUNDATION	T.O.B.	TOP OF BEAM
FIN.	FINISH	T.O.C.	TOP OF CURB/CONCRETE
FL.	FLOOR(ING)	T.O.D.	TOP OF DECK
FLASH.	FLASHING	T.O.M.	TOP OF MASONRY
F.S.	FAR SIDE	T.O.S.	TOP OF SLAB
FT.	FOOT OR FEET	T.O.W.	TOP OF WALL
FTG.	FOOTING	THK.	THICKNESS
FTW.	FIRE TREATED WOOD	TJI	TRUSS JOIST I-JOIST
FURR.	FURRING	TYP.	TYPICAL
GA.	GAUGE OR GAGE	U.B.C.	UNIFORM BUILDING CODE
GALV.	GALVANIZED	U.O.N.	UNLESS OTHERWISE NOTED
GSN	GENERAL STRUCTURAL NOTES	U.N.O.	UNLESS NOTED OTHERWISE
GYP.	GYPSUM	V.I.F.	VERIFY IN FIELD
H.	HIGH	VERT.	VERTICAL
H.C.A.	HEADED CONCRETE ANCHOR	W/	WITH
H.S.S.	HOLLOW STRUCTURAL STEEL	W/O	WITHOUT
H.P.	HIGH POINT	WD.	WOOD
HORIZ.	HORIZONTAL	W.	WIDE
HR.	HOUR	W.P.	WORK POINT
		W.W.F.	WELDED WIRE FABRIC

SHEET LIST

SHEET NUMBER	SHEET NAME
S0.0	STRUCTURAL NOTES
S1.0	LIGHT POLE BASE

TAMARACK GROVE ENGINEERING
812 S. La Cassia Drive
Boise, ID 83705
(208) 345-8941
www.tamarackgrove.com
Firm No. M14000009249

The drawings and plans set forth on this set as instrument of service are, and shall remain, the property of Tamarack Grove Engineering. Use of this drawing is limited to a specified project for persons named hereon. Any use or reuse of said drawings is strictly prohibited without written permission of Tamarack Grove Engineering.

Delta	Revision	Date

PORTABLE LIGHT POLE FOUNDATION

TYNDELL AFB, FL32403

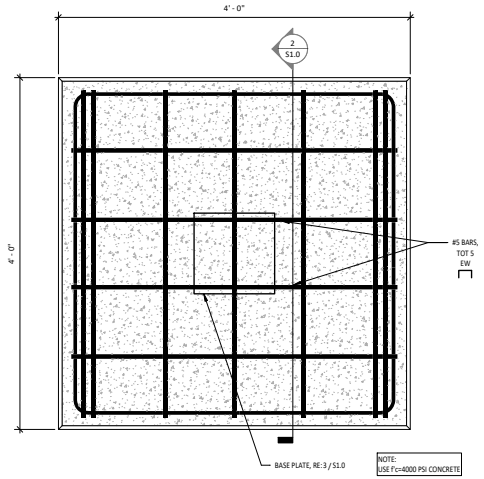
sheet title:

STRUCTURAL NOTES

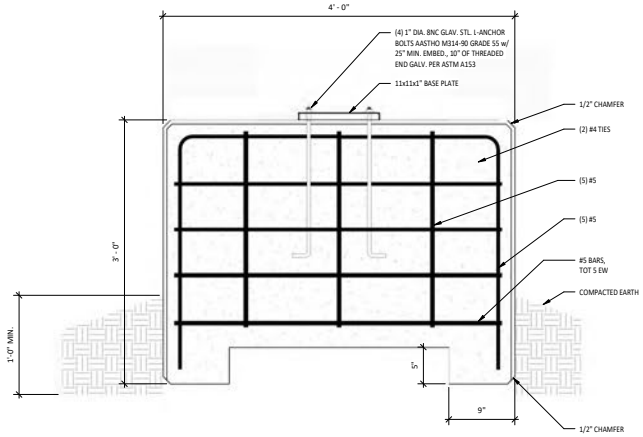
Job No:	TGE22-19420
Dwg Date:	5-16-22
Drawn By:	TSR
Checked By:	DDH

S0.0

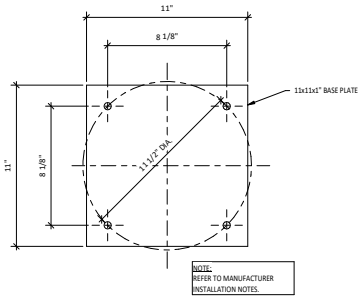
NOTE: IT IS RECOMENDED TO PUT REFLECTIVE STRAP ON THE FOUNDATION. IT IS ALSO RECOMMENDED TO PUT STENCILS ON THE PORTABLE FOUNDATION SAYING.
1. DO NOT MOVE ON WINDY DAYS.
2. STRAP THE FOUNDATION WHILE LIFTING FOR TRANSPORTATION.



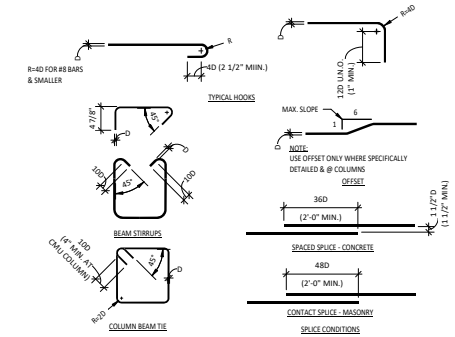
1 PORTABLE FOUNDATION (PLAN)
1 1/2" = 1'-0"



2 PORTABLE FOUNDATION (SECTION)
1 1/2" = 1'-0"



3 BOLT LAYOUT
3" = 1'-0"



4 REINFORCING BAR BENDS
1" = 1'-0"

TAMARACK GROVE ENGINEERING
812 S. La Cassia Drive
Boise, ID 83705
(208) 345-8941
www.tamarackgrove.com
Firm No. M14000009249

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Delta	Revision	Date

PORTABLE LIGHT POLE FOUNDATION

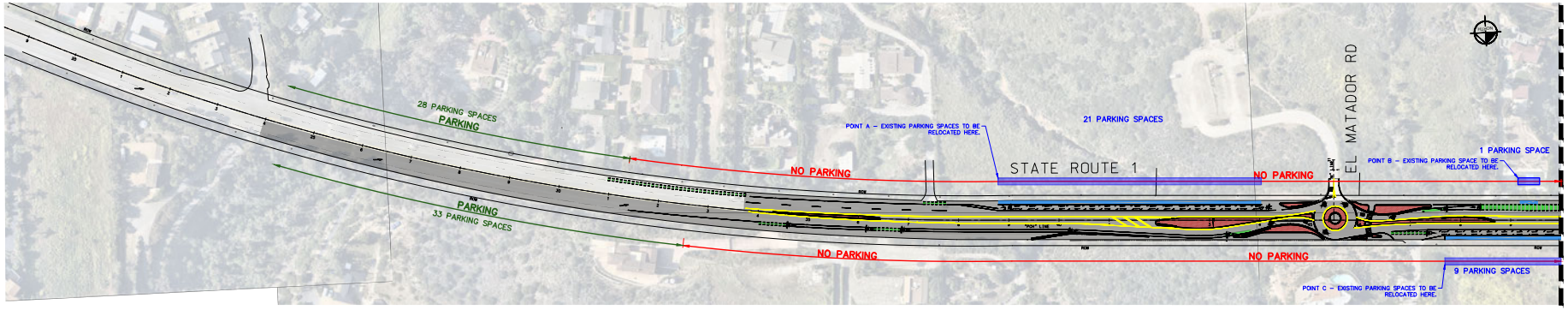
TYNDELL AFB, FL32403

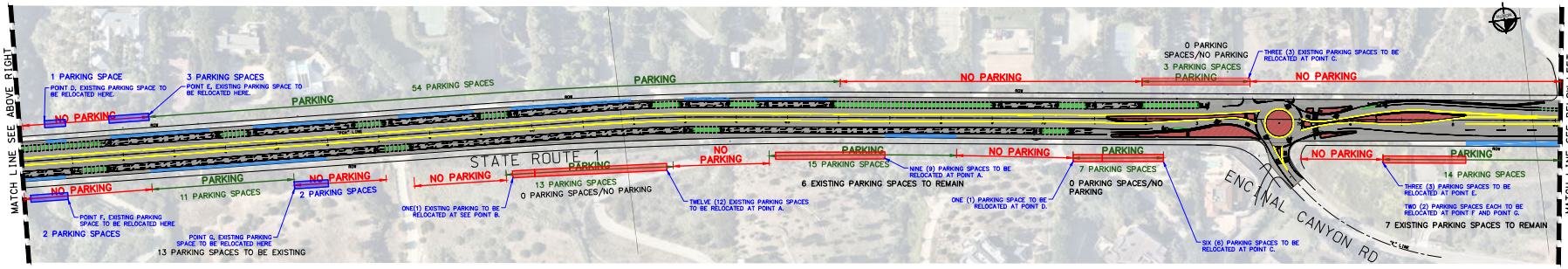
sheet title:

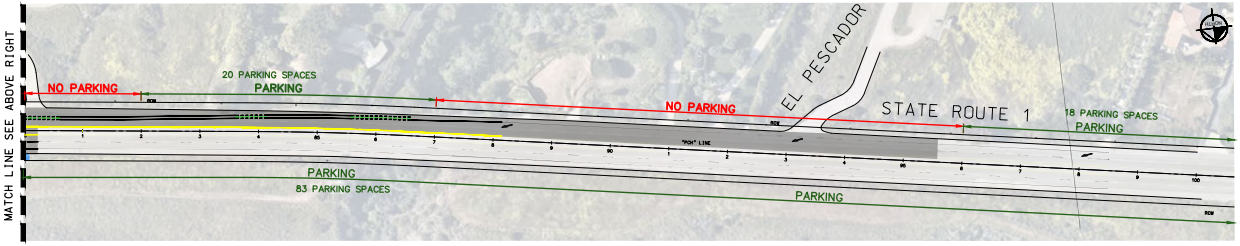
LIGHT POLE BASE

Job No:	TGE22-19420
Dwg Date:	5-16-22
Drawn By:	TSR
Checked By:	DH

S1.0







LEGEND

- NO PARKING
- PARKING TO REMAIN
- PARKING TO STAY/RELOCATE IN PROPOSED CONDITION

EXISTING PARKING CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
54	11
3	13
20	15
18	7
–	14
–	83
SUBTOTAL	
123	176
TOTAL	
299	

PARKING UNDER PILOT CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
21	9
1	2
1	11
3	2
54	6
20	7
18	83
SUBTOTAL	
146	153
TOTAL	
299	

RELOCATED PARKING SPACES	
OCEANSIDE	LANDSIDE
21	9
1	2
1	2
3	–
SUBTOTAL	
26	13
TOTAL	
39	

GRAPHIC SCALE IN FEET
0 25 50 100

SR 1 - EL MATADOR BEACH RD TO ENCINAL PARKING EXHIBIT

SCALE: 1" = 50'

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION CONSULTANT FUNCTIONAL SUPERVISOR

REVISED BY | DATE REVISED

DESIGNED BY | DRAWN BY | CHECKED BY

DISTRICT | COUNTY | ROUTE | POST MILES | SHEET NO. | TOTAL SHEETS
07 | LA | SR 1 | 00.00/00.00 | 00-00-00 | 00

BORDER LAST REVISED 04/02/2025

USERNAME = S123888
DGN FILE = BORDER.DGN

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

BIOLOGY REVIEW REFERRAL SHEET

TO: City of Malibu Biologist

FROM: City of Malibu Planning Department **DATE:** 09/09/2025

PROJECT NUMBER:	CDP 25-041
JOB ADDRESS:	CITYWIDE PROJECT
APPLICANT / CONTACT:	Nadia Fahoum, City of Malibu Public Works Depart
APPLICANT EMAIL:	nfahoum@malibucity.org
PLANNER:	To Be Assigned
PROJECT DESCRIPTION:	Temporary roundabout at the intersection of El Matador and Encinal

---

TO: Malibu Planning Department and/or Applicant

FROM: City Biologist, Courtney McCammon

_____ **The project review package is INCOMPLETE and; CANNOT proceed through Final Planning Review until corrections and conditions from Biological Review are incorporated into the proposed project design**
X **(**See Attached).

_____ **The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.**

Building Plan Check (BPC) Required ☐ Yes ☐ No BPC Fees Req'd $_____

_____ **The project may have the potential to significantly impact the following resources, either individually or cumulatively: Sensitive Species or Habitat, Watersheds, and/or Shoreline Resources and therefore Requires Review by the Environmental Review Board (ERB).**

Courtney McCammon 9/25/25

Signature Date

Additional requirements/conditions may be imposed upon review of plan revision

Contact Information:
Courtney McCammon, City Biologist, biology@malibucity.org, (310) 456-2489, extension 277

ATTACHMENT 4

City of Malibu

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

BIOLOGY REVIEW SHEET

PROJECT INFORMATION

Applicant: (name and email)	Nadia Fahoum, City of Malibu Public Works Depart nfahoum@malibucity.org		
Project Address:	**CITYWIDE PROJECT** Malibu, CA 90265		
Planning Case No.:	CDP 25-041		
Project Description:	Temporary roundabout at the intersection of El Matador and Encinal		
Date of Review:	September 25, 2025		
Reviewer:	Courtney McCammon	Signature:	Courtney McCammon
Contact Information:	Phone: (310) 456-2489 ext 277	Email:	biology@malibucity.org

SUBMITTAL INFORMATION

Site Plan:	9/9/25
Site Survey:	9/9/25
Landscape Plan:	
Hydrozone Plan:	
Irrigation Plan:	
Fuel Modification Plan:	
Grading Plan:	
OWTS Plan:	
Bio Assessment:	
Bio Inventory:	
Native Tree Survey:	
Native Tree Protection Plan:	
Miscellaneous:	
Previous Reviews:	

REVIEW FINDINGS

Review Status:	☐	**INCOMPLETE**: Additional information and/or a response to the listed review comments is required.
	☒	**APPROVED**: The project has been approved with regards to biological impacts.
	☐	**CANNNOT APPROVE AS SUBMITTED**: The proposed project does not conform to the requirements of the MMC and/or LCP.
	☐	**ERB**: This project has the potential to impact ESHA and may require review by the Environmental Review Board pursuant to LIP Section 4.4.4

Recycled Paper

DISCUSSION:

1. Although Malibu LCP's Local Implementation Plan (LIP) requires that new development provides a 100-foot buffer from ESHA, LIP Section 4.5.4(A) allows for public accessways as a permitted use within ESHA buffers. The project will take place outside of the ESHA but within ESHA buffer, and within the disturbed paved roadway, will aid the general public, and does not expand the already developed accessway

2. Malibu LIP 4.6.2 states that "Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity features, shielded, and directed away from ESHA to minimize impacts on wildlife". The proposed project has a lighting component that will be "navigational" or "other similar safety lighting" and is therefore exempt from the lighting standards within Chapter 4 of the LIP.

RECOMMENDATIONS:

1. The project is recommended for **APPROVAL** with the following conditions:

   A. No new landscaping is proposed with this project. Therefore, none is approved. Should the applicant intend to plant any new vegetation with a potential to exceed six feet in height, or change 500/2,500 square feet or more (new residence/existing residence) of the existing landscaping area, a detailed landscape plan shall be submitted for review and approval prior to any planting.

   B. No grading/excavation/vegetation removal is proposed; therefore, none is approved. However, work scheduled between February 1 - September 15 will require nesting bird surveys by a qualified biologist prior to initiation of such activities. Surveys shall be completed no more than five days from proposed initiation of site preparation activities. Should active nests be identified, a buffer area no less than 150 feet (300 feet for raptors) shall be fenced off until it is determined by a qualified biologist that the nest is no longer active. A report discussing the results of the surveys shall be turned in to the City within two business days of completion of surveys.

-o0o-

If you have any questions regarding the above requirements, please contact the City Biologist office at your earliest convenience.

cc: Planning Project file
Planning Department

City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW
REFERRAL SHEET

TO: Public Works Department

FROM: City of Malibu Planning Department **DATE:** 09/09/2025

PROJECT NUMBER:	CDP 25-041
JOB ADDRESS:	CITYWIDE PROJECT
APPLICANT / CONTACT:	Nadia Fahoum, City of Malibu Public Works Depart
APPLICANT EMAIL:	nfahoum@malibucity.org
PROJECT DESCRIPTION:	Temporary roundabout at the intersection of El Matador and Encinal

---

TO: Malibu Planning Department and/or Applicant

FROM: Public Works Department

_____ **The following items described on the attached memorandum shall be addressed and resubmitted.**

X **The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the Planning process.**

Building Plan Check (BPC) Required ☐ Yes ☒ No BPC Fees Req'd $_____

SIGNATURE

9/23/2025
DATE

Rev 120910

City of Malibu

MEMORANDUM

To: Planning Department

From: Nathaniel McLean, Assistant Engineer

Date: September 22, 2025

Re: CITYWIDE PROJECT– CDP 25-0041 (PCH Quick Build Roundabouts Project)

The Public Works Department has reviewed the plans submitted for this project. Public Works can recommend approval subject to the following conditions:

1. The City of Malibu has completed installation of communication conduits along Pacific Coast Highway from Topanga Canyon to John Tyler Road for the traffic signal system in this region. It will be the responsibility of the applicant and contractor to properly identify, locate, and protect the utilities in place, especially those of the signal system. It will be the responsibility of the applicant and contractor to repair and replace any potential damage caused to the infrastructure should this proposed scope of work have any impact on it.
2. The City of Malibu, Public Works Superintendent shall be invited to the preconstruction meeting prior to any construction activity taking place.
3. If applicable, applicant is to provide a Public Notification letter by printed notice to occupants of all properties within the construction zone on any access, parking and circulation restrictions and limitations that will be created by the construction at least 72 hours in advance of construction.
4. Access to the driveways to all properties in the vicinity of the construction activity shall be maintained at all times, unless otherwise coordinated with property owners for restricted access.
5. If Temporary bathroom facilities for construction workers are used, the Temporary bathroom facilities shall have secondary containment, and be sited and maintained to prevent any spills to the environment.
6. A Caltrans encroachment permit shall be obtained for any work proposed within the State's right-of-way.
7. If applicable, a traffic control plan shall be prepared by a licensed Civil or Traffic Engineer and shall be approved by Caltrans prior to.
8. If applicable, no signs shall be placed within Caltrans right of way or City right of way unless all required encroachment permits are first obtained from Caltrans and/or City of Malibu.
9. If applicable, applicant shall ensure temporary “No Parking” signs shall designate the dates and times the parking restrictions are to be enforced. Such signs shall be posted 72 hours in advance of parking restriction and shall be placed no more than 100 feet apart and at each end of the area to be restricted.
10. The applicant shall maintain signs through the duration of construction from the time of placement to time of completion and is responsible of replacement of missing or damaged signs.

Print

PCH Roundabouts Public Comment Form - Submission #41485

Date Submitted: 10/14/2025

Name*

harriet p[redacted]

Comment*

The roundabout is located too close to the Fire station 99. It is dangerous! The roundabout planned for close to Encinal Canyon will interfere with the emergency evacuation route for the area as they come down Encinal Canyon!

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

ATTACHMENT 5

If other, please specify

Former Director of Transportation for the Malibu Township Council

Print

PCH Roundabouts Public Comment Form - Submission #41487

Date Submitted: 10/14/2025

Name*

Bianca [redacted]

Comment*

Although there are many PRO's and CON's - I am Pro installing these roundabouts. PCH is dangerous. The area at El Matador is dangerous. Encinal and PCH is dangerous. The stretch invites people to race. It is very important to slow down traffic. Nothing has been done in years. There is not enough police to control traffic. I think this is a great way to at least TRY to slow down traffic. I would love to see if roundabouts will help.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41491

Date Submitted: 10/14/2025

Name*

Chris C[redacted]

Comment*

Roundabouts work, but make it two lanes. People will learn the right lane can drive straight ahead like the left lane, but the right lane can also turn off to the right. Please don't add stop signs as they defeat the purpose. Santa Monica has this is a couple of places and it is stupid.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41507

Date Submitted: 10/15/2025

Name*

Gregory S[redacted]

Comment*

I am strongly in favor of the roundabout initiative. I also have a residence in Indianapolis Indiana, which I think is the roundabout capital of America. Roundabouts were a "game changer" for the surrounding areas of the city. They slow traffic, but speed up traffic all at the same time. These roundabouts are both effective and very efficient. Great idea!!!

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41514

Date Submitted: 10/15/2025

Name*

Sheryl S[redacted]

Comment*

Yay! I lived in England from 1968 to 1977 and roundabouts definitely slow traffic down to a safe speed!

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- (•) Other

If other, please specify

When our family would travel down to Paradise Cove or Zuma beach it was from Santa Monica it was scary how fast vehicles travelled!

Print

PCH Roundabouts Public Comment Form - Submission #41518

Date Submitted: 10/16/2025

Name*

Jeff S[redacted]

Comment*

Was nothing learned from Bonin's Playa del Rey fiasco? This proposal is so preposterous that I can only assume it was offered to make whatever the City's and CalTrans' desired alternative more palatable.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41539

Date Submitted: 10/17/2025

Name*

Cathleen S[redacted]

Comment*

I am very concerned about the two lanes to one with bikes merger along with pedestrians. Merging all of this is too dangerous. I am used to and like real roundabouts, but this is throwing everything into a single lane.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41547

Date Submitted: 10/18/2025

Name*

Wm K[redacted]

Comment*

As the need to slow down freeway speed traffic in western Malibu, the idea of the roundabout project is a reasonable 'test drive" to learn the effectiveness of the experiment. Yes, I support the project.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41557

Date Submitted: 10/18/2025

Name*

Ronald [redacted]

Comment*

Installing roundabouts is the worst imaginable solution, and will absolutely cause accidents and injuries. Look on YouTube, where there are multiple sites showing accidents in roundabouts. People don't know how to safely enter and depart roundabouts, and drivers around here rarely use their turn signals. They will likely cause massive traffic backups as a result of drivers' unfamiliarity with them and when the inevitable accidents occur, the result will be gridlock. How about speed bumps? And what about the traffic signal synchronization that was supposed to moderate traffic? At least those weren't stupid ideas. The only potential positive, is that they will hinder traffic to the extent that many drivers will seek alternatives to PCH.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41558

Date Submitted: 10/18/2025

Name*

Karen P[redacted]

Comment*

This is a good project to build to help have safety. Also, the quick build tactics will have most of the benefits of a roundabout without increasing too much of the cost. This means the drivers will be able to slow down for pedestrians crossing the street. As somebody who has explored the area, I have found that crossing the road was quite risky due to the distracted drivers. The addition of the bike lanes allows more eco form of transport to the area, and this allows residents and visitors to bike in a safer environment.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41581

Date Submitted: 10/20/2025

Name*

Heidi A[redacted]

Comment*

The proposed roundabout scheme for the El Matador roundabout allows for parking on the inland side of PCH. I deem allowing parking on the inland side of PCH near any of the state beaches as dangerous. Do you have statistics on the number, type and severity of accidents that have occurred near El Matador since parking has been restricted on the inland side of PCH compared to years before when parking was allowed on both sides?

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41584

Date Submitted: 10/21/2025

Name*

Daniel G[redacted]

Comment*

This is a terrible idea. Drivers are not familiar with roundabouts and all sorts of accidents occur. We have a few roundabouts in Santa Monica and they are a constant source of accidents and collisions. Forget about them.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ◉ Visitor
- ○ Employee
- ○ Student
- ○ Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41587

Date Submitted: 10/21/2025

Name*

Vince

Comment*

Yes I am in favor. I have been spending time in North Carolina where they have roundabouts just outside of Charlotte. Very effective. I've also spent a lot of time in Europe England specifically where they have them all over the place they definitely work. Both slowing traffic down But continuing the flow of traffic as well. I am also in favor of lowering the speed limit the entire length of Pacific Coast Highway to 35 miles an hour.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41589

Date Submitted: 10/21/2025

Name*

Joan M[redacted]

Comment*

The two roundabouts on PCH are a very good idea. I have been driving up and down the coast for decades, and have always wondered how Malibu residents survive the traffic. Roundabouts slow traffic where slow is better.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ○ Visitor
- ○ Employee
- ○ Student
- ◉ Other

If other, please specify

Santa Monica resident

Print

PCH Roundabouts Public Comment Form - Submission #41605

Date Submitted: 10/22/2025

Name*

harriet [redacted]

Comment*

The roundabout for Matador beach is not needed as it is deserted on weekdays. IT IS WITHIN A FEW HUNDRED FEET OF FIRESTATION 99. IT WILL MAKE IT DIFFICULT FOR FIRETRUCKS TO RESPOND PROMPTLY TO ACCIDENTS OR FIRES!!!! iT S ALSO NOT A GOOD IDEA FOR ENCINAL Canyon- as this is the only exit for nearby residents and Route 23. It is the Evacuation Route for the area.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41606

Date Submitted: 10/22/2025

Name*

Bill S[redacted]

Comment*

These roundabouts are a terrible idea. When PCH is REALLY needed for an evacuation they will be an unnecessary burden. They will make our notoriously crazed weekend traffic even worse. The process of "informing" drivers will doubtless involve even more lights which violate our Dark Skies Ordinance and will burden residents and others with flashing lights 24/7/365.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41609

Date Submitted: 10/22/2025

Name*

Brian Z[redacted]

Comment*

Concerns with roundabout project

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41612

Date Submitted: 10/22/2025

Name*

Rick M[redacted]

Comment*

I support the construction of roundabouts in a large way. I went to Ireland in 2019 and there were roundabouts all over the place: in residential areas, at freeway intersections, everywhere and as a result everything was always moving smoothly and efficiently. This will solve a lot of problems in California.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41631

Date Submitted: 10/23/2025

Name*

Richard H[redacted]

Comment*

I did not hear statistics for accidents at Encinal and PCH only for the combined project. I'm only part time here but when in town drive that stretch of PCH. to walk on Zuma. I worry about the bicycles being forced into one lane. I have bikers in my family so I understand. Also, why not just the flashing red lights light on PCH just south of Zuma or south of Sunset for cross walks. I did not hear suggestions or discussions of those. And I've never seen someone crossing Encinal at the location specified close to PCH.. And I've seen issues with roundabouts on Iowa 55 PHM roads. Many vehicles end up flying through..Not good. So I see a push to get this started; maybe for El Matador but not for Encinal. The high speeders are west of Encinal coming off from the racing down Encinal. I believe the focus is misguided. And there needs to be incredible lighting if pushed through. Otherwise, who will be responsible for any injuries or deaths?

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- ( ) Visitor
- ( ) Employee

Student

Other

If other, please specify

second home resident

Print

PCH Roundabouts Public Comment Form - Submission #41889

Date Submitted: 11/14/2025

Name*

Alice L[redacted]

Comment*

Great idea provided enough signage is placed well before the roundabouts to alert speeders they will be required to slow way down.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #41916

Date Submitted: 11/17/2025

Name*

Douglas K[redacted]

Comment*

The distance from Encinal to El Matador is 1 mile, for safety PCH should be 1 lane the entire distance. That would reduce the congestion that occurs when transitioning from 1 lane to 2 lanes and back to 1 lane in that 1 mile stretch. It would allow emergency vehicles from Fire Station 99 get onto PCH quickly and visibly and use a clear road shoulder. Increased safety for cyclists too.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- (•) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42009

Date Submitted: 11/24/2025

Name*

Larry L[redacted]

Comment*

While I appreciate the need to slow all traffic on PCH, and the El Matador and Encincal Canyon areas are no exception, I do t think this project should be limited to these areas. I live in on Carbon Beach, where excessive speed is a daily occurrence. Why not include the more populated areas (Malibu Canyon to Topanga Canyon) in the project?

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42011

Date Submitted: 11/24/2025

Name*

Keshara P[redacted]

Comment*

I can't understand why a round about would be chosen over stops lights. A roundabout won't slow people down it will just add another dangerous element to PCH. Stop lights would allow safe pedestrian crossing and they would slow traffic. I hope this is considered.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42012

Date Submitted: 11/24/2025

Name*

Heidi A[redacted]

Comment*

I am once again expressing concern about allowing parking on the LAND-SIDE of PCH. Even if there are crosswalks, patrons will still choose to cross PCH, especially if traffic is moving slower due to the reduced speed in that corridor. I am further opposed to altering PCH & Encial Canyon intersection. It currently a VERY safe intersection with turn lanes and an ease on lane to go southbound. No need to change something that is safe and effective.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42014

Date Submitted: 11/24/2025

Name*

Pamella w[redacted]

Comment*

Totally inappropriate for PCH in Malibu. Plus it's a waste of taxpayer,money. Figure out a way to slow the speed limit . If there is some state law about speed limits then get it changed . Stop talking & do something

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42050

Date Submitted: 11/29/2025

Name*

Robyn M[redacted]

Comment*

If no parking there will still be enormous traffic conjestion. How many vehicles per hour peak time, how many trucks and length of trucks. length of regular vehicles compared to 15r years ago. slowing traffic to a crawl will delay traffic by hours in this area A ridiculous proposal. Where is using common sense anylisis.? To say "social media is to blame for promoting El Matedor State Beach is such a lazy excuse. Absolutely pathetic . Study also 10 years old.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (●) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student

Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42074

Date Submitted: 12/1/2025

Name*

K H[redacted]

Comment*

I'm writing now because Tuesday's meeting appears not to be scheduled for Zoom. I've been a resident of Malibu during most of the past 60 years and know PCH like the back of my hand. I also understand and like roundabouts. In the past few decades I have driven about 30,000 miles in Australia, mostly near its Eastern coastline, where roundabouts are a common feature. They're often useful, and sometimes almost fun. That said, several aspects of the proposed project are disquieting. First, it doesn't much address the main safety issue on PCH, which is a deficit of law enforcement. Sure the project would reduce speeding in two isolated spots, while encouraging some speeders to resume even faster to make up lost time. We'd need dozens or even hundreds of roundabouts along Malibu to solve the speed problem that way. That's not going to happen. Roundabouts are an indirect means of traffic calming. What they are good at is managing traffic flow at intersections. But neither of the intersections proposed has an issue with traffic flow per se. Pedestrian access is an issue at el Matador (and possibly the other state pocket beaches in the area, too), when people park across PCH. But a more targeted solution to that would be a dedicated, on-demand signalized crosswalk. My Australian friends and family can't think of a situation where a four lane road is funneled to a one-lane roundabout. (Sure it might exist somewhere, but it's not standard practice.) Where the flow is two lanes in one direction, so is the roundabout. Given that roundabouts are primarily about flow at intersections, the narrowing of four lanes to two, then to one, would create more problems than it would solve. Some residents have rightly pointed out that it could cause bottleneck(s) in an evacuation. Also, the unexpected slowdown (from 55+ MPH) could contribute to rear-end collisions. And the merging requirements would cause occasional driver conflicts. (Impatient Southern Californians sometimes have trouble doing "the zipper" in a collaborative way. And don't forget that a precursor cause of the crash that killed four Pepperdine students was reportedly a sort of road-rage encounter – TBD). With only one lane of leeway around the arc, drivers speeding at times of little traffic, i.e., at night, could negotiate the funnel at full speed, suddenly to encounter a turn of radius too narrow to make. Given that we seem to have someone going 100 MPH every week or so, it wouldn't be long till we'd see rollover accidents there. I noted that roundabouts can be sort of fun. What would happen with the drag racers who come out most Wednesday nights (sometimes other nights too), sometimes doing donuts in intersections? They'd have a field day with these. And if a Sheriff were assigned to keep an eye on them on active nights, that's one Sheriff (out of only a few) occupied at the far end of town, with a long response time to anywhere else. Again, the problems come down to enforcement. One of my greatest concerns is that the public will widely perceive these particular roundabouts to be pointless, or even hazardous, thereby coloring their opinions about potential roundabouts elsewhere in Malibu where they might be more useful. I could imagine one working at PCH and Webb Way, if the City would grant sufficient easement to graze the corners of the Triangle Lot and Legacy Park (the gas station couldn't accommodate more width, though the shopping center parking lot might). An asymmetrically-shaped one could reduce accidents at the confluence Westward, Bonsall and Busch, though it would have to be well posted on the PCH downslope. And construction impacts on the creek might be significant enough to make it a non-starter. More broadly, and given that the main safety issues have to do with enforcement, it would be preferable for Caltrans to focus on making sure that areas of PCH that are vulnerable to current wave uprush and future sea-rise are shored up. We still don't know the precise implications of the fire's having removed beachfront structures that may have been protecting the PCH underlayment from erosion. Addressing the structural integrity of the main route through town would be Caltrans staying in its own lane.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- (•) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- ( ) Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42079

Date Submitted: 12/2/2025

Name*

James K[redacted]

Comment*

I was able to meet with several other residents in the immediate area overlooking the proposed roundabouts and get their feedback. They are vehemently opposed to the project and so am I due to the fire risk. Cars will be lined up for miles in both lanes prior to the single lane reduction in the case of an evacuation. There may be hundreds or even thousands of preventable deaths should a lane reduction trap evacuees. This is not an imaginary or unforseen scenario--12 burned alive in the Palisades less than a year ago. However, I wanted to reiterate in even clearer terms why this is bad for Malibu. I saw what happened in Culver City and the same playbook is now happening in Malibu. In short, they intentionally created a problem so they can provide a "transit oriented" solution. 1. Intentionally misleading the public for lane reduction motivation. They told us it was for bikes, buffered parking, and pedestrians. None of this was relevant or necessary based on actual usage of the wide shouldered, open and free flowing Washington and Venice Boulevards. 2. Lane reductions predictably create gridlock traffic. There was outrage from residents and businesses who saw a decrease in revenue. 3. Manufactured gridlock is used as justification for PERMANENT bus lanes. 4. The bus lanes are used as an excuse to overdevelop without parking or necessary road bandwidth. Ridership never offsets gridlock. Public infrastructure is sabotaged at the expense of citizens. The difference between Culver City and Malibu is that residents in Culver will likely not perish in a fast spreading fire with high winds. Culver City is not prone to fire and there's many escape routes, unlike Malibu. I know it's technically possible to drive over the top of the roundabouts. HOWEVER, I have seen how cars operate in a mob-like mentality. They won't know to do this and traffic will just be backed up for miles in BOTH lanes prior to the lane reduction. You won't even see what's happening unless you get out of your car and walk miles up to the roundabout disaster. You have the opportunity now to prevent this tragedy. Malibu does not have the luxury of embracing anti-car ideology. Due to the geography, it is physically impossible for Malibu to ever become a walkable London or Paris. There's limited escape routes for fires at short notice. With the passing of SB 79, Malibu and the Pacific Palisades will be permanently transformed with high rises. The only obstacle is getting BRT or Bus Rapid Transit lanes on Sunset and PCH. Deadly and irresponsible overdevelopment will be justified by "increasing affordability" through low income housing projects. The roundabouts and bus transit center at Sunset and PCH are putting us well on this path. I was told at the California Coastal Commission meeting for the permit approval of the transit center that they couldn't consider SB 79 in their decision making process because it wasn't yet a law. It was signed days later. Odd timing, if you ask me. I'm also curious as to why these roundabouts are being pushed as "quick builds" instead of ordinary builds. Again, timing is suspicious. You are being misled when they say this is "temporary." The new gridlock traffic will be celebrated as a "safety" success. You could also reduce all fatalities on the I-5, the 405, and the 10 if you put roundabouts all up and down them to increase gridlock. Every traffic fatality is tragic, but there are roughly 40,000 each year in the US alone. Malibu will never be exempt from this fact, but we can immediately increase safety on the PCH. Speeding causes casualties. Speeding is a law enforcement issue. Enforcement WORKS. So many of these proposed "solutions" are wilfully ignoring Malibu's failure to be assigned enough officers. The PCH needs dedicated 24/7 officers who primarily enforce traffic violations. Malibu will very quickly have a reputation amongst everyone. "They don't play. You go 5 over? You're getting a ticket." There should be a media push after the new officers are hired to let residents know of the new enforcements. A one-time warning while everyone gets used to going the speed limit is fair during this transition. This WILL work and it won't put thousands at risk of preventable fire deaths. Gridlock is not a solution. Thank you and I hope to hear from you soon.

Email Address*

[redacted]

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ○ Resident
- ○ Visitor
- ○ Employee
- ○ Student
- ◉ Other

If other, please specify

Surfer

Print

PCH Roundabouts Public Comment Form - Submission #42083

Date Submitted: 12/2/2025

Name*

Ellen C[redacted]

Comment*

IF THE ROUNDABOUTS ARE BEING BUILT FOR SAFETY, why are they being built at one of the safer areas on PCH in malibu, as compared to other intersections in malibu? Also, if safety is the issue, why is the plan to bring back landside parking, which was taken away for safety reasons? At the October 22 Zoom meeting, I asked for safety statistics for other intersections in Malibu and did not receive them. I have since been advised that the City of Malibu does not have or collect this data. If this is true, does this mean the City of Malibu is devoting all this time, money and resources to this "safety project" without determining the relatively safety of this area as compared to other areas on PCH that might be in greater need of a safety project? According to the 2015 safety report, the latest available on the City of Malibu's website, the Encinal Canyon Rd intersection had 5 collisions in the prior 3 years, and the long 2.7 mile stretch from Encinal Canyon Road to Broad Beach West, which includes Matador Beach, had 8 collisions. By contrast, these are the numbers in that same report for other intersections in west Malibu: Morning View 27, Busch 19, Westward Beach 21, Heathercliff 19, Kanan 24. (I haven't included east Malibu as that's a separate issue, given that their numbers are more than double.) Of course, we all would prefer ZERO collisions on PCH, but compared to the rest of west Malibu, the area where roundabouts are proposed is safer than at other intersections. Granted, Matador has become more popular now, but if that's the reason for more collisions, bringing back landside parking is increasing, not decreasing, the danger to pedestrians, even if speed limits are lower, especially if people have been drinking on the beach. Although drinking is not supposed to be allowed on the beach, I regularly go down to the beach and find empty beer bottles and beer cans. In a note I received from the City of Malibu, which listed the reasons for accidents, "Influence of Alcohol" was at the top of the list. And then there's the issue of the SAFETY OF LOCAL RESIDENTS. During the Woolsey fire, with 2 lanes in each direction on PCH, it took me 8 hours to evacuate Malibu, and that was just getting from my home near Encinal Rd to Topanga Canyon Rd. Fires are unpredictable and PCH may again be the only way out of Malibu. PCH will certainly be less safe for evacuations if there is only one lane in each direction. People died in their cars during the Paradise fire. Finally, if the object is really to slow traffic, how do roundabouts make more sense than just lowering the speed limit or adding traffic lights? - Ellen C[redacted]

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- [x] Resident
- [ ] Visitor
- [ ] Employee
- [ ] Student
- [ ] Other

If other, please specify

Print

PCH Roundabouts Public Comment Form - Submission #42095

Date Submitted: 12/3/2025

Name*

David R[redacted]

Comment*

Everything listed as a plus is complete idiocy. Puts driver in limbo for 30-60 seconds of sheer terror while hoping to high heaven that the idiot about to plow into your side understands the rules of the roundabout. Instead of looking left, right, left again and proceeding safely, now we are looking back and forth, back and forth. Merging into traffic, because everyone learned how to do this on the freeway NOT!!!!!!!!!!!!!!!! Yes, slows stuff down, yest things are moving, sort off, but the terror of trusting the idiots in the other cars is stupid at best. Hoping to save some residents from this stupidity. We are not Europe.

Email Address*

[redacted]

Phone Number

[redacted]

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- ( ) Resident
- ( ) Visitor
- ( ) Employee
- ( ) Student
- (•)

Other

If other, please specify

Someone experiencing the horror of roundabouts and has seen the fallacy.

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF

(818) 878-1808

November 24, 2025

STATEMENT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT IN SUPPORT OF PACIFIC COAST HIGHWAY SAFETY

The Los Angeles County Sheriff's Department fully supports a culture of public safety for Pacific Coast Highway. These vital efforts are aimed at enhancing public safety and reducing traffic-related accidents and injuries on the highway.

Traffic safety is public safety. The primary goal of the Sheriff's Department is to ensure the highest quality public safety for all residents and visitors of Malibu. Far too many lives are tragically impacted by preventable traffic collisions, and these efforts represent a proactive approach to addressing these challenges head-on.

We are committed to working with our community partners and stakeholders on comprehensive strategies that focus on increasing the safety of motorists on our local roadways.

The Los Angeles County Sheriff's Department encourages all members of our community to prioritize safety in their daily choices and help us foster a strong culture of road safety.

Together, we can make a significant impact and save lives.

Sincerely,

ROBERT G. LUNA, SHERIFF

Dustin A. Carr, Captain
Malibu/Lost Hills Station

City Of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265
Phone (310) 456-2489
www.malibucity.org

COMMUNITY DEVELOPMENT DEPARTMENT
NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The Malibu Planning Commission will hold a public hearing on **Tuesday, December 16, 2025, at 6:30 p.m**. in the Council Chambers, Malibu City Hall, 23825 Stuart Ranch Road, Malibu, CA for the project identified below. Public comment can be submitted ahead of the public hearing to planningcommission@malibucity.org for inclusion in the public record. To participate during the public hearing, please review the meeting agenda posted at MalibuCity.org/AgendaCenter and follow the directions for public participation.

COASTAL DEVELOPMENT PERMIT NO. 25-041 - An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts at the intersections of El Matador Beach Road and Encinal Canyon Road, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation

LOCATION / APN / ZONING:	**Citywide Project;** along Pacific Coast Highway within the public right-of-way between Broad Beach Road and La Piedra Beach Road
APPLICANT / OWNER:	City of Malibu Public Works Department / California Department of Transportation
APPEALABLE TO:	City Council and California Coastal Commission
ENVIRONMENTAL REVIEW:	Categorical Exemption CEQA Guidelines Sections 15303(d) and 15301(c)
APPLICATION FILED:	September 9, 2025
CASE PLANNER:	Courtney Brown, Associate Planner, cbrown@malibucity.org (310) 456-2489, ext. 268

A written staff report will be available at or before the hearing for the project. All persons wishing to address the Commission regarding these matters will be afforded an opportunity in accordance with the Commission's procedures. Copies of all related documents can be reviewed by any interested person at City Hall during regular business hours. Oral and written comments may be presented to the Planning Commission on, or before, the date of the meeting.

LOCAL APPEAL - A decision of the Planning Commission may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within ten days following the date of action which the appeal is made and shall be accompanied by an appeal form and filing fee, as specified by the City Council. Appeal forms may be found online at www.malibucity.org/planningforms or in person at City Hall, or by calling (310) 456-2489, extension 246.

COASTAL COMMISSION APPEAL - An aggrieved person may appeal the Planning Commission's approval directly to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. More information may be found online at www.coastal.ca.gov or by calling 805-585-1800.

IF YOU CHALLENGE THE CITY'S ACTION IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY, AT OR PRIOR TO THE PUBLIC HEARING.

YOLANDA BUNDY, Community Development Director — Date: December 4, 2025

Received
12/16/25
Planning Div.

From: WGK [redacted]
Sent: Tuesday, December 16, 2025 10:51 AM
To: Kelsey Pettijohn <kpettijohn@malibucity.org>; City Clerk <cityclerk@malibucity.org>
Subject: CalTrans PCH Roundabout Project

Attn: Malibu City Council and Planning Commission:

Yes, this long time West Malibu resident FULLY SUPPORTS THE CALTRANS PROJECT.

Please do not allow a few overly loud voices drown out the silent few. This test project may actually work to slow down freeway speeds on PCH.

BTW, if those are concerned about evacuation procedures in the event of an emergency, (a) I personally witnessed *nominal northbound traffic* during the Trancas Fire (2003), Woolsey Fire (2018), and Franklin Fire (2024). Likewise, PCH currently narrows down to one lane at four locations between LA/Ventura County Line and Point Mugu.

BTW-2, I have commuted from West Malibu to Ventura County for over 30 years and know PCH all too well.

Please allow and support CalTrans efforts to enhance safety; progress is a good thing.

Thank you.

Bill Kiefer
[redacted] Malibu, CA

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 10:51 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Exhibit D

Received
12/15/25
Planning Div.

From: Blake
To: Planning Commission
Subject: Western Malibu - ANTI ROUNDABOUTS
Date: Sunday, December 14, 2025 11:26:06 AM

Hi Ryan,

Im against the roundabouts in Western Malibu. An abrupt roundabout in that section of road is bound to cause accidents for drivers unfamiliar with the area - the same cars that are prone to speeding. We need the sheriff to ticket cars with officers, or, big lights, signs and speed cameras. Roundabouts are big cement blocks in the middle of the road. It will not be pretty for cars going 55+. My family is in Decker. This will cost lives.

Blake

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/10/25
Planning Div.

From: WGK
To: Gail Duncan
Cc: Nadia Fahoum
Subject: State Route 1/PCH Quick Build Roundabouts
Date: Wednesday, December 10, 2025 1:45:34 PM

Attn: Malibu Planning Commission

You may not hear much from our silent majority in Malibu, but this 39 year resident *supports improvements to Pacific Coast Highway. Furthermore, let's suppose the Malibu Planning Commission applies logic and does the same.*

For reference, my West Malibu residence is less than 1 mile from the proposed roundabout project, within earshot of thousands of vehicles that use Highway 1. For many decades I have driven coast highway on a near daily commute to Ventura County. This is likely 10,000+ trips, but who is counting?.

We all see Coast Highway speeds continue to escalate, often 10% to 30% greater than the posted speed limit. We also know vehicle accidents happen on a near regular basis, typically with injury.

Let's allow CalTrans to test drive this project and learn if it makes sense.

Likewise, please do not allow the small handful of boisterous voices shout down our more subtle less emotional residents in our community. We are a collective neighborhood.

- https://engage.dot.ca.gov/w02525

Thank you for doing what is best for our community.

Bill Kiefer
C# [redacted]
[redacted], Malibu, California 90265

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/10/25 Time 1:45 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/12/2025
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Haylynn Conrad; BStewart@malibucity.org; Steve Uhring
Subject: Notice and Preservation of Remedies RE Agenda Item 5.A Coastal Development Permit No. 25-041
Date: Friday, December 12, 2025 2:05:02 PM

Notice and Preservation of Remedies RE Agenda Item 5.A Coastal Development Permit No. 25-041

Thank you for your sincere efforts to improve safety on Pacific Coast Highway [PCH].However, approval of 12/16/25 Planning Commission **Agenda Item 5.A** Coastal Development Permit No. 25-041 – An application for temporary improvements within the Pacific Coast Highway public right-of-way between Broad Beach Road and La Piedra Beach Road [etc.] ["The Plan"] will likely create significant City and Caltrans liabilities, without correction of major design defects.

I. THE PLAN ILLEGALLY PURPORTS TO EXPAND THE CALTRANS RIGHT OF WAY INTO THE FEE LAND OF PROPERTY OWNERS ON PCH.

The City of Malibu approved our Parcel Map 20549 in 1994 with the southern border of our parcel at 31905 Pacific Coast Highway, adjacent to a 100-foot wide Pacific Coast Highway. This Map has been recorded in County Records for over 30 years and is physically demarcated in part by a chain link fence.

The Plan erroneously shows a Caltrans right of way with a width of 106 feet, including a 6-foot extension into our property. (The Plan p.52 - **PAVEMENT DELINEATION AND SIGN PLAN** Sheet PD-2)**.** The distance from the pavement to our property line is erroneously shown in The Plan as 14 feet but it is actually 7 feet in width.

Additionally, the California Coastal Commission is the owner of an Open Space Deed Restriction (LACOR #93 552463) recorded with Parcel Map 20549. It extends inland from PCH along Encinal Creek, prohibits "road construction" and identified as ESHA by a marker on PCH and is not an ESHA buffer.

Please refer to the October 20, 2025 Planning Commission Application for Coastal Development Permit No. 25-009 - pages 41-101 (sheets L1-L61) and inquire of City and Caltrans staff, for an explanation of why Caltrans' purported right of way saws through hundreds of front yards, stone walls, fences, gates and other improvements along the northern side and in many cases, the southern side of Pacific Coast Highway. Private improvements were removed from the PD Sheets on The Plan, but the effects would be the same.

On December 8, 2025, the City Council authorized Mr. Duboux and Ms. Bond to execute Right-of-Way Certifications for transportation projects that receive State and/or Federal funding. Any such certifications are absent from the Plan. You have a duty to require them under Malibu LIP **13.6.2 Proof of Ownership or Owner's Consent.** ("A. In addition to other information required to be submitted with an application, applicants must prove that they own the property which is the subject of the application or provide the City with written consent from the owner for the proposed development for the City to file the application.").

Caltrans and the City of Malibu cannot demonstrate a legal right, interest, or other entitlement to use of our property, beyond Caltrans' recorded right of way on Parcel Map 20549, nor may it perform construction within the Open Space Deed Restriction. Additionally, Caltrans has no right to transfer any portion of the right of way on properties on the south side of Pacific Coast Highway to our property on the north side of the road. Further the City will be liable for any damages resulting from its deliberate rendering of hundreds of parcels and or setbacks, etc. as non-conforming.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 2:05pm
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 4

Exacerbating this defect, The Plan's construction "*within the PCH public right-of-way and existing roadway **prism** (i.e., completely within the **disturbed** and paved area along PCH*)" is hopelessly vague and ambiguous.

It would be negligent to approve The Plan without proof of certification, and notice to the property owners of the surveys upon which they are based. Failure to correct this defect represents a dereliction of duty and will likely result in a taking in violation of TITLE 7. Eminent Domain Law [1230.010 - 1273.050] of the California Code of Civil Procedure, Amendment V of the U.S. Constitution and the California Constitution in relevant parts.

II. THE PLAN'S SINGLE LANE UNDER CAPACITY DESIGN, 4" CURBS and 3' QWIKCURBS to "RESTRICT DRIVERS" on MALIBU'S #1 EVACUATION ROUTE CREATES A DEATH TRAP AND IS RECKLESS.

The Plan Unsafely Reduces PCH Capacity during Peak Periods

The City's contractor, Sean Hoek of Kimberly Horne estimated average daily traffic for the roundabout: "*At a high level, a single lane roundabout such as what we're proposing has a rough capacity of 18,000 to 20,000 cars*", the average daily volume in the area of the proposed roundabout is 14,000 day,and "*I don't know what the volumes are on the holidays.*"(12/2/25 Community Meeting at 1:46 of video).

The City and Caltrans would be recklessly negligent approving the Plan which omits consideration of: 1) peak traffic periods, 2) the effect of **shared bicycle/vehicle roundabout entry approach and in-roundabout passage** (The Plan p. 55 PD-5), (Tatiana Holden Assistant Public Works Director 2/2/25 Community Meeting at 2:23 of video "*There is no physical separation between bicyclists and cars within the roundabout*", and 3) Encinal Canyon Average Daily Traffic, an essential element of capacity calculation. In essence, The Plan removes two road lanes in the approach to, and within the roundabouts by converting them to shared bike lanes. State law requiring bike lanes where feasible does not provide jurisdiction to remove all lanes on a state highway and replace them with an unfeasible shared bike lane.

We know firsthand that PCH was burning on both sides of the highway during the 2018 Woolsey Fire and the 2003 Trancas Fire evacuation. The peak capacity of PCH and any roundabouts is the critical factor in whether residents of Malibu will live or die during an evacuation.

It is obvious to any observer that peak travel during evacuation and summer visitor periods are multiples of average annual daily volume using a metric of 24 hour/365 days per year and that reduction to a single lane and bicycle roundabout will exceed vehicular capacity of PCH on a regular basis and result in gridlock for miles regularly and during critical life safety events.

The curbed single lane will also trap drivers so they can neither pass nor pull over in the event of an electric vehicle fire, or a head-on out-of-control vehicle, a **not rare** occurrence on PCH. Referring to the 4" curbs (dykes on the Plan), 4" medians and 3-4 foot high QuikCurbs that channel the single lane drivers, Caltrans officials have stated they are a "*physical construction*" "designed to "*restrict*" drivers (12/2/25 Community Meeting at 1:08 and 2:26 of video). Although large trucks may be able to drive sideways over 4" curbs, it is physically impossible for most passenger vehicles thereby creating a 1.3 mile death trap. It is well known that evacuees burned alive in their vehicles during the Maui and Paradise Fires and dozens of lives were lost during this year's fire due to inability to evacuate. Approval of curbing and/or medians on both sides of a single lane to restrict drivers on the City's primary evacuation route would recklessly and forseeably endanger motorists.

III. THE PLAN VIOLATES THE GOALS AND POLICIES of the MALIBU SAFETY ELEMENT APPROVED JUST DAYS AGO BY THE CITY COUNCIL IN COMPLIANCE WITH GOV. CODE 65302(g)(5).

Approved by the City Council on 11 -24-25 Agenda Item 7.B., the Draft Transportation Study Malibu Safety Element Update (prepared October 25, 2025) states "*The primary evacuation route through Malibu consists of the Caltrans-maintained Pacific Coast Highway (PCH)"and several north-south routes that originate at PCH ... During previous wildfire evacuations in Malibu, PCH was essential as both an evacuation route and for emergency vehicle access.* " (P.7.**,** 3.1 Traffic and Roadway Challenges Evacuation Route Blockages and Congestion). "S*tate Route 1 (PCH) is the principal evacuation route for residents of Malibu*" (Ibid., p. 114).

Citing GOVERNMENT CODE SECTION: 65302(g)(5) - The Malibu Safety Element Evacuation, Goals S-5, Objectives S-5.1.1-3 requires the City to require new development to:

- Minimize impact to the emergency evacuation capability of the City.
- Ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities.
- Maintain functionality, make improvements, and expand the capacity, where feasible, of the existing emergency evacuation routes within the City, taking into account current and future natural and human-caused hazards.
- Ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities. (Safety Element Update p.151).

Neither the City nor Caltrans has jurisdiction to reduce, limit or block evacuation routes in the ways the Plan does under Senate Bill (SB) 1241 (wildfire), SB 379 (climate adaptation and resiliency), SB 99 (residential evacuation routes), Assembly Bill (AB) 747/1409 or Gov. Code 65302(g)(5)

The history of recent fires in Malibu and Los Angeles demonstrate the inaccuracy of staff's assurances that there will time for city and agency officials to coordinate a "one-way flush" during emergency. In all likelihood it will be physically impossible to remove the barriers for 1.3 miles when an incident begins and evacuation is necessary, even under the unlikely assumptions that all communications are operating, all resources are available and that all necessary personnel can access the 1.3 mile area of barricaded lanes in The Plan.

IV. INSTEAD OF CREATING A LIFE SAFETY HAZARD, THE PLAN AREA'S PCH SPEED LIMIT COULD SIMPLY BE REDUCED UNDER ASSEMBLY BILL 1014.

Assembly Bill 1014 amended Section 22358.6 of the Vehicle Code to read that local authorities or the Department of Transportation can lower speed limits rounded down to the nearest five miles per hour increment of the 85th-percentile speed, or by five miles per hour from the nearest five-mile-per-hour increment of the 85th-percentile speed, if the reasons for the lower speed limit are documented in an engineering and traffic survey.

It is negligent for the City to *fail* to consider implementation of AB 1014 in lieu of adoption of the Plan given the The Plan's obvious hazards. Whereas a traffic survey is required as justification of reduced speeds under AB1014, the City is bereft in failing to require a traffic study in justification of The Plan. The fact that additional time may be required for a traffic study to effectively evaluate PCH capacity is the only way to begin to mitigate the hazards the Plan would create.

V. THE PLANNED GRIDLOCK AND INACCURATE RIGHT OF WAY DESCRIPTION APPEARS DESIGNED TO CREATE AREA FOR A FUTURE BUS LANE and SB 79 HIGH RISES IN CONTRADICTION TO THE

MALIBU GENERAL PLAN AND PUBLIC OPINION.

The experience of the author of Comment Submission #42079 (12/16/25 Planning Commission Agenda Item 5.A Staff Report p. 146) supports a view that illegally widening PCH outside the Caltrans Right of Way and creating gridlock will allow extreme overdevelopment of the scenic expanses of western Malibu. This person's experience must be considered by the Commission because **residents of Malibu are adamantly opposed to *increasing gridlock* for the purpose of forcing an SB79 outcome.** Excerpts of Submission #42079 follow:

"*I saw what happened in Culver City and the same playbook is now happening in Malibu. In short, they intentionally created a problem so they can provide a "transit oriented" solution. 1. Intentionally misleading the public for lane reduction motivation. They told us it was for bikes, buffered parking, and pedestrians. None of this was relevant or necessary based on actual usage of the wide shouldered, open and free flowing Washington and Venice Boulevards. 2. Lane reductions predictably create gridlock traffic. There was outrage from residents and businesses who saw a decrease in revenue. 3. Manufactured gridlock is used as justification for PERMANENT bus lanes. 4. The bus lanes are used as an excuse to overdevelop without parking or necessary road bandwidth. Ridership never offsets gridlock. ……traffic will just be backed up for miles in BOTH lanes prior to the lane reduction. You won't even see what's happening unless you get out of your car and walk miles up to the roundabout disaster. You have the opportunity now to prevent this tragedy. Malibu does not have the luxury of embracing anti-car ideology. Due to the geography, it is physically impossible for Malibu to ever become a walkable London or Paris….There's limited escape routes for fires at short notice. With the passing of SB 79, Malibu and the Pacific Palisades will be permanently transformed with high rises. The only obstacle is getting BRT or Bus Rapid Transit lanes on Sunset and PCH. Deadly and irresponsible overdevelopment will be justified by "increasing affordability" through low income housing projects. The roundabouts and bus transit center at Sunset and PCH are putting us well on this path. You are being misled when they say this is "temporary." The new gridlock traffic will be celebrated as a "safety" Gridlock is not a solution.* "

VI. THE PLAN DOES NOT COMPLY WITH THE SCENIC HIGHWAY PROVISIONS OF THE LCP.

The Plan would result in approximately **126 street signs within a 1.3 mile area**, when the signs proposed are added to the signs approved with the PCH Plan at the 10-20-25 Planning Commission Meeting. PCH is a Scenic Highway and this density of signage will negatively impact scenic views. Please **require justification** for what, in many cases, may be excessive signage and very distracting to drivers.

The potential injurious impacts of the Plan on our property and persons and other residents are serious, we reserve all rights and remedies in the event it is approved as written. Thank you for your consideration of this matter.

Anne Hoffman and Paul Hoffman

Received
12/16/25
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Haylynn Conrad; Doug Stewart; Steve Uhring
Subject: resend w/o photos ITEM 5A: NOTICE RE INVALID INDEMNIFICATION AND NONCONFORMANCE WITH LIP Secs. 13.6.1, 13.6.2,13.6.413.18.1. and LIP Chapters 4 and 12.
Date: Tuesday, December 16, 2025 11:56:13 AM

ITEM 5A: NOTICE RE INVALID INDEMNIFICATION AND NONCONFORMANCE WITH LIP Secs. 13.6.1, 13.6.2,13.6.413.18.1. and LIP Chapters 4 and 12.

This project could bankrupt the City. Caltrans does not indemnify against the inverse condemnation and takings actions which will result from the 120+ foot wide "prism" the Department of Transportation appears to seek to acquire while transferring the costs and liability to the City.

Residents are understandably concerned that the project appears to expand the highway into their properties beyond the Applicant's 100-foot Right of Way.

The LCP further does not give jurisdiction to the Commission to allow an applicant the unilateral right to change the Project Description in the future - in this case, making the project permanent after 18 months (Conditions of Approval Sec. 5.3 "***Should*** *the City and/or* ***Caltrans request to retain the improvements permanently****, authorization shall be subject to an approved permit.*"[emphasis added]).

Whereas other applicants go to extreme length to provide every tool, including detailed surveys, aerials and parcel boundaries to show the location of their projects, this Staff Report improperly exempts Caltrans from provisions of the LCP regarding project description now and without authority extends a right to unilaterally modify the project in the future by converting a 'temporary' improvements into 'permanent' development.

At the very least, this Item should be continued **until complete Plans per LIP 13.6.4 D are filed** and the '**Cooperative Agreement**' required under law for a "Local Partnership", demonstrating responsibilities for liabilities and indemnification are posted and reviewed.

I. THE PLANNING COMMISSION LACKS AUTHORITY TO IMPOSE FUTURE LIABILITY ON THE CITY AND RESIDENTS.

The Project proposed under Permit 25-041 is an unusual 'Caltrans Partnership Project' and the issue of liability deserves greater scrutiny than typical CDP applications.The rights and responsibilities of Caltrans and the Local Project Agency (LPA) are specifically described the California Department of Transportation Right of Way Manual 2025 ["R/WM"]), pp. 2072-2183, 17.04.01.01 Partnership Projects;**"***Either the Department or an LPA sponsors this type of project. There is a variety of funding sources, which may include tax measure proceeds, local, state or federal monies" and, "Roles, responsibilities, and funding obligations must be defined in one or more Cooperative Agreements, regardless of the amount contributed by the project sponsor or the Department. (For additional detail, see Section 17.07.00.00,*

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 11:56 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 7

"Cooperative Agreements.")(R/WM, p.2089)

Notwithstanding the Indemnification (Condition 5.1 of proposed Resolution 25-78), the City's and residents' protections from future liabilities stemming from this Projectare **limited** by:

A) Caltrans' documented policy to impose liability on the City for the City's required Right of Way **Certification** in Local Partnerships.

B) the inaccurate depiction of the purported width of Caltrans' Right of Way on its Plans, to the extent that those Plans extend significantly wider than 100 feet, into fee land, and are based on inaccurate

Malibu City GPS (See Figs. 1 & 2 below).

C) the lack of authority of Caltrans to represent "owners" of parcels over which construction on a Right of Way is proposed.

A. <u>CERTIFICATION REQUIRES THE CITY GUARANTEE THE LOCATION OF THE RIGHT OF WAY PER THE PLANS AND TO INDEMNIFY CALTRANS FROM ALL LIABILITIES RESULTING THEREOF.</u>

The City Council authorized the City of Malibu Public Works Director/City Engineer to execute Right-of-Way Certifications for transportation projects involving State and/or Federal funding, in compliance with operational and procedural standards included in the Caltrans Right of Way Manual (RESOLUTION NO. 25-56 adopted 12/8/25).

The Right of Way Certification must reflect the Plans. "A*t a minimum, each RW certification must be consistent with 100% design plans for construction and include all project RW parcels and involvements (including all utility and railroad involvements) as defined by the construction package (RFC).* (R/WM p. 1776 - 14.01.11.03 R/W Certification Process for Design-Build Projects) As we informed the City on 12/15/25, the Plan erroneously shows a Caltrans right of way with a width of 106 feet, including a 6-foot extension into our property, and the City GPS shows an even wider extension into our property and others.

The purpose of the Right of Way Certification is to document that real property interests have been or are being secured, and physical obstructions, including buildings, utilities, and railroads, have been or will be removed, relocated, or protected as required for the construction, operation, and maintenance of the proposed project. (See R/WM P. 2156, 14.01.01.01 - "*Definitions -R/W Certification is a written statement summarizing the status of all right of way related matters pertaining to a proposed construction project.*" and p. 1769 "T*he purpose of the R/W Certification is to document the construction project is ready for*

advertising and states: • Real property interests have been, or are being, secured. • Physical obstructions including utilities and railroads have been or will be removed, relocated, or protected as required for construction, operation, and maintenance of the proposed project..."
)

City has the ultimate liability. Public Works will likely require consultants to certify the Right of Way because of the rigorous technical requirements for certification in the R/WM. "*LPAs should be reminded that, as noted above, t**hey are responsible and accountable for the actions of their consultants in properly executing their duties and activities in accordance with the Uniform Act.** The LPA retains the ultimate responsibility for signing the Right of Way Certifications and is accountable for the actions and performance of their consultants*L. (17.06.04.01 Local Public Agency Liability for Consultants R/WM, p.2141).

"***Caltrans requires that each Local Public Agency agrees to indemnify, defend, and hold harmless the Department of Transportation (Caltrans) from any and all liabilities** which may result in the event the right-of-way for this project is not clear as certified*." (See R/WM p. 2076 - 17.01.01.05 Identifying Projects with Right of Way Issues- "A*ny project can have right of way issues. Almost all transportation projects require some property rights and/or the relocation of utilities. ...The Department has developed a comprehensive right of way checklist (see Exhibit 17-EX-01) to assist LPAs in determining whether real property or property rights issues are involved in their projects.*")

Caltrans has the last say - "***Caltrans' Legal Division is responsible for providing all legal opinions in all matters relating to the need or right to acquire property for the project** or to the valuation of any such property. The Region/District must coordinate with the LPA and Department's Legal to ensure any required legal opinions are secured on a timely basis. The cost of securing any legal opinions should be covered in the Cooperative or R/W Services Agreement and will be at expense of the LPA* (see 17.08.11.12 Indemnification by Local Agency for On-System Projects, R/WM p.2148).

"*The Department reviews and approves only those LPA Right of Way Certifications prepared for projects where Department advertises, awards, and administers the contract. As in the case with off-system projects, all other LPA-prepared Right of Way Certifications are "accepted" by the Department. It is, therefore, important that the LPA certify that any right of way acquired for a project which will subsequently be conveyed to the Department be acquired in accordance with our own policies and procedures. Use of this clause reaffirms that the LPA has overall responsibility and accountability for proper project certification. Use of the "Indemnification by Local Agency" clause is required in all LPA Right of Way Certifications and has been incorporated into the Certification exhibits."* (see R/WM p.2148, 17.07.01.08 Legal Opinions).

B. <u>THE CITY CANNOT CERTIFY THE INACCURATE DEPICTION OF THE PURPORTED WIDTH OF CALTRANS' RIGHT OF WAY BASED ON APPLICANTS' INCOMPLETE PLANS.</u>

The plans filed in the staff report show an inaccurate depiction of the purported width of CaltransRight of Way to the extent the project area extends significantly wider than 100 feet,

into fee land, and are based on inaccurate Malibu City GPS (See Figs. 1 & 2 below).The plans are incomplete because they lack a detailed survey identifying affected parcel lines and an adequate description including maps, plans, photographs, etc., of the proposed development (see Item II below).

C. <u>CONDITION 5.1 FOR "INDEMNIFICATION" IS INEFFECTIVE AS IT CONFLATES THE APPLICANT/OWNER WITH ALL PROPERTY OWNERS IN THE PROJECT AREA</u>.

Condition 5.1 of proposed Resolution 25-78 reads in part; "*The **property owners**, and their successors in interest, shall indemnify and defend the City of Malibu and its officers, employees and agents from and against all liability and costs relating to the City's actions concerning this project*,…")[emphasis added],

There are over 100 property owners within the Project Area encumbered by a PCH Right of Way on their deeds. Within the context of the Staff Report and Plans, Caltrans is referred to as the "***OWNER***, and the term "***OWNERS*** is used to refer to the owners of properties over which the Right of Way passes. We, as property owners of affected parcels, are not the Applicant/Owner, nor do we consent to indemnification of the City should our property be damaged or taken in Inverse Condemnation or otherwise. Further Caltrans has no authority to attest to an affidavit that we or other property owners in the project area indemnify the City against any of our, or other future claims.

The Condition lacks conformity with LIP Sec. 13.18.1 - FORMAT OF PERMITS which states" P*ermits shall be issued in a form signed by the planning manager, and shall include: E. A statement that the permit runs with the land and binds all future owners of the property",* where Caltrans as one "owner" is conflated with over 100 property "owners". The Commission lacks authority to impose conditions running with the lands and bind owners of properties who are not a party to the application.

For the reasons above, in approving the Application as submitted, the Commission would be acting outside of its jurisdiction which is limited to reviewing conformity with the Malibu LCP. Approval would invite future unknown liabilities resulting from the unique nature of the City/Caltrans Partnership which places liability on the City for Right of Way Certification, and the failure of the Applicant(s) to file sufficiently detailed property descriptions to ascertain the parcel by parcel location of the PCH right of way to create an accurate Certification.

II. <u>THE APPLICATION LACKS CONFORMANCE WITH MALIBU LIP Sections. 13.6.1 , 13.6.2, 13.6.4, 13.18.1.</u>

The application's plans' failure to identify parcels , ownership and improvements in the project locationover which it claims right of way rights, in nonconformance with **LIP Sec(s). 13.6.1 , 13.6.2, 13.6.4, 13.18.1.,** for the project location over which it claims right of way rights.

Applicants' Pavement Delineation Sheets provide no Parcel boundaries for parcels over which a right of way is claimed and proposed for development. There is no basis on which the Planning Commission or surrounding property owners can ascertain that an accurate presentation of the location of the Project is reviewable.

A. Nonconformance With LIP Sec. 13.6.1 Sec. B- Filing Procedures Complete Plans

13.6.1 B requires "A*ny application for a coastal development permit shall not be determined to be complete and shall not be filed until and unless the applicable requirements of sections. 13.6.2, 13.6.3 and 13.6.4of the Malibu LIP have been met.*" The application fails the requirements of *sections. 13.6.2, 13.6.3 and 13.6.4of the Malibu LIP* (see II B-C below).

B. Nonconformance With LIP Sec. 13.6.2 Secs. A and C - Proof of Ownership or Owner's Consent

LIP Sec. 13.6.2 C requires the City to invite owners of interests outsidethe Right of Way of record as co-applicants and the City has failed to do so. The section states:

"C. *Where the applicant for a Coastal Development Permit is not the owner of a fee interest in the property on which a proposed development is to be located, but can demonstrate a legal right, interest, or other entitlement to use the property for the proposed development, the City shall not require the holder or owner of any superior interest in the property to join as a co-applicant. All holders or owners of any other interest of record in the affected property shall be notified in writing of the permit application and invited to join as co-applicant*."

Caltrans has not demonstrated a legal right, interest, or other entitlement to property greater than its 100-foot wide Right of Way for the proposed development. The deeds to the properties in the project area do not contain the term "*roadway prism (i.e., completely within the disturbed and paved area along PCH*" see Staff Report p. 2 of 14 Project Overview / Setting.)

No one is claiming a superior interest of the right of passage across Caltrans' recorded Right of Way. Therefore, the City is required to invite the owners of parcels where the Plan shows a Right of Way wider than 100 feet, to join the Application, including but not limited to the owners of 31905 Pacific Coast Highway.

LIP Sec.13.6.2 A requires applicants to prove that they own the property which is the subject of the application or provide the City with written consent from the owner for the proposed development for the City to file the application. No proof of a right of way greater than 100 feet wide, and expanded a significant number of feet into. Undefined "disturbed roadway prism" areas, is provided.

C. Nonconformance With LIP Secs. 13.6.4.A. 13.6.4 .C, 13.6.4 .D.1-1-4 - Application Form and Information Requirements.

The coastal development permit application form shall require submittal of **at least** the following items:

LIP 13.6.4 A ("*A description and d**ocumentation of the applicant's legal interest** in all the property upon which work would be performed, if the application were approved, e.g., ownership, leasehold, enforceable option, authority to acquire the specific property by eminent domain.") and;*

LIP 13.6.4 C ("*An adequate description including **maps, plans, photographs**, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information*

*concerning land and **water** areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private.")*, *and;*

LIP 13.6.4 D ("*A **site plan**, to scale, showing: 1. **Existing and proposed property lines** on the site, including all dedications,or recorded offers to dedicate easements, deed restrictions over or adjacent to the site and documentation for such recorded instruments. 2. **Existing and proposed topography**, at a contour interval appropriate to the size of the site to be developed; 3. All **existing and proposed structures**, roads, utilities lines, signs, fences and other improvements; and* 4. *Major natural and man-made landscape features, including location, type, size and quantification of acreage of any trees or **other natural vegetation to be planted or to be removed** or made subject to thinning, irrigation or other modification by the proposed project including building pad and road/driveway areas."[*emphasis added*].*

LIP 13.6.4 E ("***Except** on parcels within existing, developed neighborhoods where any new structures will be **located over 200 feet from ESHA** as mapped on the ESHA overlay map, an inventory of the plant and animal species present on the project site, or those known or expected to be present on the project site at other times of the year, prepared by a qualified biologist, or resource expert. The inventory shall include an identification of any species present that have been designated as rare, threatened, or endangered species under State or Federal law. Where the initial site inventory indicates the presence or potential for sensitive species or habitat on the project site, the submittal of a detailed biological assessment of the site is required, consistent with the provisions of Chapter 4 of the Malibu LIP."*

Applicants' Plans lack proof of legal interest, a complete Site Plan showing existing and proposed property lines, water areas, including Encinal Creek, and a complete site plan showing existing and proposed property lines, existing and proposed topography for its raised bikeways and "prism" eg. new slope plans, and existing and proposed structures, eg. existing driveway aprons. gates, fencing, etc.

The Pavement Delineation Sheets provide no Parcel boundaries for parcels over which a right of way is claimed and proposed for development. There is no basis on which the Planning Commission or surrounding property owners can ascertain that an accurate presentation of the location of the Project is included.

Aerial Photographs with parcel lines delineations and existing and proposed development overlays and topography and ESHA maps are required at a minimum, to show where the claimed right of way lies in relation to property owners existing improvements, and whether their lots will be structurally impaired or their improvements rendered nonconforming as to setbacks whether the proposed Right of Way improvements intrude into ESHA.

D. Nonconformance With LIP Chapter 4 - ESHA OVERLAY

The staff report's statement (p. 6 of 14), as to ESHA impacts is incomplete and inaccurate: "T*he development will not be located within any LCP Environmentally Sensitive Habitat Area (ESHA) as the physical improvements are proposed entirely within the existing PCH roadway prism and would not extend offsite. However, a portion of the existing PCH roadway is located within an EHSA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road. LIP Section 4.5.4(A) allows for public*

accessways as a permitted use within an ESHA buffer. The project will take place outside of ESHA but within ESHA buffer; however, the project occurs entirely within the existing roadway prism, will aid the general public with access via vehicle, bicycle and on-foot, and does not result in the expansion of the existing developed accessway."

According to the City's GPS, the PCH Right of Way proposes development within ESHA on both sides of PCH over property containing Encinal Creek (see Fig. 2 below), a mapped ESHA in the Malibu LCP. As noted in our correspondence dated 12/12/25, Encinal Creek and the area surrounding this is encumbered by an Open Space Deed Restriction in favor of the Coastal Commission and that recorded document specifically prohibits road development. We are not required to indemnify the City for Project's proposed damage to the Coastal Commission's interest.

Encinal Creek is a very significant nesting area for falcons, eagles and other wildlife. The Commission does not have jurisdiction to exempt Caltrans from an initial site biological inventory to determine the presence or potential for sensitive species or habitat on the project site, consistent with the provisions of Chapter 4 of the Malibu LIP, unless the Applicant provides the Commission with evidence that no work is proposed for the area bordering Encinal Creek and its banks and canopy.

E. Nonconformance With LIP Chapter 12 - Public Access

The Applicant has provided no evidence that a finding that "*No adverse effects to existing recreational areas are anticipated as a result of the project.*" cannot be made. There is substantial evidence of a public right of access to or along the sea.

There is substantial evidence that the Project **will limit access to the recreation area** because the capacity of motorists to enter and utilize the beaches will be impaired. (See our correspondence dated 12/12/25). The Applicant has provided no evidence that the project's proposed **replacement of four vehicle lanes, with a single shared bike/vehicle lane** will not reduce the capacity of the PCH access way, especially during peak visitor periods when the capacity of the roundabouts is below average traffic densities. There is no evidence that enabling bicyclists, who are limited in quantity, nor that contemplated parking, will ameliorate the reduction in access resulting from the Project.

The finding as to no adverse effect nor required mitigation cannot be made unless evidence to support the is produced by a Traffic Study, which the Application lacks.

We urge you to continue the hearing and require the Applicant and Staff to produce the above identified items lacking from the Project Application. Thank you for your consideration.

Anne and Paul Hoffman

Received
12/16/25
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Haylynn Conrad; Doug Stewart; Steve Uhring
Subject: Correction to Paragraph II E of email (Notice) to Planning Commissioners sent this morning
Date: Tuesday, December 16, 2025 1:19:16 PM

Please note the sentence in paragraph II E of our earlier 12/16/25 email which stated.

"The Applicant has provided no evidence that a finding that "*No adverse effects to existing recreational areas are anticipated as a result of the project.*" cannot be made."

should read and is replace by, "The Applicant has provided no evidence that a finding that "*No adverse effects to existing recreational areas are anticipated as a result of the project.*" **can** be made."

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 1:19 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/16/25
Planning Div.

From: Anne Hoffman
To: Planning Commission; Marianne Riggins; Bruce Silverstein; Doug Stewart; Haylynn Conrad; Steve Uhring
Subject: Item 5A -Non-Comparable Safety Studies for Roundabouts Are Not Useful
Date: Tuesday, December 16, 2025 3:48:23 PM

Dear Commissioners,

You may hear this evening that "*safety studies show roundabouts* are safer".

These studies are not comparable to the proposed project where four lanes of traffic are funneled into a single lane bike path where multiple vehicles each need to maintain 3 feet distance from the bikes, while entering, crossing and exiting each roundabout. This is particularly true on a State Highway where people do not have the expectation to drive as slowly as bicycles, regardless of signage.

Based on the lack of feasibility of two roundabouts consisting of shared bike lanes, it is possible the roundabouts as designed, will diminish safety. No study has been offered that contains the elements comparable to this project that would demonstrate the proposed design is safe for regular use, peak use, or for evacuation.

We apologize for any typos in our previous correspondence. Reading the 2,200 page Caltrans Right of Way Guide delayed completion of our summarization of objections.

Please note that references to Figures 1 & 2 in our previous email today refer to City of Malibu GPS or GIS (the photos we attempted to send were too large and we were unable to deliver them).

Thank you.

Anne and Paul Hoffman

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 3:48 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/9/25
Planning Div.

From: James Karhu [redacted]
Sent: Tuesday, December 9, 2025 12:02 PM
To: Gail Duncan <gduncan@malibucity.org>
Cc: Nadia Fahoum <nfahoum@malibucity.org>
Subject: Re: Roundabout Workshop Video

Got it thank you! Were you able to receive my video I sent earlier this week?

Here is the download link (preferred for Dec 16th meeting):

https://vimeo.com/user4081665/download/1142619255/5cddb5ca8c

Here is a play link without downloading (may require vimeo login)

https://vimeo.com/1142619255

-My primary concern is about evacuation safety.

-My other concern is that SB 79 is going to increase development and that the lane removals at the roundabouts are trials for bus lanes on PCH. These transit oriented development motivations are not being disclosed and we're being told these are solely for safety.

-Final concern is gridlock when there is none. It's a solution looking for a problem.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/9/25 Time 12:02 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/15/25
Planning Div.

From: James Schoenfield
To: Planning Commission
Subject: Proposed Round Abouts On PCH
Date: Friday, December 12, 2025 5:50:33 PM

To Whom It May Concern,

I am a decades-long resident of Malibu. The idea of putting roundabouts on PCH is not only foolish, but dangerous. Years ago, when Santa Monica put one on 26th Street, a close friend of mine, Rick, was riding his motorcycle up 26th after visiting his father at Santa Monica Hospital; Rick lived in the Palisades. The sun was in his eyes and he didn't see the roundabout, and crashed into it.

Rick didn't die immediately but was permanently brain damaged and never made it out of the rehab center. His family received millions in damages from the City of Santa Monica.

26th Street, if I recall correctly, has a speed limit of 25mph. Imagine what is likely to happen in the summers, in late afternoon, when there is a binding sun directly in the eyes of westerly/northerly bound drivers and traffic is moving at 50mph or faster, or late at night when it's pitch black. It probably would be prudent to contract to have at least one ambulance stationed at the intersection, 24 hours a day.

If people decide to proceed with this folly, be sure to have CalTrans provide a permanent indemnity and hold harmless agreement to the City, as well as an agreement to keep the thing in good condition and repair, in perpetuity.

Regards,
Jim Schoenfield.
Sent from my iPhone

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/15/25
Planning Div.

From: E Olivier
To: Planning Commission
Subject: FOR THE PLANNING COMMISSION
Date: Monday, December 15, 2025 10:39:30 AM

TO THE PLANNING COMMISSION

Because I've had further thoughts about the proposed Roundabouts, given my home's close proximity to Encinal Canyon Rd., I am sending this additional document in the hopes that planning commissioners will have time to read yet one more plea to vote against the Roundabouts.

PROBLEMATIC LOCATION

As someone whose driveway opens onto PCH, it's hard enough to turn onto PCH already when there are cars, vans and one of the many work vehicles, i.e, Spectrum, Edison, garbage trucks, etc., parked or stopped beside my driveway.

Given the addition of Roundabouts, we will be turning onto PCH by merging into traffic exactly where the bicycles are exiting the Roundabout, as indicated in the schematic.

IF CARS PULL INTO MY DRIVEWAY, HOWEVER, AND ARE NOT BUZZED THROUGH THE GATE, they will have to back out of the driveway around the parked cars and into the bicycles exiting the Roundabout. And that is, if the schematic is accurate.

If the schematic is not accurate, and the Roundabout ends up closer to my house, then cars will have to back up into the Roundabout's one lane with all the cars, motorcycles, bicycles, etc.

RELATIVE SAFETY OF THE AREA

Please know that we applaud all the safety improvements that have been made on PCH in Malibu, especially those in east Malibu, where so many terrible accidents have occurred. But we also feel that this amount of time, money and resources could be better spent where there is greater need, and on more effective solutions than Roundabouts in west Malibu.

LACK OF RECENT DATA FOR COMPARISON

Judging from the 2015 Safety Study, which contains the only accident statistics the City has made public, it is clear that this particular area in west Malibu is considerably safer than other areas, not just in east Malibu, but in west Malibu, too. I'd like to pass along more recent statistics for you, but despite my many requests, the Project Planners have not shared this information, which they surely have.

If not, how can they justify this expenditure; and how can they judge the Roundabout Project's success or failure after the Roundabouts have been built?

Back on Oct. 22, the date for the first Roundabouts meeting to which the public was

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 10:39 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 2

invited, I asked for the accident statistics for Encinal Canyon Road vs other areas within the Roundabout Project. I was not given that information.

Since then, I've asked for current statistics for Encinal Canyon Rd vs other areas in west Malibu from Kanan to Decker. I didn't get this information either. In fact, I was told that the City of Malibu "does not have or collect this information."

Up until last Friday, I've only been sent a Michelin flyer (no statistics); a map with a multiplicity of blue dots representing accidents on all of PCH, but without information to explain the blue dots, just eventually – after persisting – typewritten notes for seven of the blue dots.

As Project Planners no doubt have the data for the rest of the dots, my conclusion is that Project Planners do not want to share data showing that constructing these Roundabouts is not the best use of Malibu's time, money and resources.

LACK OF INVESTIGATION & ANALYSIS

Last week's news that the addition of landside parking has been dropped from the Roundabouts Project is very welcome. That said, this decision makes me wonder how well thought-out this Roundabouts Project actually has been. After all, everyone who lives near our beaches knows that landside parking would facilitate car vs pedestrian accidents.

So, now I also wonder how much investigation and analysis has really gone into the Roundabouts Project and the potential problems these Roundabouts will cause.

LOCATION & FIRES

Rather than repeat myself here, please also recall that my previous letter to the Planning Commission also notes that **THE ACTUAL LOCATION THE 2015 SAFETY STUDY RECOMMENDED FOR THE ENCINAL ROUNDABOUT IS NOT IN THE MIDST OF HOUSES AT ENCINAL CANYON ROAD AND PCH.**

And, for just one more note about safety during evacuations, please remember that the Roundabouts won't only hinder travel through them by west Malibu residents.

OUR FIRES ARE UNPREDICTABLE AND IF THE ONLY ESCAPE ROUTE REQUIRES ALL MALIBU RESIDENTS TO ESCAPE TO THE NORTH (WEST), THE ROUNDABOUTS WILL PRESENT PROBLEMS.

Therefore, I ask you, along with my neighbors, to vote against the Roundabouts Project.

Ellen Olivier

Received
12/16/25
Planning Div.

From: E Olivier
To: Planning Commission
Subject: Roundabouts & what was actually recommended in 2015
Date: Wednesday, December 10, 2025 1:04:42 PM

TO THE PLANNING COMMISSION:

We are all in favor of making Pacific Coast Highway safer, but it is clear to those of us who live in west Malibu that the Roundabouts project is not the best way to accomplish this goal. Moreover, we believe that the project will make PCH less safe.

Here's why...

By adding parking on the land side of PCH, the City and CalTrans are facilitating vehicle vs pedestrian collisions. As jaywalking is legal, people are not always likely to walk the extra distance from where they park on PCH to the crosswalks. This is especially true if people are parking closer to Encinal Canyon Road, yet going to Matador, which is usually the case, as Matador is by far the more popular beach.

No matter that the speed limit between the Roundabouts will be lower, people will still sustain injuries when they get hit by cars. Moreover, as the ordinance against drinking on the beach is not enforced, not everybody is operating at 100% when leaving the beach. (Judging from the empty beer bottles I regularly find on the beach, the anti-drinking ordinance hasn't been enforced in more than 10 years.)

We are also concerned about bicycles, motorcycles, teenagers on E-bikes and automobiles merging into the same one lane in the Roundabouts. Aside from the resulting confusion, gridlock will surely result. Just picture the motorcyclists and bicyclists, who regularly travel in big groups, trying to merge with cars into the one vehicle lane.

Removing one vehicle lane from PCH also makes evacuations more difficult, as evidenced by the Woolsey Fire when it took people, myself included, 8 hours to get out of Malibu. No one helped direct traffic then and there is no reason to believe that there will be enough first responders available to direct traffic through this area in the future.

And, while we'd all like zero accidents, according to the 2015 statistics this area of west Malibu – and especially the intersection at Encinal Canyon Road - is relatively safe compared to other areas in west Malibu, let alone compared to areas in east Malibu, where accident statistics skyrocket. So, it is very likely that the millions of dollars this project will cost can be better utilized elsewhere.

(Please note that while I have asked the City for current accident statistics at Encinal Canyon Rd vs other, what I believe to be more dangerous areas in west Malibu, I have not received them and instead been told that the City does not have these statistics.)

We are all in favor of making Pacific Coast Highway safer, but the Roundabouts project is not the best way to accomplish this goal. A traffic light would be a better solution at Encinal Canyon Rd & PCH, and that is exactly what was recommended in the 2015 PCH Safety Study.

For your reference, here is the link to the page in the May 15, 2015 PCH Safety Study, that shows the Study's recommendations on page 3, Figure D-2 in Appendix D...
https://www.malibucity.org/DocumentCenter/View/12646/Appendix-4D?bidId=

As you'll see, the Roundabout that is now proposed at Encinal Canyon Road & PCH is not

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/10/25 Time 1:04 p.m.
Planning Commission meeting of 12/16/25
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Total No. of Pages 2

as recommended in the 2015 PCH study, which suggested considering a Roundabout for a ***"newly aligned intersection,"*** which would be created by moving Encinal Canyon Road from its current location to a vacant area opposite the La Piedra Beach parking lot.

Instead, what is now being proposed is a Roundabout at Encinal Canyon Rd & PCH, which is surrounded by homes in close proximity all around. That's a big difference.

What was actually recommended for Encinal Canyon Rd & PCH in the 2015 PCH Safety Study is to ***"install a street light at the intersection."*** That actually makes the most sense.

Thank you for considering alternative solutions to making Pacific Coast Highway safer.

Ellen Olivier

Received
12/16/25
Planning Div.

From: Kristina Kropp
To: Planning Commission
Subject: RE: CDP25-041 - Dec. 16 PC Meeting Comment - Agenda Item 5A
Date: Tuesday, December 16, 2025 3:26:48 PM
Attachments: PETITION AGAINST ROUNDABOUTS 12.16.25.pdf

Hi Rebecca,

Please also find attached a Petition against the proposed project dated today. Please forward to the Planning Commissioners.

Thank you!

Kristina

Kristina Kropp, Esq.
The Kropp Law Firm, A Professional Corporation
16501 Ventura Boulevard, Suite 400
Encino, California 91436
Telephone: 310-570-9373

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/16/25 Time 3:26 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 41

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will require bicyclists to merge into one lane with vehicles to navigate the roundabout and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Dr. Thomas G. Dimantidis		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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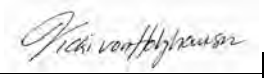
Name (print)	Signature	Address	E-mail and/or Phone #
Vicki von Holzhausen		[redacted]	

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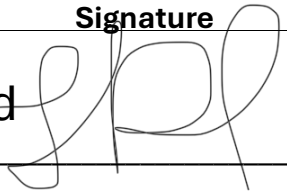
Name (print)	Signature	Address	E-mail and/or Phone #
Jyoti Drummond		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
FRANK JONATHAN D.,		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
VAHE HAGOPIAN			[redacted]
Anahis HAGOPIAN		[redacted]	[redacted]
Claudia Hagopian		[redacted]	[redacted]
Keghvazt HAGOPIAN		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
JAMES JISUN	James Jisun	[redacted]	[redacted]

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Name (print)	**Signature**	**Address**	**E-mail and/or Phone #**
		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
LINDA RU	Linda Ru	[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
HARRIET NICHOLS		[redacted]	[redacted]
STEVEN NICHOLS		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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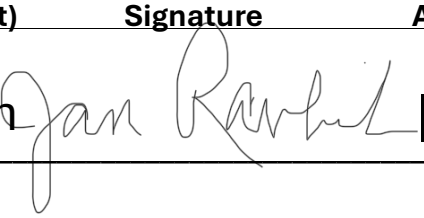
Name (print)	**Signature**	**Address**	**E-mail and/or Phone #**
Jan Ravlich		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
Tracy Bossman		[redacted]	
Kristin Swindal		[redacted]	
MARY FATHERLY		[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	[redacted] ss	E-mail and/or Phone #
Linda Cohen		[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
Patrick Crowley	Pat Crowley	[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUTS

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Name (print)	Signature	Address	E-mail and/or Phone #
Sara Paske	Sara Paske	[redacted]	[redacted]
Jack Wade			

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	Address	E-mail and/or Phone #
Ellen Olivier	Ellen Olivier	[redacted]	[redacted]

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Name (print)	Signature	Address	E-mail and/or Phone #
R Huizenga	R Huizenga	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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Name (print)	Signature	Address	E-mail and/or Phone #
Cathleen Summers	Cathleen Summers	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Steve Woods		[redacted]	
[redacted]		[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT
AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

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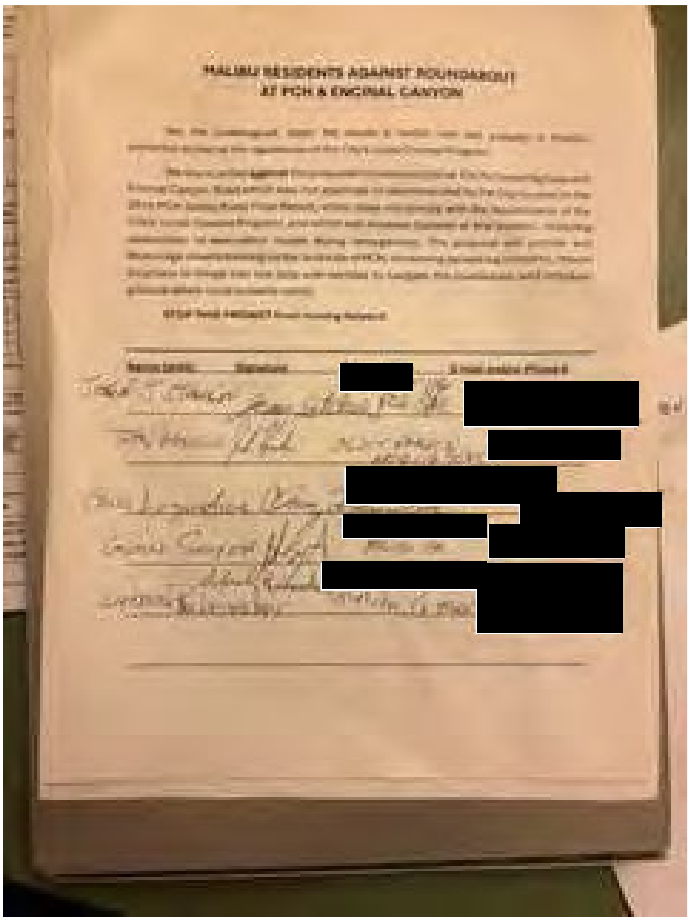
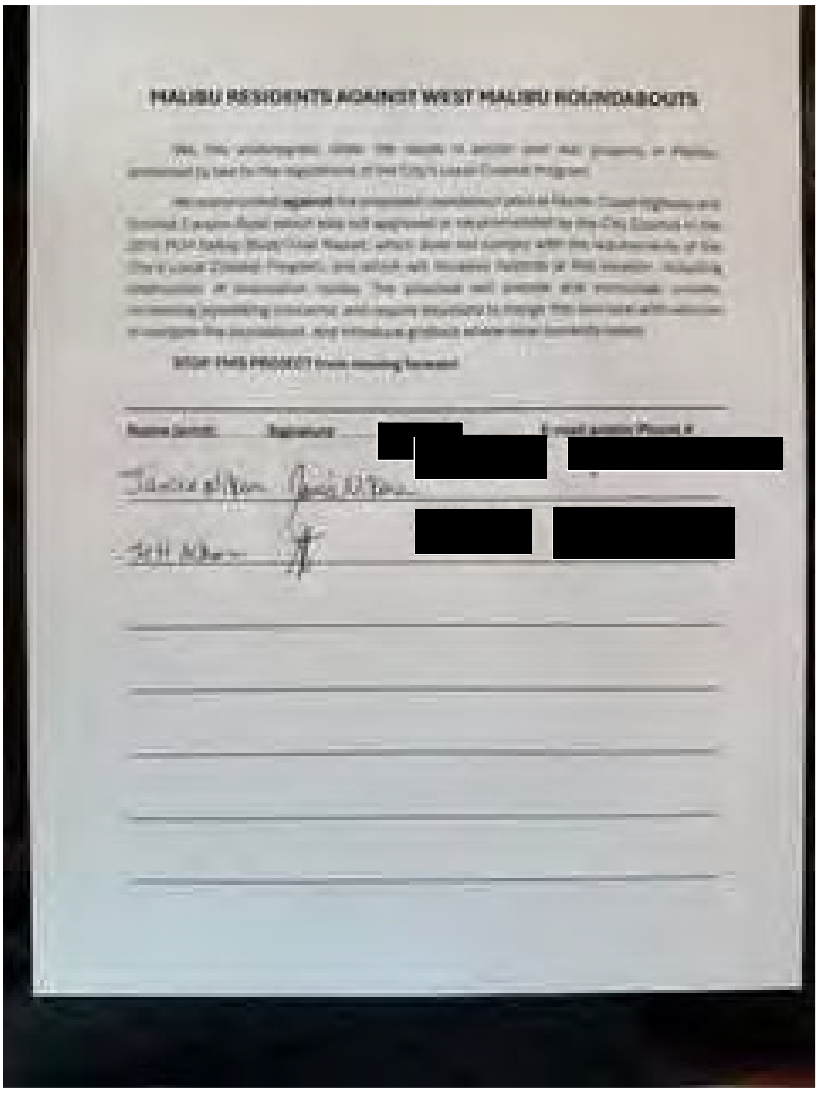
STOP THIS PROJECT from moving forward.

Name (print)	**Signature**	**Address**
E-mail and/or Phone #		
Caroline Weber	C. We	[redacted]



MALIBU RESIDENTS AGAINST ROUNDABOUT
AT PCH & ENCINAL CANYON



MALIBU RESIDENTS AGAINST WEST MALIBU ROUNDABOUTS

We, the undersigned, under the penalty of perjury, are Malibu residents by law in the registered of the City's Local Coastal Program.

We oppose the proposed roundabouts which at Pacific Coast Highway and Trancas Canyon Road which was not approved or recommended by the City Council in the 2013 PCH Safety Study/Local Hazard, which does not comply with the requirements of the City's Local Coastal Program, and which will threaten residents of this location, including construction of unnecessary hardship. The proposed road projects and roundabouts will create increased noise, and impact insurance to change this town and will unknown or navigate this roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward

Name (print)	Signature	[redacted]	E-mail and/or Phone #
Jessica Wilson	[redacted]	[redacted]	[redacted]
Jeff Wilson	[redacted]	[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds/parking on the land side of PCH, increasing jaywalking concerns, require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Scott Rachford		[redacted]	
Nikki Rainford		[redacted]	
Jack Rachford		[redacted]	
Nick Rachford		[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Isabelle BRACCO		[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway in West Malibu, which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Gerber		[redacted]	
Cindy Crawford			

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway in West Malibu, which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Suzanne Furst		[redacted]	
Howard Furst		[redacted]	

WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

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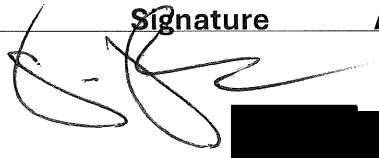
STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Douglas Frye		[redacted]	[redacted]

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
DEBRA McDERMOTT	DMcDermott	[redacted]	[redacted]

WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united against the proposed roundabout pilot at Pacific Coast Highway in West Malibu, which was not approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will provide and encourage crowds, increasing jaywalking concerns; and require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Victoria Shuken	[redacted]	[redacted]	E-mail: [redacted] PHONE: [redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Addison Altendorf		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Cathleen Bloeser	Cathy Bloeser	[redacted]	[redacted]
[redacted]			

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes during emergencies. The proposal will provide and encourage crowds/parking on the land side of PCH, increasing jaywalking concerns, require bicyclists to merge into one lane with vehicles to navigate the roundabout, and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Jean J Stetson	Jean Stetson	[redacted]	[redacted]
John Hanlon	John Hanlon	[redacted]	[redacted]
Chris Loguidice	Chris Loguidice	[redacted]	[redacted]
Glen Sunyich	Glen Sunyich	[redacted]	[redacted]
Deborah Rubenacker	Deborah Rubenacker	[redacted]	[redacted]

MALIBU RESIDENTS AGAINST WEST MALIBU ROUNDABOUTS

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Janice Nikora	Janice Nikora	[redacted]	[redacted]
Jeff Nikora		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, make the choice to protect our way of life in Malibu, threatened by the further construction of the City's Local Coastal Program.

We hereby strongly **oppose** the proposed roundabout plan at Pacific Coast Highway and Encinal Canyon Road which was not approved or recommended by the City Council in the 2016 PCH Safety Study final report, which does not comply with the requirements of the City's Local Coastal Program, and which will increase hazards at this location, including pedestrian or bicyclist injuries. The proposal will promote and encourage increased, increasing by-passing commercial and regional congestion to highly visit area with residential to navigate the roundabout, and create a gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Brad Sweet	Brad Sweet	[redacted]	
Kathryn Corrick	Kathryn Corrick	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-ma
Cherin, Lotte		[redacted]	[redacted]

WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Andrew Stern		[redacted]	

Valentina Palermo
[redacted]

Janus Cercone
Michael Manheim'
[redacted]

Kristina Kropp

From: Eduardo Castro-Wright [redacted]
Sent: Monday, December 15, 2025 3:28 PM
To: Noelle Donfeld
Cc: Kristina Kropp
Subject: Re: Roundabouts on Broad Beach Road, Urgent petition attached

Dear Noelle,
I confirm that you can use my name on the petition to strongly oppose the
City of Malibu proposed plan to build a roundabout on PCH at West Broad Beach Road.
Eduardo Castro-Wright
CICI#4 Real Estate Holdings LP
[redacted]
Sent from my iPhone

Dear Noelle,
I confirm that you can use my name on the petition to strongly oppose the City of Malibu's proposed plan to build a roundabout on PCH at West Broad Beach Road.

Eduardo Castro-Wright
CICI#4 Real Estate Holdings LP
[redacted]

Kristina Kropp

From: Tori Shuken [redacted]
Sent: Monday, December 15, 2025 1:51 PM
To: Noelle Donfeld
Cc: Kristina Kropp
Subject: RE: Roundabouts on Broad Beach Road, Urgent petition attached

Hi Noelle-

I am 100% opposed to the roundabouts so please include my name and address on the petition.

Victoria Shuken
[redacted] Sea Level Dr
e-mail: [redacted]
phone: [redacted]

Thank you for your involvement.

Kindly,

Tori

Tori Shuken
President
Vista Ford Lincoln of Woodland Hills
21501 Ventura Blvd
Woodland Hills, CA 91364
(818)884-7600

Kristina Kropp

From: Andy Stern [redacted]
Sent: Monday, December 15, 2025 2:20 PM
To: Kristina Kropp
Subject: WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS

Hi there Kristina, I would like to add my name to the WEST MALIBU RESIDENTS AGAINST ROUNDABOUTS petition. I am a former eight year member of the Malibu City Council and former two term Mayor of Malibu. In that capacity I became aware of safety issues on PCH and am very confident the current suggestions of roundabouts will cause traffic and additional issues jeopardizing the health and safety of West Malibu residents. This is wrong and I am completely opposed. Thanks

Andy Stern

[redacted]

[redacted]

[redacted]

Kristina Kropp

From: Stacey Murphy [redacted]
Sent: Tuesday, December 16, 2025 12:11 PM
To: Kristina Kropp
Subject: Round about petition

Hi.
You can add our names to the petition. (My printer is broken so can't sign and scan the form.). If you need our signatures I can try to print it elsewhere.
Thank you.

Stacey Murphy and Glenn Murphy
[redacted]

Sent from my iPhone

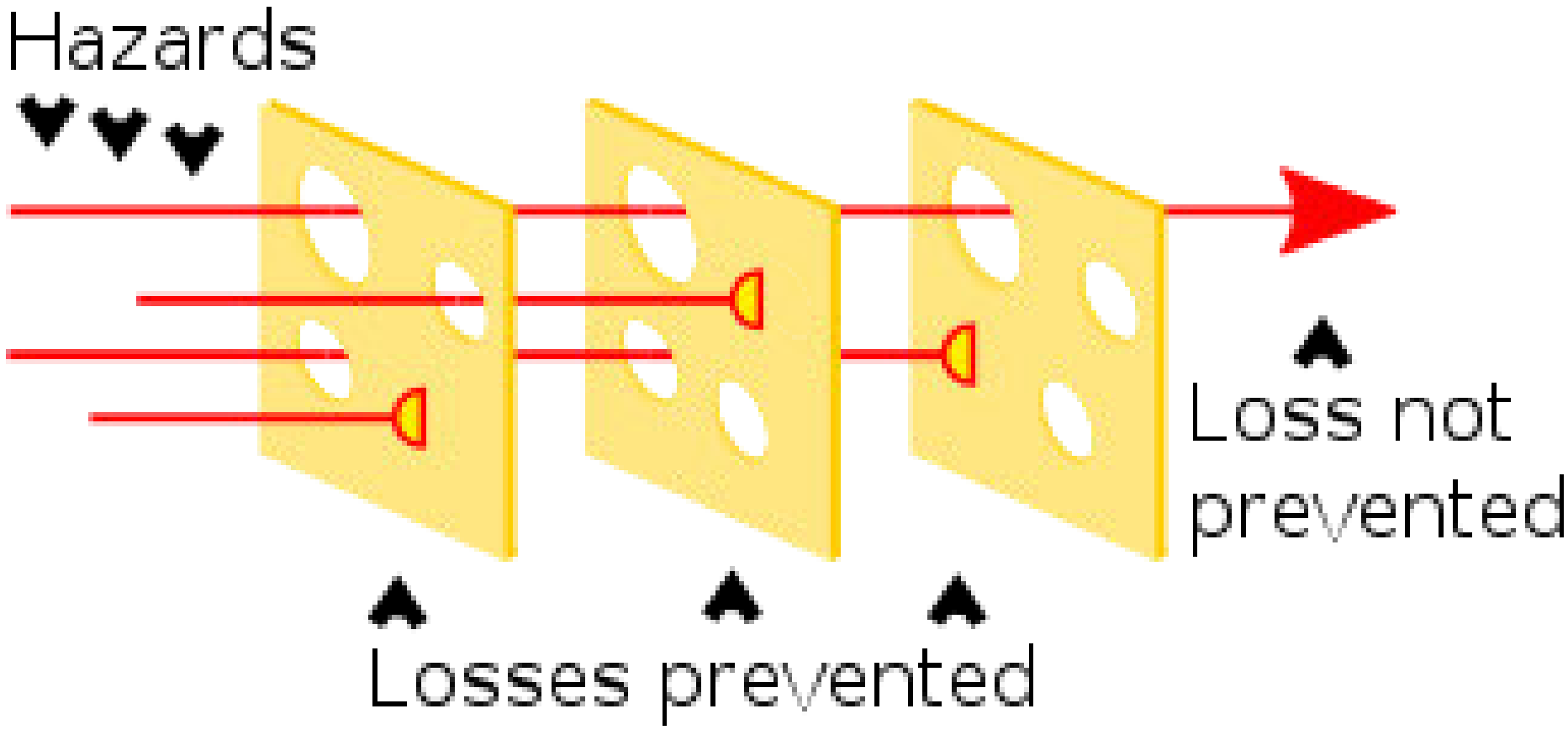
SR 1/PCH Quick-Build Roundabouts

Roundabouts

Why does Caltrans use roundabouts?

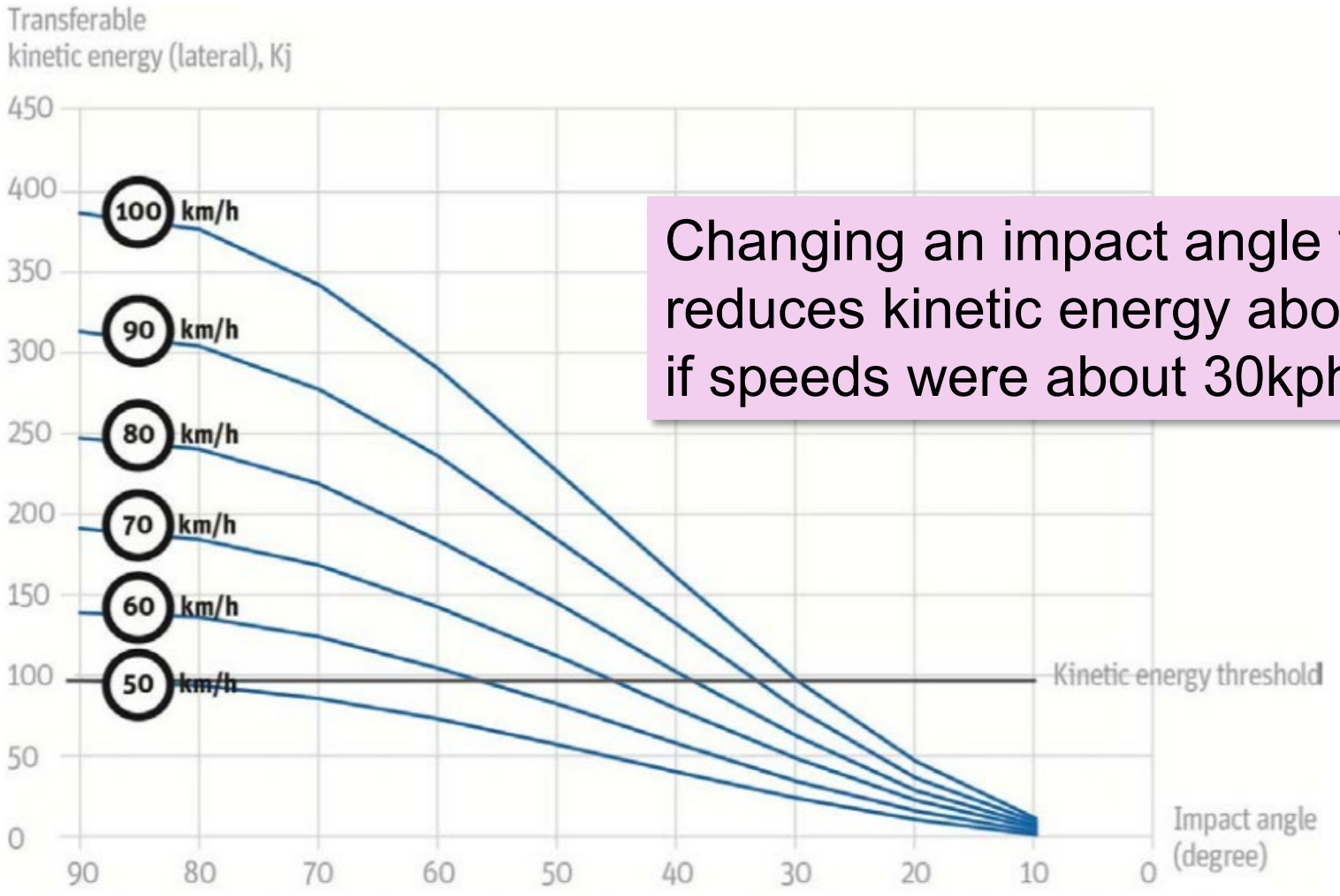
- Proven safety improvements
- Supports Complete Streets design
- Reduces delay, emissions, and fuel use

Swiss Cheese Model of Accident Causation



Transferable Kinetic Energy (Lateral) vs. Impact Angle and Travel Speed

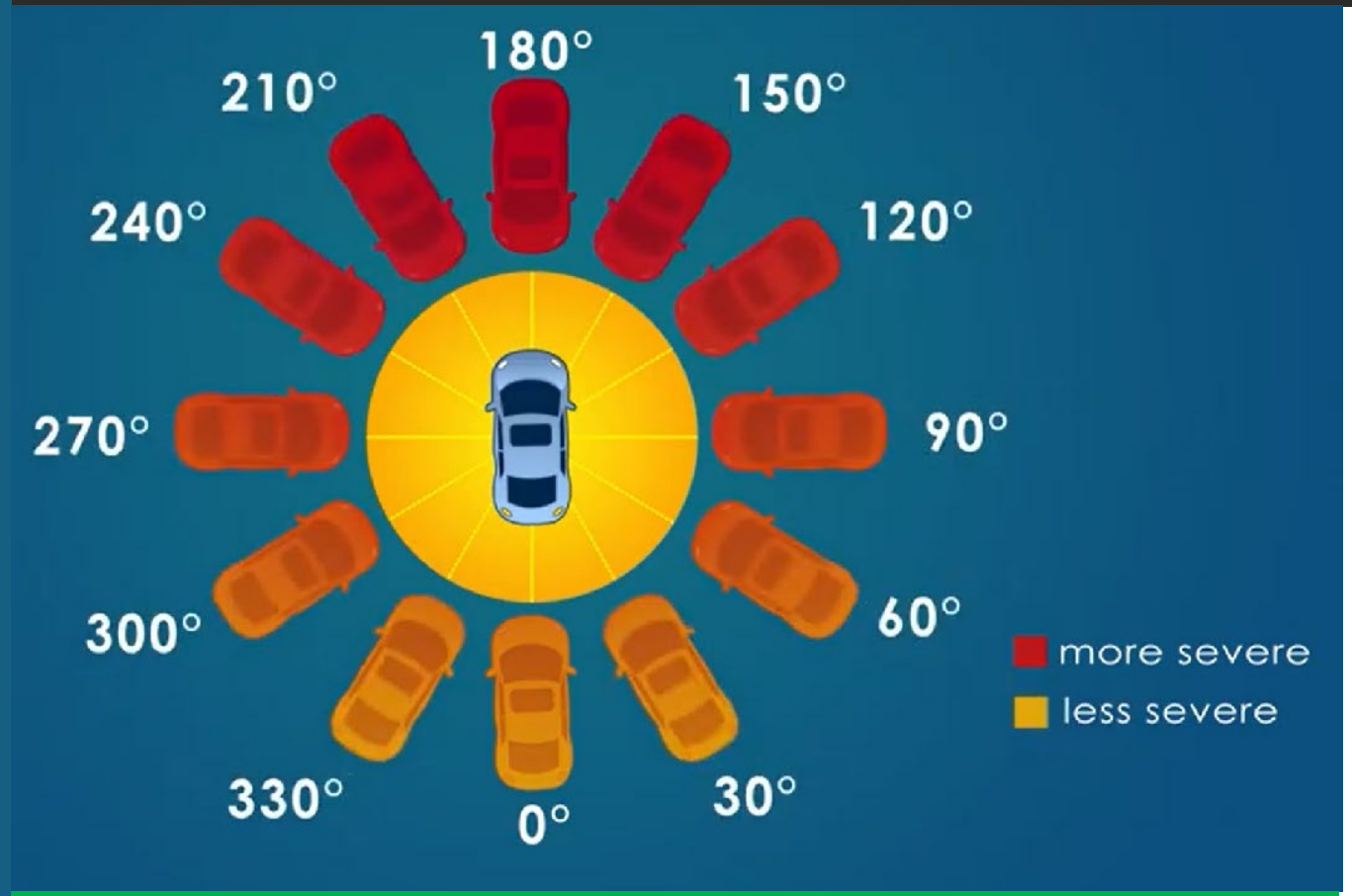
Figure 5.11. **Influenced impact angle on transferable kinetic energy**



Changing an impact angle from 90° to 40° reduces kinetic energy about the same as if speeds were about 30kph (20 mph) less

Source: Zero Road Deaths and Serious Injuries, Leading a Paradigm Shift to a Safe System, ITF, 2016
https://www.itf-oecd.org/sites/default/files/docs/zero-road-deaths.pdf

Humans Are Vulnerable



Designing safer roads is an exercise of managing kinetic energy

Source: FHWA

Humans are vulnerable

$$K = \frac{1}{2}mv^2$$

Velocity is a Vector

- Speed
- Direction (angle of impact)

Quick-Build Roundabouts

Mini & Modular Roundabouts (Quick-Build Applications)

- Allow testing of safety improvements in real-world conditions
- Use modular materials for quick installation and adjustment
- Provide lower-cost and faster implementation compared to permanent construction
- Inform future design decisions through data and observation

Collaboration

City of Malibu & Caltrans District 7 Partnership

- Collaboration to improve safety on PCH
- Pilot project at Encinal Canyon & El Matador Beach Blvd.
- Permanent installation will be based on evaluation and performance

THANK YOU

CITY OF MALIBU
Incorporated March 28, 1991

District 7
Los Angeles • Ventura

Received
12/12/25
Planning Div.

From: Kristina Kropp
To: Planning Commission
Subject: CDP25-041 - Dec. 16 PC Meeting Comment - Agenda Item 5A
Date: Friday, December 12, 2025 3:15:33 PM
Attachments: Letter to Planning Commission 12.12.25 (final).pdf

---

Hi Rebecca –

Please find attached correspondence with regard to Agenda Item 5A on the December 16 Planning Commission Agenda for Coastal Development Permit No. 25-041 / Citywide along PCH from Broad Beach Rd to La Piedra Beach Rd (Roundabouts).

Please confirm receipt and that this correspondence will be distributed to the Planning Commissioners ahead of the December 16th meeting.

Thank you,

Kristina

Kristina Kropp, Esq.
The Kropp Law Firm, A Professional Corporation
16501 Ventura Boulevard, Suite 400
Encino, California 91436
Telephone: 310-570-9373

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 3:15pm
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 27

THE KROPP LAW FIRM

16501 Ventura Blvd., Ste. 400
Encino, CA 91436
Telephone: 310-570-9373

December 12, 2025

VIA ELECTRONIC DELIVERY

City of Malibu Planning Commission
c/o Rebecca Evans, Recording Secretary
23825 Stuart Ranch Road
Malibu, CA 90265

Re: Coastal Development Permit No. 25-041 – Improvements to Pacific Coast Highway Including Roundabouts

Honorable Commissioners:

This law firm represents a group of property owners and residents (the "Residents") in the immediate vicinity of the proposed improvements to Pacific Coast Highway ("PCH") between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with lighting at the intersections of El Matador Beach Road and Encinal Canyon Road (the "Project").

The Residents, as well as an overwhelming number[1] Malibu residents in this area **oppose** the Project, as proposed, and, in particular, the roundabout at Encinal Canyon Road ("Encinal Canyon") and PCH. [Exhibit 1 – Petition against the Project (more to be added prior to Dec. 16)].

For all the reasons discussed herein, this Commission should deny the Project.

I. Introduction

Preliminarily, it must be highlighted that both the Project applicant and City of Malibu ("City") staff have and continue to **erroneously** label this project as something that was "recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City in partnership with the California Department of Transportation." [*see* Agenda Report, Subject Line].

This statement is simply and verifiably incorrect. The 2015 Pacific Coast Highway Safety ("2015 Safety Study") did not recommend a roundabout at Encinal Canyon and PCH.

[1] At one of the town hall meetings, a Public Works Commissioner commented that this was the first project he had been involved with where no support by any constituents had been heard, only opposition.

To the contrary, the 2015 Safety Study, which provides a list of over 130 recommended alternative improvements to PCH, recommended that the City consider a roundabout at a location *north* of Encinal Canyon Road, off of a newly created intersection to be located immediately across PCH and aligned with La Piedra Beach Road [*see* 2015 Safety Study, Appendix D to Appendix 4, page D.3 (Figure D-2):

As shown above, the 2015 Safety Study recommended that the City consider installation of a streetlight at the intersection of Encinal Canyon and PCH.

It is factually incorrect to state that a roundabout at the intersection of Encinal Canyon and PCH, as currently proposed, was in any way analyzed, reviewed or recommended by the 2015 Safety Study.

This Commission must ask itself, why? Why, after several years of studies and a list of over 130 recommended alternative improvements, did the 2015 Safety Study not recommend a roundabout at the intersection of Encinal Canyon and PCH, as currently proposed?

To the Residents at least one of the reasons is glaring: the location is immediately abutting private, single-family lots, improved with existing residences. The proposed roundabout at Encinal Canyon/PCH would result in a roundabout with <u>immediate</u> frontage to these single-family residences and "openings" to allow vehicles to enter these private single-family lots, directly from the roundabout:

Notably, an aerial of photo of the Encinal Canyon/PCH intersection showing the existing homes and driveways was not included in the Commission Agenda Report.

Roundabout design with direct access to private driveways specifically conflicts with guidance from the U.S. Department of Transportation ("USDOT"), Federal Highway Administration ("FHA") that provides:

> "Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does." [Exhibit 2, Excerpt from USDOT FHA National Cooperative Highway Research Program, Second Edition[2]].

The FHA recommends against roundabouts with direct driveway access unless "site constraints make it necessary" and only if certain criteria are met, including no alternative access, a low proportion of unfamiliar drivers and driveway design with hammerheads/vehicle turn around areas and proper sight distance. None of these criteria are met here.

The Encinal Canyon/PCH roundabout, as proposed, will include direct access to the driveways of the single-family lots at 32614 and 32636 PCH. Both driveways maintain gates along PCH that require vehicles, including deliveries, to park on PCH, sometimes in front of the driveway for access.

---

[2] Full Report accessible: NCHRP Report 672 – Roundabouts: An Informational Guide, Second Edition

Neither of these private driveways were designed with USDOT FHA guidance in mind; both driveways are without publicly accessible hammerheads/vehicle turnaround areas or proper sight distance:

If this roundabout is installed, delivery vehicles and vehicles entering these private properties by mistake will have to figure out how to exit, including physically reversing, backwards, into the roundabout depending on their size/angle of entry.

There is also nothing in the City file to analyze how garbage trucks will be able to maneuver the roundabout and pick up garbage at 32614 and 32636 PCH. There is not enough space for them to park without stopping on PCH. They will stop traffic in the roundabout?

There is a plethora of other locations for roundabouts and other, alternative, improvements to PCH that can be made to quell the speeding issues identified in this part of Malibu. The roundabout at Encinal Canyon/PCH is not "necessary." PCH is a highway that is replete with

unfamiliar drivers who will undoubtedly mistake the openings for private driveways introducing unnecessary conflicts.

The roundabout at Encinal Canyon/PCH runs afoul of USDOT FHA guidance. **The City should not approve a Project that does not comply with federal guidance for roundabouts.**

In addition to failing with regard to federal safety guidance, the Project's proposal to reduce two lanes on PCH into one is also specifically against the recommendations of its own 2015 Safety Study**,** Phase I, which provides:

> "Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered." [Exhibit 3, Excerpt from LSA Report (Phase I)[3]].

There may also be additional reasons that the 2015 Safety Study did not recommend the Encinal Canyon/PCH roundabout, as currently proposed. We cannot know these reasons as staff insists on an alternative reality: that this Project was somehow analyzed and recommended in 2015. At a town hall meeting, City Engineering staff argued that the 2015 Safety Study "generally" recommended roundabouts – it did not recommend specific projects. This statement is plainly contradicted by the study itself: "At the conclusion of the Phase I of the 2015 Safety Study, the City of Malibu reviewed the reports and determined that greater analysis was desirable to closely and **precisely identify specific actions** that could be undertaken at this time to improve safety and reduce the frequency of collisions. Such actions would include **precise and constructible or implementable plans or programs** that could be initiated in the near future." [Final Report, p. 1 (emphasis added)]. The Final Result of the Phase I and Phase II studies provides "[o]ver 130 measures are **specifically** suggested in the Alternatives Analysis report." [Final Report, p. 5 (emphasis added)].

It has further been asserted by City staff that there are newer, more relevant studies under the control of the Project applicant which purportedly show the appropriateness and/or safety of the Project, as proposed. These studies are "under review," and are not available to the public or the City. This is akin to an applicant for a new single-family home coming to you asking for a Coastal Development Permit ("CDP") while their biology study, geotechnical study, view impact analysis, etc., are "under review." This Commission would tell such an applicant to come back when they could prove that their Project met all necessary criteria. In that circumstance, as here, the City cannot approve a Project without all of the studies, analyses and reports necessary to

[3] "Starting in 2012, a previous firm, LSA Associates Inc., contracted with SCAG to produce a series of reports quantifying and analyzing the PCH corridor for potential safety improvements. These reports provide comprehensive documentation about existing traffic and safety conditions and provided a series of high level and programmatic recommendations for addressing safety issues in the corridor." The 2015 Safety Study refers to these analyses Phase I. [Final Report, p. 1].

determine the safety and appropriateness of this Project, as currently proposed. The City should not take any action whatsoever until those studies are made available for review and comment.

II. The Findings for a Coastal Development Permit Are Not Supported by Substantial Supporting Evidence

City LCP Local Implementation Plan ("LIP") Section 13.6.4 requires that that any applicant to a Coastal Development Permit ("CDP") provide an "adequate description including maps, plans, photographs, etc., of the proposed development, project site and vicinity sufficient to determine whether the project complies with all relevant policies of the Malibu LCP, including sufficient information concerning land and water areas in the vicinity of the site of the proposed project, (whether or not owned or controlled by the applicant) so that the City will be adequately informed as to present uses and plans, both public and private."

Adequate information has not been provided. As discussed above, there are no transportation studies or analyses provided as part of this CDP application that in any way confirm the appropriateness or safety of the proposed roundabout at the Encinal Road/PCH location. On the contrary, the record before the City demonstrates only that the proposed roundabout runs afoul of USDOT FHA guidance and that the reduction of vehicle separation will create less safe conditions on PCH.

Additionally, the 2015 Safety Study, which, again, did not address the current proposed roundabout at Encinal Road/PCH, is over ten years old. The studies that it drew its conclusions from occurred between 2012 and 2014. Malibu has changed significantly since 2014. As City staff concedes, many improvements to PCH have already been made, or are already scheduled, particularly to the eastern side of PCH. It is completely without empirical data to state that the same issues which were identified on PCH in 2012-2015, all continue to apply to PCH today, after the installation of many safety improvements on the eastern end of Malibu, after over a decade of further urbanization and two major, life altering wildfires.

On December 11, 2025, City staff shared a 2024 PCH analysis conducted Michelin. The analysis shows that Western Malibu received the lowest severity score of any other location in Malibu and did not recommend any further improvements to the area.

The Project before you is not just the implementation of two proposed roundabouts – this Project includes a reduction of lanes on PCH starting at Broad Beach Road, two lanes merging into one in both directions, a component that has already been concluded by the City's own studies to create less safe conditions on PCH. The proposal will require bicyclists and vehicles, including oversize vehicles, to merge into and share one lane without any physical separation, compounding these hazards. It will introduce conflicts at the existing driveways which will immediately front the roundabouts, in violation of federal guidelines. None of this is analyzed, studied or presented with any evidence regarding its appropriateness or safety. The Application before you fails to provide all information necessary for purposes of LIP Section 13.6.4.

LIP Section 13.9.A requires that a project as described in the application and accompanying materials, as modified by any conditions of approval, conform with the certified City of Malibu Local Coastal Program.

In support of this finding, staff provides that the Project "is consistent with the policies of LUP Chapter 7 (Public Works) by improving public safety and multimodal access to and between visitor serving and recreation areas."

As discussed herein, this statement is incorrect. To the contrary, the Project introduces the merging of two lanes into one, narrowing vehicle separation and creating less safe conditions; requires bicyclists and vehicles to merge into and share one lane without any physical separation; and proposes a roundabout at Encinal Canyon/PCH which runs afoul of USDOT FHA guidance. It will not "improve public safety." City staff's proposed findings to the contrary are not substantiated with any evidence (studies, analyses, etc.) whatsoever. *See West Chandler Boulevard Neighborhood Association v. City of Los Angeles* (2011) 198 Cal.App.4th 1506 (an agency abuses its discretion if its order or decision is not supported by the findings; or the findings are not supported by the evidence).

LIP Section 13.C[4] requires written findings that the project is the least environmentally damaging alternative.

LIP Section 13.D requires written findings that if the project is located in or adjacent to an environmentally sensitive habitat area pursuant to Chapter 4 of the Malibu LIP (ESHA Overlay), that the project conform with the recommendations of the Environmental Review Board, or if it does not conform with the recommendations, findings explaining why it is not feasible to take the recommended action.

This Project is not the least environmentally damaging alternative. A portion of PCH that is a part of this Project is located within an ESHA buffer that extends 100 feet from El Matador State Beach and a blueline stream at La Piedra Beach Road. There is absolutely no reason that the roundabouts which are proposed should be proposed at the current locations. There are not only a plethora of other locations for roundabouts that are not within an ESHA buffer, but also other, alternative improvements to PCH that can be made to alleviate speeding concerns.

Furthermore, this Project was never reviewed by the Environmental Review Board. Accordingly, the finding required by LIP Section 13.D literally cannot be made with any, let alone substantial, supporting evidence.

III. The Proposed Categorical Exemptions do not Comply with the California Environmental Quality Act

California Environmental Quality Act ("CEQA") and its implementing regulations "embody California's strong public policy of protecting the environment. *Tomlinson v. County of*

[4] Also required by LIP Section 6.4.

Alameda (2012) 54 Cal.4th 281, 285. Only rigorous compliance with CEQA procedural requirements can expose the facts about a project and its impacts be properly considered. Failure constitutes an abuse of discretion. *League to Save Lake Tahoe v. County of Placer* (2022) 86 Ca.App.5th 63.

Here, City staff proposes that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to *CEQA Guidelines*, Sections 15301(c) and 15303(d). However, pursuant to *CEQA Guideline* Section 15300.2, neither of these are applicable.

CEQA Guideline Section 15300.2(b) provides that all exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

One of the basic and vital informational functions required by CEQA is a thorough analysis of whether the impacts of a project, in connection with other related projects, are cumulatively considerable. *See Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal App.4th 1209 (emphasis added). Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[5] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184; *CEQA Guidelines* §15355.

Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed project cannot be gauged in a vacuum. Indeed, one of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually but assume threatening dimensions when considered collectively with other sources with which they interact. Therefore, cumulative effects analysis requires consideration of "reasonably foreseeable probable future projects, if any." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 (emphasis added); *Gentry v City of Murrieta* (1995) 36 Cal.App.4th 1359, 1414.

CEQA Guidelines mandate the preparation of an EIR where cumulative impacts are cumulatively considerable:

> An EIR *must* be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable.

[5] "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

> "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. 14 CCR §15064(h)(1).

In this case, there is no evidence, much less substantial evidence, in the record, to support the conclusion that the "cumulative impact" of the Project will not result in any potentially significant impacts. There are no other "reasonably foreseeable probable future projects" provided, listed, or analyzed.

However, the City is not only aware of many reasonably foreseeable probable future projects on PCH, but is also currently processing CDP's for such reasonably foreseeable probable future projects including in CDP No. 25-009 to install 19 new guardrails, 22 new or upgraded curb ramps, 6,956 linear feet of new sidewalks, three new retaining walls, two realigned intersections, 42 new light poles, 15 miles of new or upgraded bike lanes, a new California Highway Patrol pull-out, median reconstruction at various locations, and associated roadway improvements along PCH (also proposed with an exemption).

For purposes of CEQA, the City must evaluate the environmental impacts of all reasonably foreseeable and probable future safety improvement projects to PCH jointly.

CEQA Guideline Section 15300.2(c) further provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

As discussed hereinabove, in this case, the Project, as proposed, will increase transportation hazards on PCH due to the inclusion of the private driveways into its roundabout design, a design that specifically conflicts with guidance from the USDOT FHA, and the reduction of lanes from two into one, reducing vehicle separation, thereby creating less safe conditions. Due to its location on PCH, adjacent to private single-family residences and driveways which will be directly impacted thereby, this Project may not utilize a Categorical Exemption.

Each public agency is required to comply with CEQA and meet its responsibilities. *CEQA Guidelines* §15020. The City has failed to do so here.

IV. Conclusion

The Project, as proposed:

(i) Was not recommended by the 2015 Safety Study;
(ii) Is inconsistent with USDOT FHA guidance;
(iii) Immediately fronts private, single-family lots with residences, increasing hazards at the driveways to the residences;
(iv) Reduces vehicle separation, creating less safe conditions pursuant to the City's own 2015 Safety Study; and
(v) Is provided without studies or analysis, as proposed.

This Commission should deny the Project.

Very truly yours,

THE KROPP LAW FIRM,
A Professional Corporation

KRISTINA KROPP

EXHIBIT 1

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

We, the undersigned, state: We reside in and/or own real property in Malibu, protected by law by the regulations of the City's Local Coastal Program.

We stand united **against** the proposed roundabout pilot at Pacific Coast Highway and Encinal Canyon Road which was *not* approved or recommended by the City Council in the 2015 PCH Safety Study Final Report; which does not comply with the requirements of the City's Local Coastal Program; and which will increase hazards at this location, including obstruction of evacuation routes. The proposal will require bicyclists to merge into one lane with vehicles to navigate the roundabout and introduce gridlock where none currently exists.

STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Dr. Thomas G. Dimmantidis		[redacted]	[redacted]

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Linda Cohen		[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Patrick Crowley	Pat Crowley	[redacted]	[redacted]

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Ellen Olivier	Ellen Olivier	[redacted]	

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
R Huizenga	R Huizenga	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Cathleen Summers	Cathleen Summers	[redacted]	

MALIBU RESIDENTS AGAINST ROUNDABOUT AT PCH & ENCINAL CANYON

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STOP THIS PROJECT from moving forward.

Name (print)	Signature	Address	E-mail and/or Phone #
Tracy Bossman		[redacted]	
Kristin Swindal			
MARY FATHERLY			

EXHIBIT 2

6.11 ACCESS MANAGEMENT

Access points near an intersection or along an arterial create additional conflicts within the roadway system that affect operations and safety. Managing access points can improve the overall effectiveness of the system by streamlining the roadway operations and reducing the number of conflicts. Roundabouts can provide a useful tool within an access management program to provide U-turn opportunities at the intersections, thereby allowing for a reduction of full access points along the roadway segment. However, within the vicinity of an individual roundabout intersection, property access must also be carefully evaluated.

Access management at roundabouts follows many of the principles used for access management at conventional intersections. For public and private access points near a roundabout, two scenarios commonly occur:

- Access into the roundabout itself or
- Access near the roundabout.

6.11.1 ACCESS INTO THE ROUNDABOUT

It is preferable to avoid locating driveways where they must take direct access to a roundabout. Driveways introduce conflicts into the circulatory roadway, including acceleration and deceleration. Traditional driveway designs do not discourage wrong way movements as a splitter island does.

Nonetheless, site constraints sometimes make it necessary to consider providing direct access into a roundabout. Exhibit 6-89 shows examples where one or two residential houses have been provided direct access into a roundabout. These driveways have been designed with traditional concrete driveway aprons to provide a clear visual and tactile indication that these are private driveways not to be confused with public roadways.

For a driveway to be located where it takes direct access to the circulatory roadway of a roundabout, it should satisfy the following criteria:

- No alternative access point is reasonable.
- Traffic volumes are sufficiently low to make the likelihood of errant vehicle behavior minimal. Driveways carrying the trip generation associated with a very small number of single-family houses are typically acceptable; driveways with higher traffic volumes should be designed as a regular approach with a splitter island. In addition, if a high proportion of unfamiliar drivers are expected at the driveway, the engineer should consider providing more positive guidance.
- The driveway design should enable vehicles to exit facing forward with a hammerhead design or other area on-site where vehicles can turn around. Driveways that only allow backing maneuvers into the roundabout should be discouraged in all but very low-volume environments.
- The driveway design should enable proper intersection sight distance from the driveway location and adequate stopping sight distance for vehicles approaching the driveway traveling along the primary roadway.

Exhibit 6-89
Example of Residential Driveways into Circulatory Roadway

(a) Santa Barbara, California

(b) Voorheesville, New York

6.11.2 ACCESS NEAR THE ROUNDABOUT

Public and private access points near a roundabout often have restricted operations due to the channelization of the roundabout. Driveways between the crosswalk and entrance line complicate the pedestrian ramp treatments and introduce conflicts in an area critical to operations of the roundabout. Exhibit 6-90 shows examples of driveway challenges of this type. Driveways blocked by the splitter island will be restricted to right-in/right-out operation and are best avoided altogether unless the impact is expected to be minimal and/or no reasonable alternatives are available.

The ability to provide an access point that allows all ingress and egress movements (hereafter referred to as *full access*) is governed by a number of factors:

- *The capacity of the minor movements at the access point.* A standard unsignalized intersection capacity analysis should be performed to assess the operational effectiveness of an access point with full access. Unlike the platooned flow typically downstream of a signalized intersection, traffic passing in front of an access point downstream of a roundabout will be more randomly distributed. As a result, an access point downstream of a roundabout may have less capacity and higher delay than one

(a) Driveway between crosswalk and roundabout (Bend, Oregon)

(b) Driveway aligned with crosswalk (Sammamish, Washington)

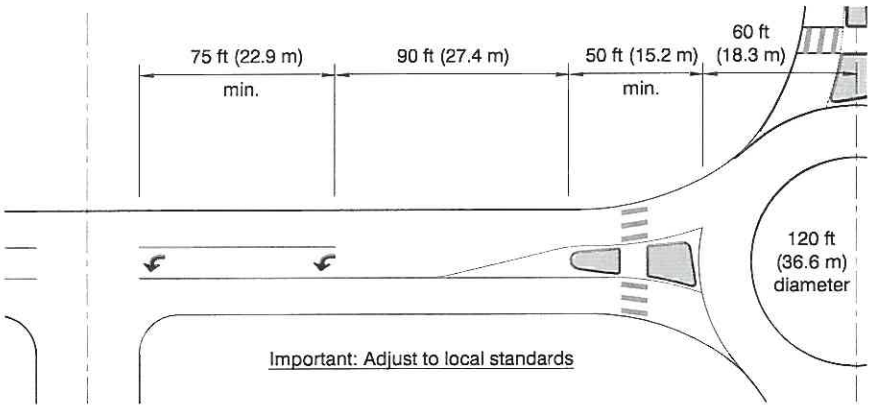
(c) Driveway reconfiguration (Clearwater, Florida)

Exhibit 6-90
Example of Driveway Challenges near Roundabout

downstream of a traffic signal. Queuing from nearby intersections (the roundabout or others nearby) should be checked to see if the operation of the access point will be affected.

- *The need to provide left-turn storage on the major street to serve the access point.* For all but low-volume driveways it is often desirable to provide separate left-turn storage for access points downstream of a roundabout to minimize the likelihood that a left-turning vehicle will block the major street traffic flow. If quantification is desired, a probability analysis can be used to determine the likelihood of an impeding left-turning vehicle, and a queuing analysis can be used to determine the length of the queue behind the impeding left-turning vehicle. If the number of left-turning vehicles is sufficiently small and/or the distance between the access point and the roundabout is sufficiently large, a left-turn pocket may not be necessary.
- *The available space between the access point and the roundabout.* Exhibit 6-91 presents a figure showing typical dimensions associated with a roundabout and left-turn storage for a downstream minor street. As the figure demonstrates, a minimum distance is required to provide adequate roundabout splitter island design and left-turn pocket channelization. In addition, access is restricted along the entire length of the splitter island and left-turn pocket channelization.

Exhibit 6-91
Typical Dimensions for Left-Turn Access near Roundabouts



- *Sight distance needs.* A driver at the access point should have proper intersection sight distance and should be visible when approaching or departing the roundabout, as applicable.

6.12 STAGING OF IMPROVEMENTS

When projected traffic volumes indicate that a multilane roundabout is required for future year conditions, engineers should evaluate the duration of time that a single-lane roundabout would operate acceptably before requiring

EXHIBIT 3

III. ALTERNATIVES ANALYSIS

PACIFIC COAST HIGHWAY SAFETY STUDY

MALIBU, CALIFORNIA

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG or DOT. This report does not constitute a standard, specification, or regulation.

DRAFT

LSA

July 2013

Bicycle Safety Hazards

Throughout the corridor, conditions on the shoulders present a bicycle safety hazard. Rocks and other debris left on the shoulder can force bicycles into travel lanes to avoid them. Even when debris is cleared, dangers remain for cyclists. Degraded pavement quality poses hazards to bicycles and can be harder to see than debris. The most common type of pavement degrading observed along PCH is asphalt spreading, which results in cracks. These cracks can catch bicycle tires. Even when the cracks are filled with new tar, the patch can have a lip that could kick a bicycle tire to the side. As of Fall 2012, Caltrans maintenance workers began repairing cracks. Monitoring and maintenance of PCH should include all pavement, including the shoulders. In particular, debris removed from the roadway should also be removed from the shoulder.

Strategy I: ***Regularly maintain all pavement to provide safe passage.***

Driver Behavior

Driver behavior is a global concern along PCH in Malibu and exacerbates almost all other safety concerns. A driver's failure to properly yield ROW to bicycles and pedestrians increases the conflict between travel modes and directly impacts the safety of these two groups. Drivers could overcome the safety concerns at driveways by approaching them with greater caution and safer speeds. Continuing to travel at a high rate of speed compounds sight distance issues. A vehicle's speed also affects a driver's ability to safely maneuver their vehicle, properly yield ROW to pedestrians and bicycles, and effectively consider the safety of other vehicles.

The most common type of collision along the corridor is rear-end, which is evidence that speeds are often not appropriate for the situation. The Corridorwide Safety Assessment also indicated that accidents with parked vehicles are prevalent with excessive speeds as contributing factors. Automated speed data collected at five locations along the roadway indicated that vehicles exceeding the speed limit by 10 mph or greater occur throughout the corridor and are a significant issue near the Malibu Pier. Addressing the speed issue would improve almost every other safety concern, thereby benefiting vehicles, bicycles, and pedestrians.

Methods for controlling vehicle speed that were considered but rejected include lowering the speed limit and narrowing lanes. As stated in California Vehicle Code 22358, changing the speed limit on a State Highway would require an Engineering and Traffic Survey (ETS) and cannot be lowered arbitrarily. (An ETS is described in California MUTCD Section 2B.13.) In addition, the existing conditions reveal many vehicles exceeding the currently posted speed limit. Lane width below 12 ft is a non-standard design feature that Caltrans must approve on a case-by-case basis. Narrowing lanes reduces vehicle separation. Current conditions show that drivers are not responding to less safe conditions with safer driving behavior. Reducing vehicle separation would create less safe conditions with no guarantee that vehicle speeds would be lowered.

One method for controlling vehicle speed that should be further considered includes ***education***. The TCDI discussed above should include consistent speed signing and warning signs to alert drivers to areas presenting increased hazards. In addition to roadside signage, painted warnings on the roadway could include: "LOWER SPEED AHEAD," "WATCH FOR PEDS," or "SHARE THE ROAD." Techniques commonly used to combat drunk driving could also be used to educate the public about speeding. These could include public service announcements, bus banners, billboards, and crash cars.

Received
12/11/25
Planning Div.

From: [redacted]
To: Planning Commission
Subject: 12-16-25 meeting agenda item 5A Roundabouts
Date: Thursday, December 11, 2025 4:49:10 PM
Attachments: pc caltrans roundabouts 12-16-25..docx

Commissioners attached are Slow Growth's comments on the 2 proposed Roundabouts.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/11/25 Time 4:50 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 2

To: Planning Commissioners
From: Malibu Coalition for Slow Growth (MCSG) by Patt Healy
Re: 5A: Roundabouts
Date: 12-16-25 meeting

Honorable Members of the Planning Commission,

1.Before you approve the 2 proposed roundabouts please consider how they will impact safety in a wildfire emergency if the only evacuation route is north toward Oxnard/ Ventura.

As far as we know this has not been studied and should be addressed to find out how much longer traffic will be backed up in case of an emergency and possible evacuees are put in harms way by requiring merging of two 2 lanes into one lane.

We also recommend the lighting for the roundabout lights be dark sky compliant .

Please add this to the records of the Hearing 12/16/25 of the PCH roundabout Project. I forgot to learn it with city staff when I left the Hearing

Lucile Keller [redacted]

Attn: Rebecca Evans

CITY OF MALIBU
RECEIVED
JAN 05 2026
PLANNING DIVISION

TO Malibu Planning Commission. Hearing on PCH roundabouts. Dec. 15, 2025. Item 5
From '"'Lucile Keller [redacted] Email. [redacted]

1. Reducing the number of lanes at Encinal and PCH and slowing down traffic in order for vehicles to move around the roundabout in the reconfigured roadway will greatly reduce the capacity of the intersection to move traffic especially during a fire evacuation. PCH north and south are the only evacuation routes for the entire Malibu population. Evacuating over the mountain canyon roads is entirely undependable because the fires usually come from the 101 freeway across the mountains TO the ocean. Not only is it unsafe to drive into the fire but the police usually close those roads to prevent use. Until a fire occurs you cannot determine which direction you have to go to evacuate. All occupants of areas adjacent to PCH may have to exit north even tho they are close to Santa Monica. This would be a huge increase in normal traffic patterns all funneling through a roadway whose capacity has been artificially reduced by the reduction of lanes and slowing required to maneuver around the roundabouts - all in the name of safety. WHAT IS THE TRAFFIC CAPACITY OF THE ROUNDABOUT.

2. AT A MEETING BETWEEN neighbors living near Encinal AND CITY ENGINEERS it became obvious that a primary reason for reducing traffic lanes of PCH from two lanes to one is to accommodate parking on both sides of PCH to provide beach parking. This is unnecessary because between Zuma Beach a few miles south (east) of Matador and Leo. Carrillo Beach at County Line there are SIX beaches - all with parking lots. Zuma - the largest has 1 1/2 miles of beach AND 1 1/2 miles of parking lot. This parking lot is practically NEVER FULL - except for one or two holidays like Fourth of July. People park on the street to avoid paying a parking fee. The same is true for the other 4 small beaches. Leo Carirllo also has a large parking lot. When the 3 "pocket beaches" were built the state said they were limiting the size of the parking lots to only accommodate the number of people who could use these small beaches without eventually destroying them. Allowing people to park on the street is contrary to the state design of those beaches. Worse yet, allowing parking on the highway is extremely dangerous with or without sidewalks and crosswalks. People should never be allowed to park and cross or walk along that highway. Doing so give people false confidence that they are safe doing so.

3. There has been NO public notice of these projects until last month, yet supposedly this has been proposed since 2015. Data provided justifying the proposed work is 10 years old and likely obsolete. Many residents were and still are unaware of the project. Why hasn't the community been brought into this issue before now. They are the ones who have to deal with the reduced capacity in an evacuation - they have to pay for it through taxes. This proposal must not move forward until the community has been informed and had the opportunity to participate in correcting any problem traffic issues that make sense. This does not. There are other ways of controlling traffic such as the portable speed notice signs and remotely controlled signals that can be turned off when necessary, and increased traffic enforcement, that cost much less. Has there been any effort to evaluate them.

4. WHAT DATA INDICATES A NEED FOR THE ROUNDABOUT INSTALLATIONS AT ENCINAL and Matador Beach. I have used this intersection for 66 years and have never waited more than several minutes to turn onto PCH once the turn and merge lanes were installed. I have

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/5/26 Time 5:00 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

lived just above the intersection for those 66 years and have seen very few accidents there. I would be able to hear an accident as well as see it. This intersection has always had an A rating. -what studies show it has a lower rating now? Where are the engineering traffic studies showing the need for these changes;. Where are the traffic counts and records of the accidents for the PCH/Encinal intersection. I could not find any recommendation in the 2015 report for a roundabout or reduction of lanes at Encinal Cyn. Please provide that information to me. ALSO PROVIDE COPIES OF THE ACCIDENT REPORTS SHOWING CAUSE. Highway modifications will not stop accidents caused by road rage, bad weather, drunks, reckless drivers or car club show-offs using PCH as a race track.

THE ANSWER TO THIS is that the current Encinal-PCH intersection is NOT what the 2015 report refers to. Years ago the state bought a 50' wide strip of property between PCH and Encinal to realign the Encinal intersection. That is the location of the 2015 report recommendation. They finally changed their mind and sold it. It now has a new house on it.

5. A million dollars is very expensive to fix something that doesn't need fixing and actually will create a serious hazard for everyone who lives in the area or uses either PCH or Encinal. An Engineering and Traffic study needs to be done to evaluate the expenditure of public funds. HAS THIS BEEN DONE? If so please post a copy on the City 's and Caltran's website for public access.

6. REDUCING CAPACITY AND TRAFFIC FLOW WILL HINDER FIRE TRUCKS AND EMERGENCY VEHICLES ENTERING MALIBU If they have to come down PCH from the north as the only entrance into Malibu, I can just see them inching their way around a round-about with a huge back up of emergency vehicles waiting to get through. In January nearby Zuma Beach was used as a staging area for a very large number of emergency vehicles fighting the fire at the south end of Malibu.

7. Evacuation for the local area will be severely hindered. There is a subdivision located along Encinal whose local streets all are dead end and the only way out in a fire is down Encinal. One of them (Puesta del sol) enters Encinal a few car lengths from the edge of PCH. If cars from the streets above them back up Encinal they won't be able to exit onto Encinal and then onto PCH round-about. The diagrams sent with the first notice show a pedestrian crosswalk there instead of a street. I never see a pedestrian cross Encinal then PCH there. Pedestrians should NOT be encouraged to cross PCH. They should use existing parking lots - If necessary add parking to existing beach lots. There is no business community there. At the most they should park on the ocean NOT land side of PCH. Please provide a copy of the detailed plans for residents of Puesta del sol to exit onto Encinal and access the round-about.

8. If there is an accident on the 1 lane of the round-about and traffic backs up behind it, how do you get the accident taken care of. The accident will block that one lane - how do you get police, fire trucks, ambulances to them. At the same time the accident could be blocking the only way out in an evacuation.

9. The 9/15/25 roundabout meeting notice states as a reason for the Encinal intersection roundabout that Encinal provides a connection from PCH to Highway 23 (Decker Cyn. Rd.) and that the 2015 Safety Study recommended the roundabout there to provide that connectiion. Rt. 23 intersects directly with PCH 1/2 mile beyond Encinal. The Rt 23/Encinal connection is 4 miles into the Cyn. Why not use the direct intersection instead of driving 4 miles up the canyon to do it? The 2015 study recommendation refers to another site altogether. It does NOT recommend a roundabout at the current Encinal/PCH intersection.

MalibuPlanning Comm. Meeting Dec. 16 re PCH/Encinal Roundabouts Speaking Copy

Reducing PCH lanes at Encinal from 5 to 2 and slowing traffic so cars can use the roundabouts will greatly reduce the capacity of the intersection to move traffic especially in a fire evacuation. PCH north and south are the only evacuation routes for all of Malibu. Evacuating over the canyons is unsafe because of fire and the roads are usually closed. Occupants of areas adjacent to PCH may have to exit north even though Santa Monica is closer. This would be a huge increase in normal traffic all funneling through a roadway whose capacity has been limited by reduction in lanes and slowing to use the roundabouts. The decision on this proposal needs to be postponed until the evacuation issue is resolved.

Roundabouts are new in the area and could cause accidents themselves. They use a lot of signage which people won't have time to read. A million dollars is very expensive to fix something that doesn't need fixing but could create a serious hazard for everyone who lives in the area or uses PCH or Encinal. An Engineering and Traffic Study needs to be done to evaluate the expenditure of public funds.

NO DATA HAS BEEN PROVIDED TO JUSTIFY EITHER THE EXPENSE OR DISRUPTION of building roundabouts. The staff reference to the 2015 study to roundabouts at Encinal is wrong. The study was referring to adding roundabouts to a Realignment of Encinal Intersection using land Caltrans then owned but has sold. This intersection has always had an A rating. Where are the traffic counts and accident records for the PCH intersection. I could not find any 2015 recommendation for a roundabout or reduction of lanes at Encinal. Causes of accidents need to be evaluated - Highway modifications will not stop accidents caused by road rage, bad weather, drunks or reckless drivers.

EVACUATION OF THE LOCAL AREA WILL BE SEVERELY HINDERED. A subdivision is located along Encinal whose streets are dead end - the only way to evacuate is down Encinal. One of them exits onto Encinal a few car lengths from PCH. If cars from above back up beyond that exit the people will not be able to access Encinal and then the roundabout. Traffic trying to evacuate could cause a Palisades type blockage. The City's meeting notice did not recognize this as a street - they show a crosswalk.

Lucia Keller

[redacted]

Received
12/12/25
Planning Div.

From: Walter Keller
To: Planning Commission
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025
Date: Friday, December 12, 2025 3:57:36 PM

Attn: Rebecca Evans. Testimony for #4 PCH roundabouts Dec.15, 2025. Please send this testimony regarding proposed PC roundabouts to Planning Commissioners. I sent this to their individual email addresses on Wednesday as well. Lucile Keller

----- Forwarded Message -----
From: Walter Keller <[redacted]
To: [redacted]
Sent: Thursday, December 11, 2025, 02:46:09 PM PST
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----
From: Walter Keller <[redacted]
To: [redacted]>
Sent: Thursday, December 11, 2025, 10:27:03 AM PST
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----
From: Walter Keller [redacted]net>
Sent: Thursday, December 11, 2025, 12:16:16 AM PST
Subject: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

1. Reducing the number of lanes at Encinal and PCH and slowing down traffic in order for the vehicles to move around the roundabout will greatly reduce the capacity of the intersection to move traffic especially during a fire evacuation. PCH north and south are the only evacuation routes for the entire Malibu population. Evacuating over the mountain canyon roads is entirely unreliable because the fires usually come from the 101 freeway across the mountains TO the ocean. Not only is it unsafe to drive into the fire but the police usually close those roads to prevent use. Until a fire occurs you cannot determine which direction you have to go to evacuate. All occupants of areas adjacent to PCH may have to exit north even though they are closer to Santa Monica. This would be a huge increase in normal traffic flow all funneling through a roadway whose capacity has been artificially reduced by the reduction of lanes and slowing required to maneuver around the roundabouts - all in the name of safety. WHAT IS THE TRAFFIC CAPACITY OF THE ROUNDABOUT? Until the fire evacuation issue is resolved a decision on this proposal needs to be put on hold. Blocking the flow of evacuation traffic is too dangerous and involves the entire population. City decisions need to be based on current, accurate, applicable information.

2. WHAT DATA INDICATES A NEED FOR THE ROUNDABOUT

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 3:57pm
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

INSTALLATIONS AT ENCINAL AND MATADOR BEACH. I HAVE USED THE ENCINAL INTERSECTION FOR 66 YEARS and have never waited more than a few minutes to turn onto PCH once the turn and merge lanes were installed. I have lived just above the intersection for those 66 years and have seen very few accidents there. I would be able to hear an accident as well as see it. The Encinal intersection has always had an A rating - what studies show it has a lower rating now? Where are the engineering studies showing the need for these changes. Where are the traffic counts and records of accidents for the Encinal/PCH intersection. I could not find any recommendation in the 2015study for a roundabout or reduction of lanes at Encinal Cyn. Please provide the information justifying this project. ALSO PROVIDE COPIES OF THE ACCIDENT REPORTS SHOWING CAUSE. Highway modifications will not stop accidents caused by road rage, bad weather, drunks, reckless drivers or car club show-offs using PCH as a race track.

THE ANSWER IS THAT THE CURRENT ENCINAL-PCH intersection is NOT WHAT THE 2015 STUDY REFERS TO. Years ago the state bought a 50' wide strip of property between PCH and Encinal to realign the PCH-Encinal intersection. That is the location of the 2015 report recommendation. The state changed their mind and sold the site. It now has a house on it.

3. Evacuation of the local area will be severely hindered. There is a subdivision located along Encinal whose streets are dead end and the only way out in a fire is down Encinal. One street (Puesta del sol) enters Encinal a few car lengths from the edge of PCH. If cars back up Encinal those residents won't be able to exit onto Encinal to access the roundabout. The diagram sent with the first notice does not acknowledge there is a street there - it shows a pedestrian walkway. If this project moves forward it is essential to have accurate information used when dealing with design decisions.

4. During meetings with city engineers it has become obvious that a primary reason for reducing traffic and turn lanes from 5 to 2 is to provide parking on both sides of PCH for beach parking. This is dangerous as well as unnecessary because between Zuma near Trancas and Leo Carrillo beach at County Line there are SIX beaches with parking lots. Zuma has 1 1/2 miles of beach AND 1 1/2 miles of adjacent parking. It is almost NEVER FULL except maybe 4th of July. Leo Carrillo also has a large lot. People park on the street to avoid paying a parking fee. When the 3 "pocket beaches" were developed the state said they were limiting the size of the parking lots to accommodate the number of people who could use the small beach without eventually destroying it. Providing on-street parking is contrary to that state decision.

5. It has been emphasized that these roundabouts are an experiment and are temporary and will be removed at the end of 15-18 months. However in the Pl. Comm. resolution on pg 5 it states the city or Caltrans may decide to make the improvements permanent if they do so with appropriate permits.

6. Public notice has been limited and very recent. People have been unaware

of meetings and most still are. Notification needs to be expanded to inform everyone who is going to be effected and sent out far enough in advance to allow people to plan for it.

Lucile Keller

Received
12/11/25
Planning Div.

From: Walter Keller [redacted]
Date: Thursday, December 11, 2025 at 12:32 AM
To: SKYLAR PEAK [redacted]
Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----

From: Walter Keller [redacted]

To: [redacted]

Sent: Thursday, December 11, 2025, 12:24:14 AM PST

Subject: Fw: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

----- Forwarded Message -----

From: Walter Keller [redacted]

To: [redacted]

Sent: Thursday, December 11, 2025, 12:16:16 AM PST

Subject: Planning Comm. hearing on PCH roundabout project Dec. 15, 2025

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/11/25 Time 4:50 p.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

involves the entire population. City decisions need to be based on current, accurate, applicable information.

2. WHAT DATA INDICATES A NEED FOR THE ROUNDABOUT INSTALLATIONS AT ENCINAL AND MATADOR BEACH. I HAVE USED THE ENCINAL INTERSECTION FOR 66 YEARS and have never waited more than a few minutes to turn onto PCH once the turn and merge lanes were installed. I have lived just above the intersection for those 66 years and have seen very few accidents there. I would be able to hear an accident as well as see it. The Encinal intersection has always had an A rating - what studies show it has a lower rating now? Where are the engineering studies showing the need for these changes. Where are the traffic counts and records of accidents for the Encinal/PCH intersection. I could not find any recommendation in the 2015study for a roundabout or reduction of lanes at Encinal Cyn. Please provide the information justifying this project. ALSO PROVIDE COPIES OF THE ACCIDENT REPORTS SHOWING CAUSE. Highway modifications will not stop accidents caused by road rage, bad weather, drunks, reckless drivers or car club show-offs using PCH as a race track.

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NEVER FULL except maybe 4th of July. Leo Carrillo also has a large lot. People park on the street to avoid paying a parking fee. When the 3 "pocket beaches" were developed the state said they were limiting the size of the parking lots to accommodate the number of people who could use the small beach without eventually destroying it. Providing on-street parking is contrary to that state decision.

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Lucile Keller

Received
12/15/25
Planning Div.

From: LARZ ANDERSON
To: Planning Commission
Subject: Round abouts
Date: Friday, December 12, 2025 11:27:43 PM

Sent from my iPhone
They are a useless waste of time and money. The true cause of the accidents are your entitled children driving cars they are not qualified for . 45-50 is fine . 80-90 is a lack of judgement

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/12/2025
Planning Div.

From: Michel Shane
To: Gail Duncan; Planning Commission
Cc: Nadia Fahoum; Lindsey Horvath; Rob Duboux
Subject: : Strong Support for PCH Roundabout Pilot Project - Coastal Development Permit
Date: Friday, December 12, 2025 11:55:53 AM
Attachments: DRIVING_CHANGE_1B_FINAL_no_line2TRANSPARENT.png

Dear Planning Commissioners,

I am writing to let you know how much I can support the proposed roundabout pilot project on Pacific Coast Highway and to ask you to approve the Coastal Development Permit being considered at your December 16th meeting.

As a Malibu resident who has dedicated fifteen years to traffic safety advocacy following my daughter Emily's death on PCH in 2010, I have studied interventions worldwide and worked at the state level to advance proven safety measures. I was instrumental in passing SB 1270, which authorized speed camera enforcement in California. I write the bi-weekly "Driving Change" column for The Malibu Times. I understand both the data and the deep community concerns about any changes to PCH.

Why This Pilot Deserves Support:

Proven Safety Impact: Modern roundabouts demonstrate a 90% reduction in fatalities and serious injuries at converted intersections nationwide. High-speed rural intersections—directly comparable to PCH—show an 85% reduction in injury crashes after conversion. This isn't theoretical; the Federal Highway Administration and Insurance Institute for Highway Safety validate it.

Addresses Root Cause: PCH's fundamental problem is a speed differential at the intersection of a 55-mph highway with beach access, parking, cyclists, and pedestrians. Roundabouts solve this through geometric design that physically forces speed reduction to approximately 25 mph at conflict points. This works regardless of driver behavior, enforcement presence, or compliance with posted limits.

Complements Other Measures: I championed speed cameras because technology matters. But cameras document violations; they don't physically prevent dangerous speeds. We need layered solutions: cameras for enforcement, education for cultural change, and infrastructure that geometrically controls speed at high-conflict intersections.

Legitimate Testing Framework: This is an 18-month pilot using temporary materials with comprehensive data collection on crash rates, traffic flow, emergency response times, and evacuation capacity. If the data shows problems—particularly with fire evacuation—that's critical information before any permanent decisions. If it works, we have a model to transform other dangerous PCH intersections.

Addressing Community Concerns:

I've heard the fears about traffic congestion and fire evacuations. These concerns are valid, and this is precisely why this is structured as a temporary pilot with robust evaluation. Research shows roundabouts actually reduce delays by 56-89% because vehicles yield rather than stop. But Malibu deserves our own data, not just national averages.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/12/25 Time 11:55am
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 3

For fire safety, the temporary nature allows real-world testing of evacuation scenarios. If roundabouts compromise emergency response, we'll have evidence to guide decisions. But we should also acknowledge that our current reliance on PCH as the sole evacuation route is itself a vulnerability that requires additional solutions regardless of intersection design.

The Cost of Inaction:

PCH's current configuration has a documented body count that will continue to grow. We have $2 million in County funding to test proven infrastructure. We have time to evaluate results objectively. What we cannot afford is rejecting evidence-based intervention out of fear of change.

The pattern nationwide is consistent: before construction, roughly 68% oppose roundabouts. After living with them, 73% support them. Malibu residents deserve the opportunity to evaluate this infrastructure with our own experience rather than speculation.

Request to the Planning Commission:

Please approve the Coastal Development Permit for this pilot project. Give us 18 months to gather Malibu-specific data. Let evidence—not emotion or theory—guide permanent decisions about PCH safety infrastructure.

More families will join the club; no one should ever have to participate unless we're willing to test solutions that work elsewhere. We owe it to every person who drives, walks, or bikes on PCH to determine whether modern roundabouts can save lives in Malibu.

Thank you for your consideration and for your service to our community.

Respectfully,

Michel Shane
Malibu Resident
Co-Founder, The Emily Shane Foundation
Columnist, "Driving Change" - The Malibu Times
Chair, The Emily Shane Foundation

emilyshane.org

Opinion Column in Malibu Times: https://bit.ly/4p8oarE

CNN: https://www.youtube.com/watch?v=W6cHgTPqZJY

VOD; 21 Miles in Malibu: https://21milesinmalibu.vhx.tv/

2024 California Nonprofit of the Year

EMILY SHANE FOUNDATION

SEA PROGRAM

DRIVING CHANGE

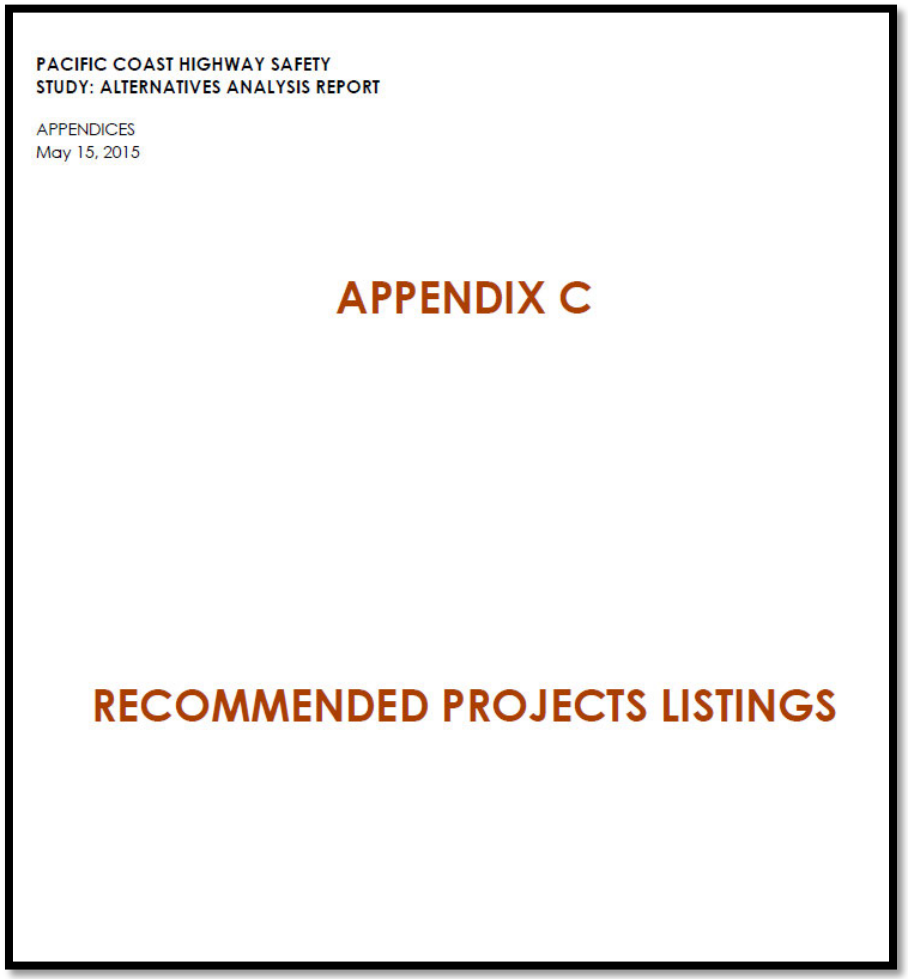
PACIFIC COAST HIGHWAY
QUICK BUILD ROUNDABOUTS

Pilot Program

PLANNING COMMISSION MEETING
DECEMEBER 16, 2025

ITEM 5.A.

BACKGROUND & FUNDING

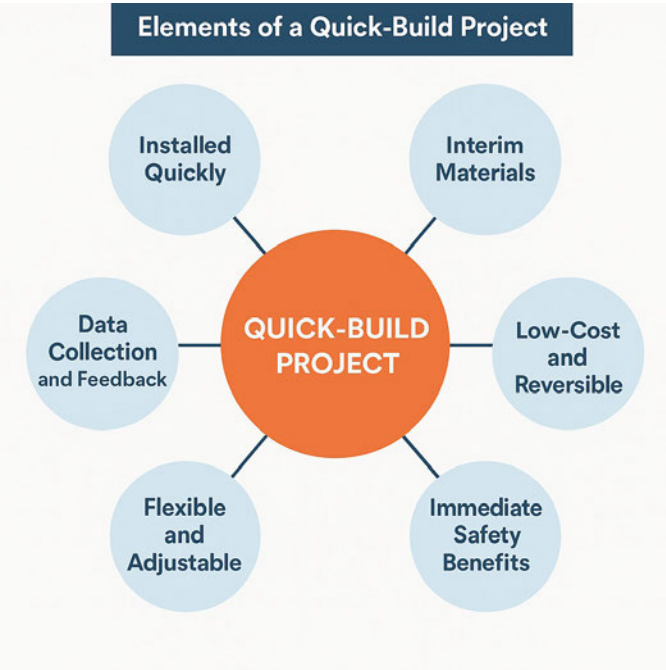

PACIFIC COAST HIGHWAY SAFETY
STUDY: ALTERNATIVES ANALYSIS REPORT

APPENDICES
May 15, 2015

APPENDIX C

RECOMMENDED PROJECTS LISTINGS

WHAT MAKES A QUICK BUILD & PILOT PROJECT?



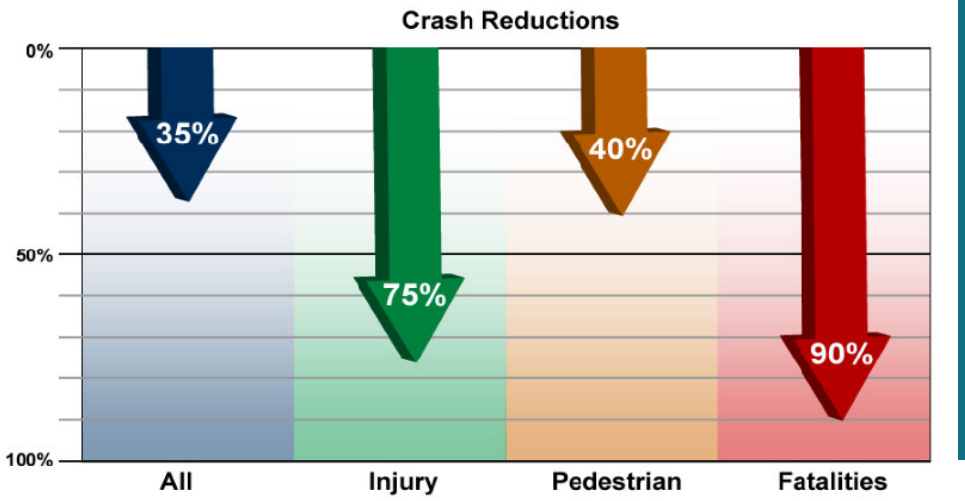
A 3-STEP FRAMEWORK FOR PILOTING

PRE-PILOT
- IDENTIFY STUDY SOLUTION
- IDENTIFY GOALS
- IDENTIFY METRICS & RISK ASSESSMENT

PILOT
- GATHER FEEDBACK
- DATA COLLECTION
- TRACK PROGRESS FOR REFINEMENT

POST-PILOT
- ANALYZE FINDINGS
- PILOT DETERMINATION
- FOLLOW UP

WHY ROUNDABOUTS?



Roundabouts support all users more safely by:

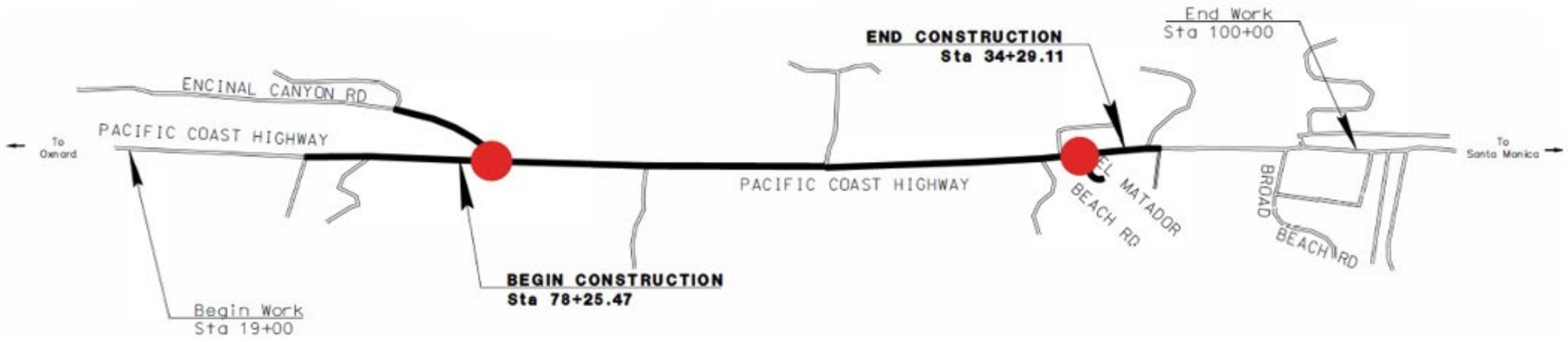
User	Main Safety Benefit
Drivers	Fewer severe crashes; slower speeds
Pedestrians	Shorter crossings, refuge islands, fewer conflict points
Cyclists	Calmer traffic, safer geometry, optional separated paths
Transit/Emergency	Fewer delays, easier navigation
Communities	Lower noise/emissions, safer and more livable streets

Enhanced Safety

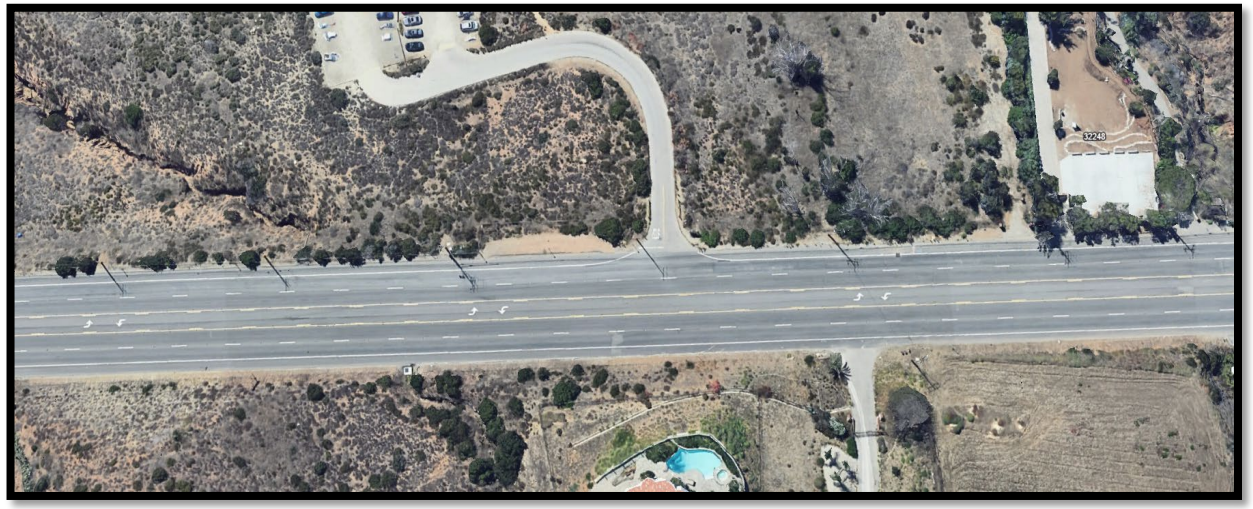
Enhanced Operations

Environmentally Friendly

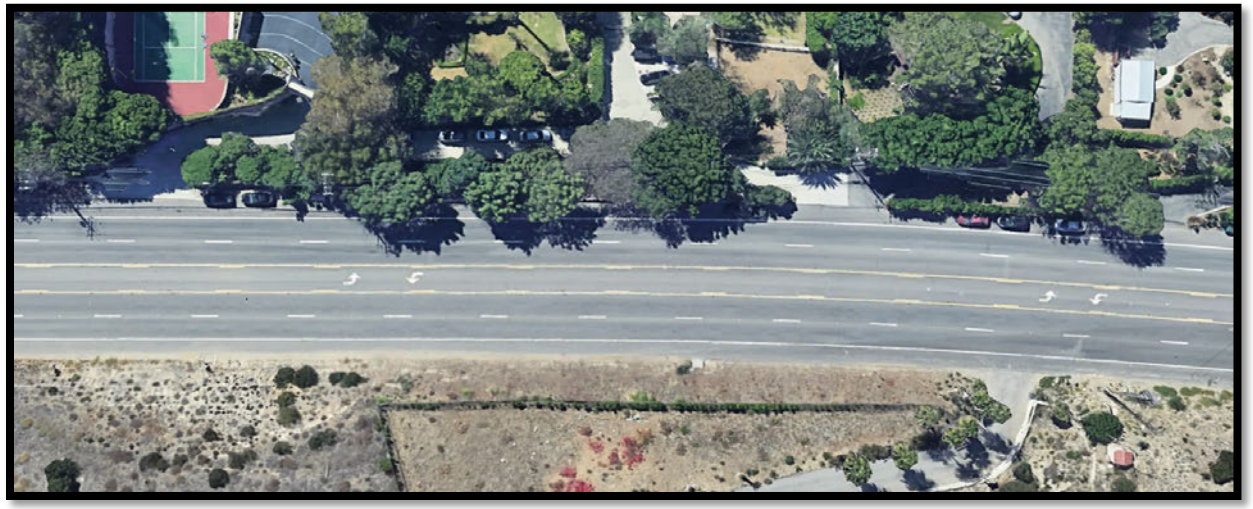
PROJECT LIMITS



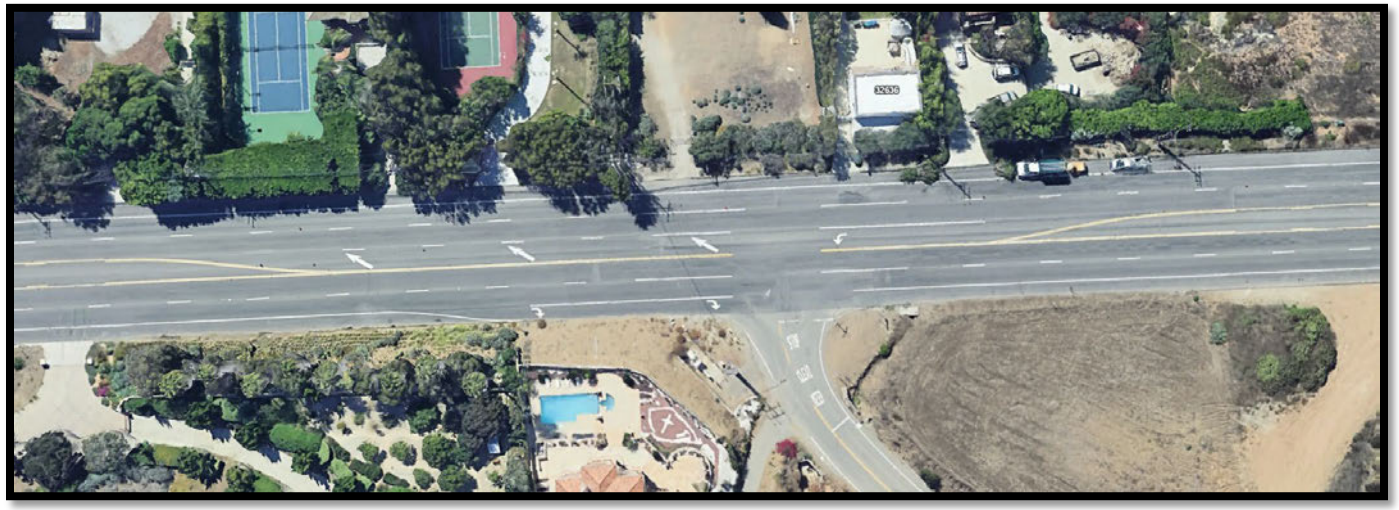
EXISTING CONDITIONS



PCH & EL MATADOR

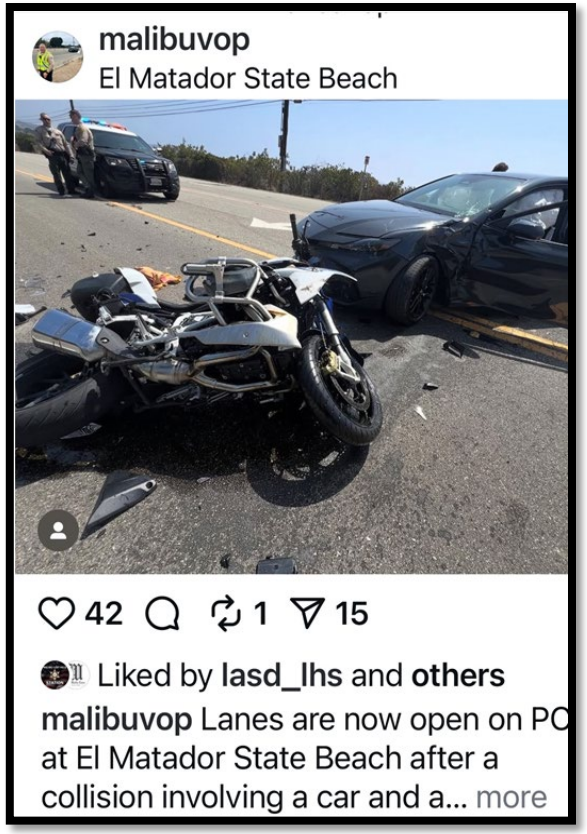


PCH

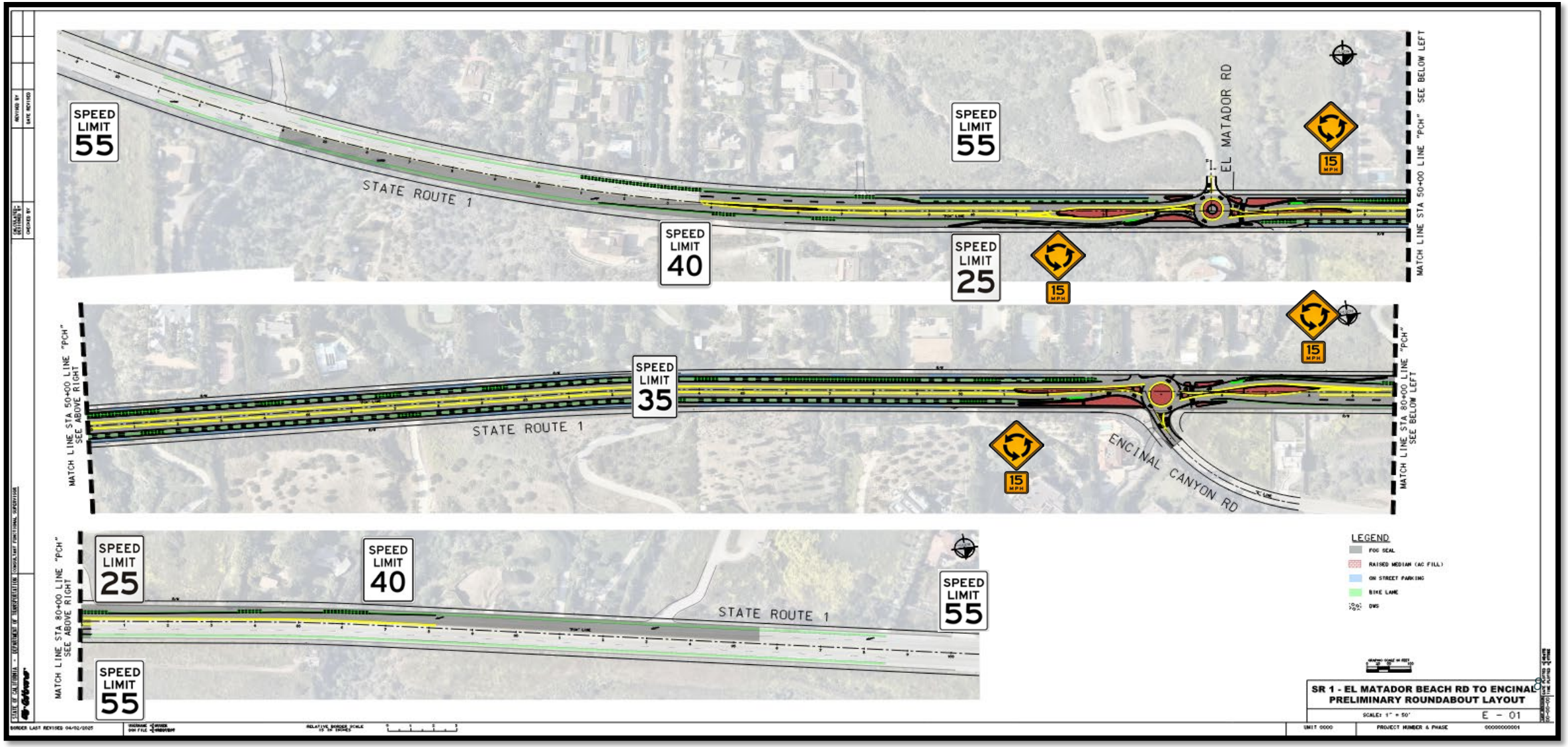


PCH & ENCINAL

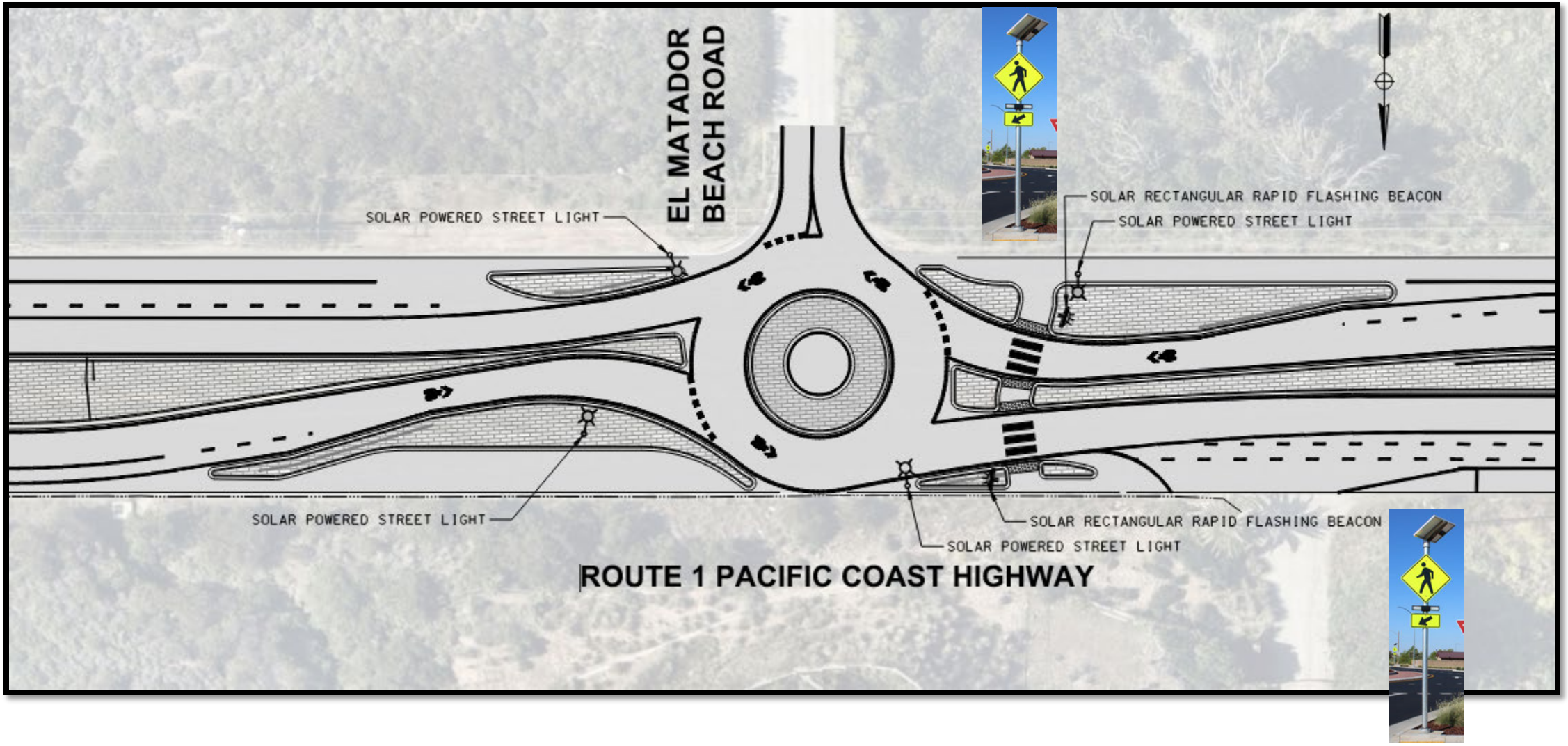
EXISTING CONDITIONS



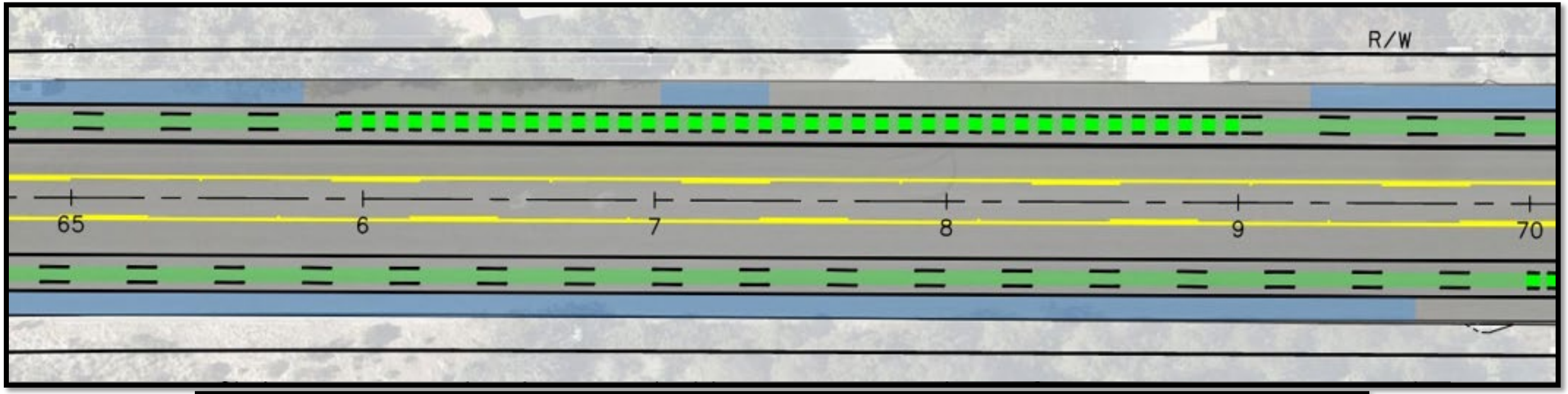
DESIGN – OVERVIEW

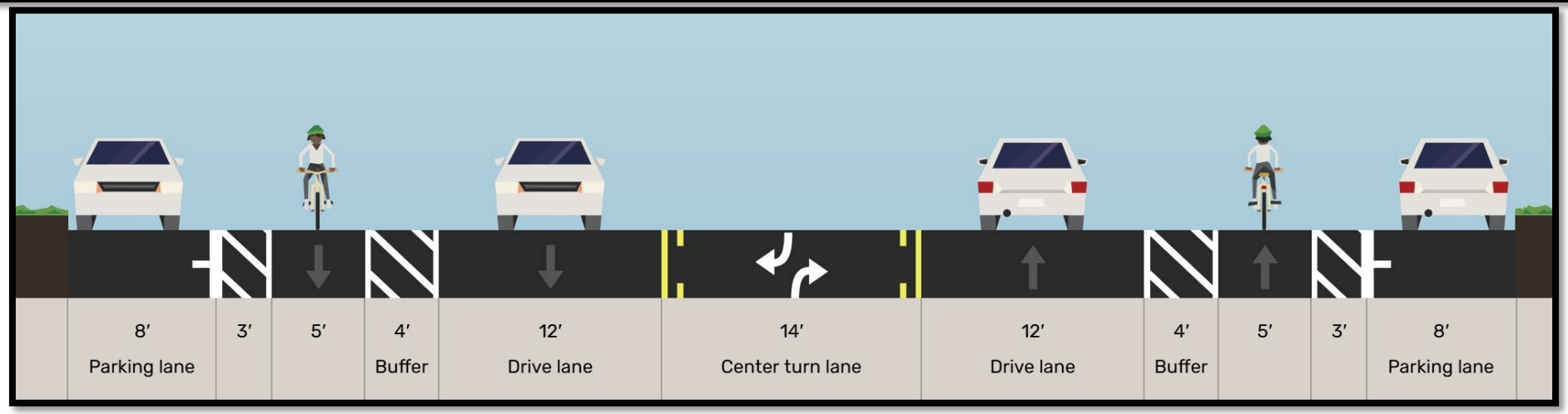


DESIGN – PCH & EL MATADOR

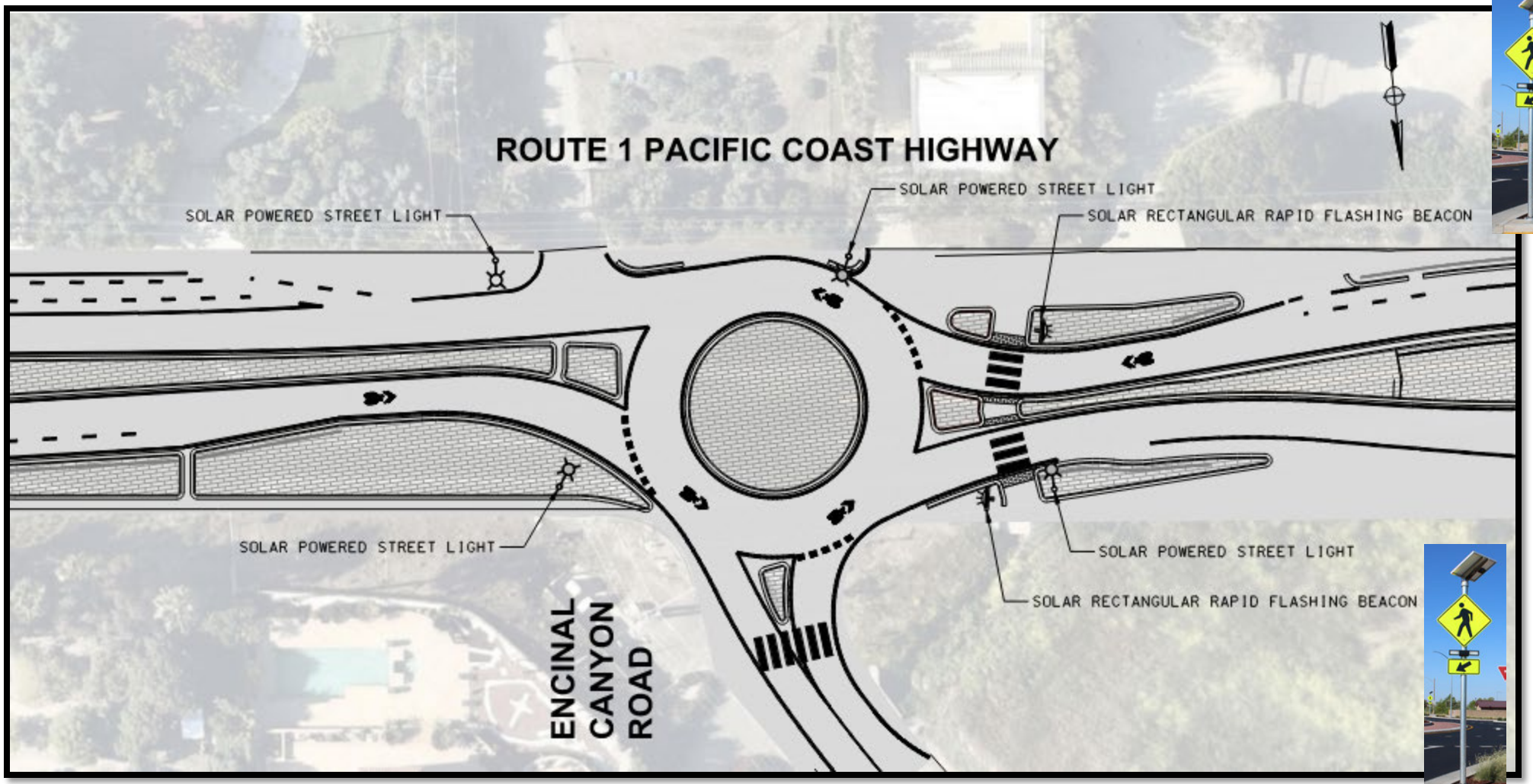


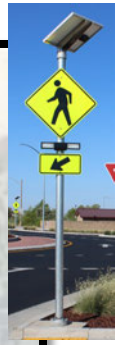
DESIGN – PCH


R/W
65
6
7
8
9
70


8′
Parking lane
3′
5′
4′
Buffer
12′
Drive lane
14′
Center turn lane
12′
Drive lane
4′
Buffer
5′
3′
8′
Parking lane

DESIGN – PCH & ENCINAL CYN





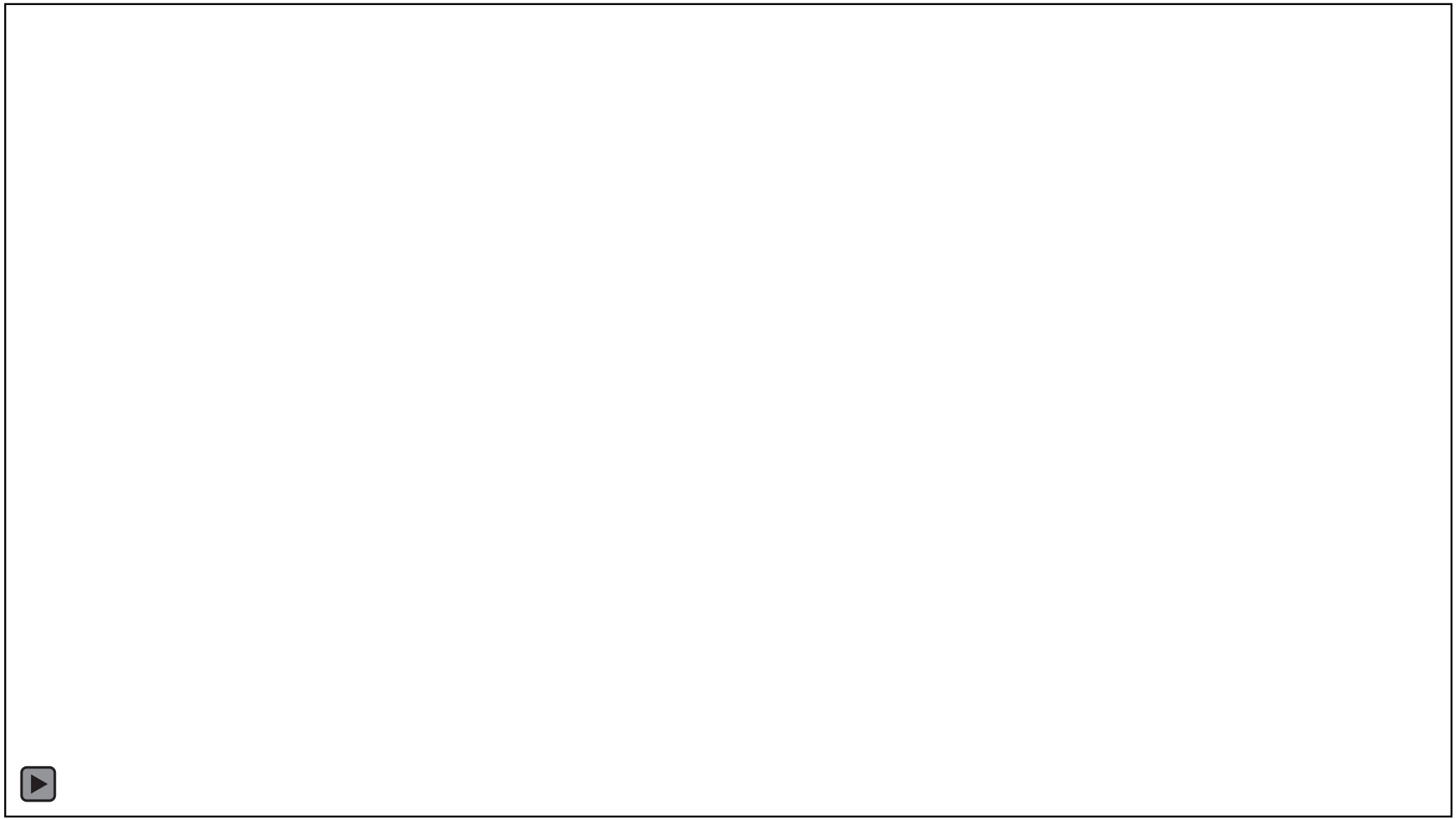
PARKING LAYOUT

EXISTING PARKING CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
54	11
3	13
20	15
18	7
–	14
–	83
SUBTOTAL	
123	176
TOTAL	
299	

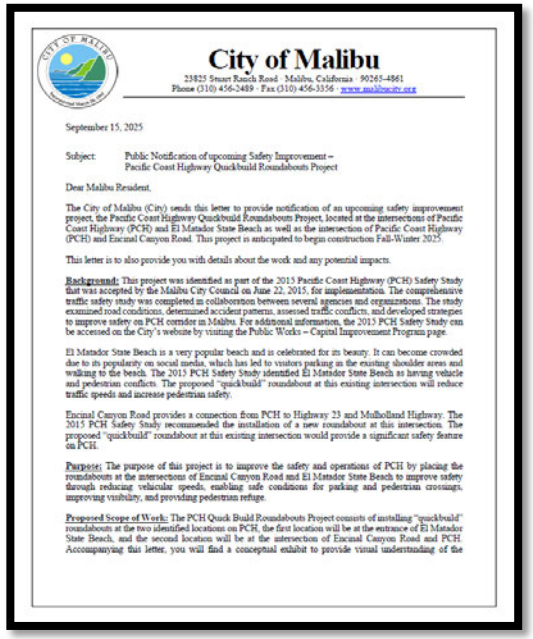
PARKING UNDER PILOT CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
21	9
1	2
1	11
3	2
54	6
20	7
18	83
SUBTOTAL	
146	153
TOTAL	
299	

RELOCATED PARKING SPACES	
OCEANSIDE	LANDSIDE
21	9
1	2
1	2
3	–
SUBTOTAL	
26	13
TOTAL	
39	

How it works: Vehicles, Bikes, and Pedestrians



COMMUNITY OUTREACH



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

September 15, 2025

Subject: Public Notification of upcoming Safety Improvement –
Pacific Coast Highway Quickbuild Roundabouts Project

Dear Malibu Resident,

The City of Malibu (City) sends this letter to provide notification of an upcoming safety improvement project, the Pacific Coast Highway Quickbuild Roundabouts Project, located at the intersections of Pacific Coast Highway (PCH) and El Matador State Beach as well as the intersection of Pacific Coast Highway (PCH) and Encinal Canyon Road. This project is anticipated to begin construction Fall-Winter 2025.

This letter is to also provide you with details about the work and any potential impacts.

Background: This project was identified as part of the 2015 Pacific Coast Highway (PCH) Safety Study that was accepted by the Malibu City Council on June 22, 2015, for implementation. The comprehensive traffic safety study was completed in collaboration between several agencies and organizations. The study examined road conditions, determined accident patterns, assessed traffic conflicts, and developed strategies to improve safety on PCH corridor in Malibu. For additional information, the 2015 PCH Safety Study can be accessed on the City's website by visiting the Public Works – Capital Improvement Program page.

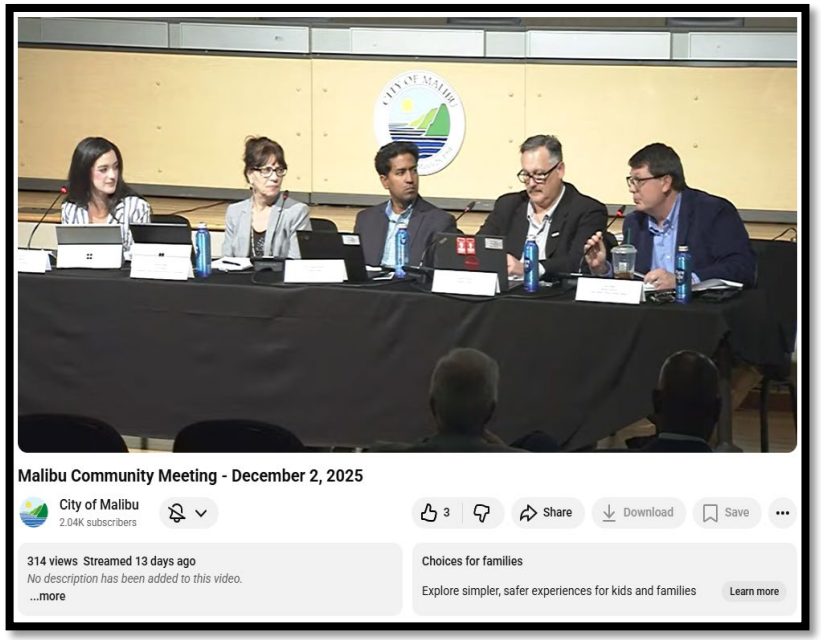
El Matador State Beach is a very popular beach and is celebrated for its beauty. It can become crowded due to its popularity on social media, which has led to visitors parking in the existing shoulder areas and walking to the beach. The 2015 PCH Safety Study identified El Matador State Beach as having vehicle and pedestrian conflicts. The proposed "quickbuild" roundabout at this existing intersection will reduce traffic speeds and increase pedestrian safety.

Encinal Canyon Road provides a connection from PCH to Highway 23 and Mulholland Highway. The 2015 PCH Safety Study recommended the installation of a new roundabout at this intersection. The proposed "quickbuild" roundabout at this existing intersection would provide a significant safety feature on PCH.

Purpose: The purpose of this project is to improve the safety and operations of PCH by placing the roundabouts at the intersections of Encinal Canyon Road and El Matador State Beach to improve safety through reducing vehicular speeds, enabling safe conditions for parking and pedestrian crossings, improving visibility, and providing pedestrian refuge.

Proposed Scope of Work: The PCH Quick Build Roundabouts Project consists of installing "quickbuild" roundabouts at the two identified locations on PCH, the first location will be at the entrance of El Matador State Beach, and the second location will be at the intersection of Encinal Canyon Road and PCH. Accompanying this letter, you will find a conceptual exhibit to provide visual understanding of the

- PUBLIC NOTICE
- PUBLIC MEETINGS
- AGENCY COLLAB.
- CITY'S WEBSITE



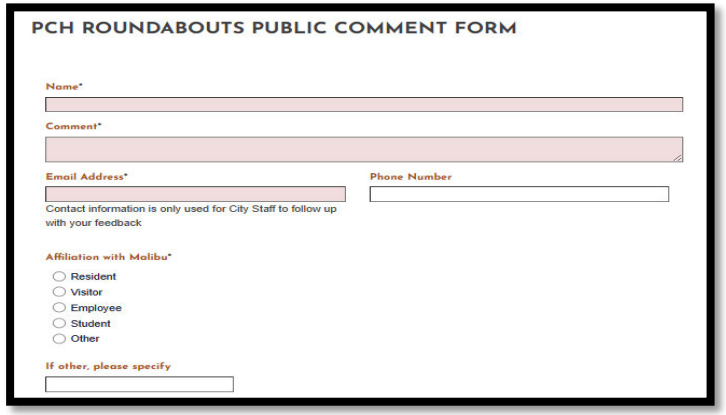
Malibu Community Meeting - December 2, 2025

City of Malibu
2.04K subscribers

3 | Share | Download | Save

314 views Streamed 13 days ago
No description has been added to this video.
...more

Choices for families
Explore simpler, safer experiences for kids and families
Learn more



PCH ROUNDABOUTS PUBLIC COMMENT FORM

Name*

Comment*

Email Address*

Phone Number

Contact information is only used for City Staff to follow up with your feedback

Affiliation with Malibu*

- Resident
- Visitor
- Employee
- Student
- Other

If other, please specify

COMMUNITY COMMENTS

EMERGENCY
&
EVACUATION
ACCESS

PARKING

CONGESTION

PROJECT NEXT STEPS

PERMITTING → **CONSTRUCTION** → **PILOT DURATION** → **PILOT DETERMINATION**

PILOT DURATION → **SAFETY & OPERATIONAL ASSESSMENTS**

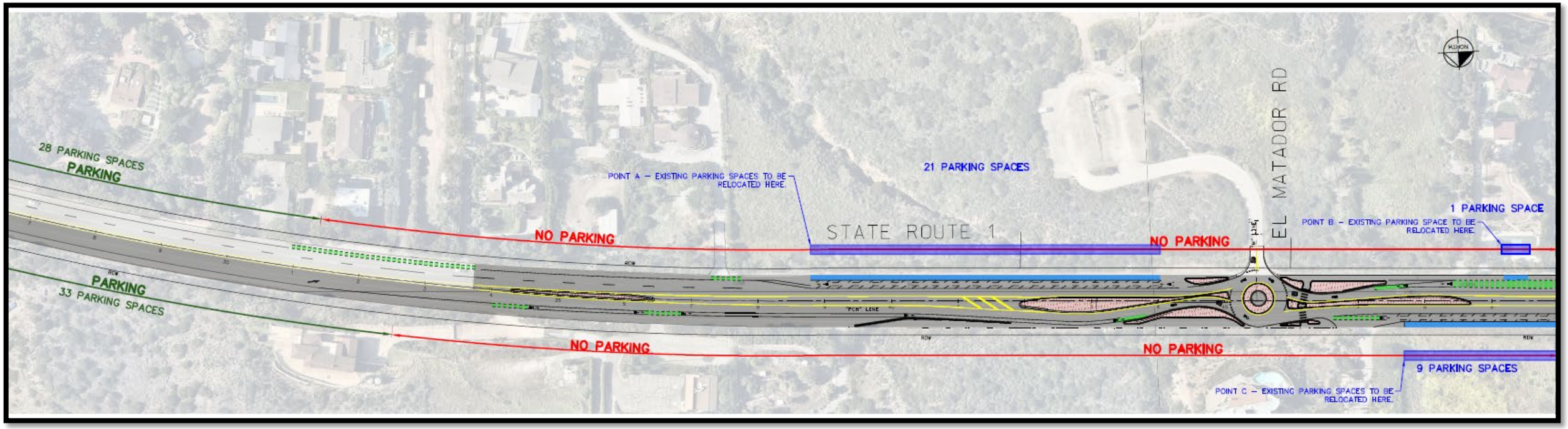
Table 1 – Project Performance Assessment Criteria

Project Performance Assessment Criteria				
	Performance Assessment	Segment	Data Collection Method	Analysis Method
1	Crashes	All	Caltrans provided crash data	Summary TBD
2	Corridor Speed	3	Tube	Table Summary
3	AADT	3	Tube	Table Summary
4	Vehicle Movement Data	2,4	Drone Video	Video Analytics
5	Pedestrian Movement Data	2,4	Drone Video	Video Analytics
6	Bicycle Movement Data	2,4	Drone Video	Video Analytics
7	Yield Violations	2, 4	Drone Video	Video Analytics
8	Stop Violations	2, 4	Drone Video	Video Analytics
9	Conflict, near miss	2, 4	Drone Video	Video Analytics
10	Conflict, hard deceleration	2, 4	Drone Video	Video Analytics
11	In-Lane Speed	2, 4	Drone Video	Video Analytics
12	User Path Trends (vehicle, pedestrian, bicycle)	2, 4	Drone Video	Video Analytics
13	Dwell Time	2, 4	Drone Video	Video Analytics
14	Follow-up Headway (roundabout)	2, 4	Drone Video	Video Analytics
15	Damage	2, 4	Site Inspection	Visual Observation
16	Minor crash debris	2, 4	Site Inspection	Visual Observation

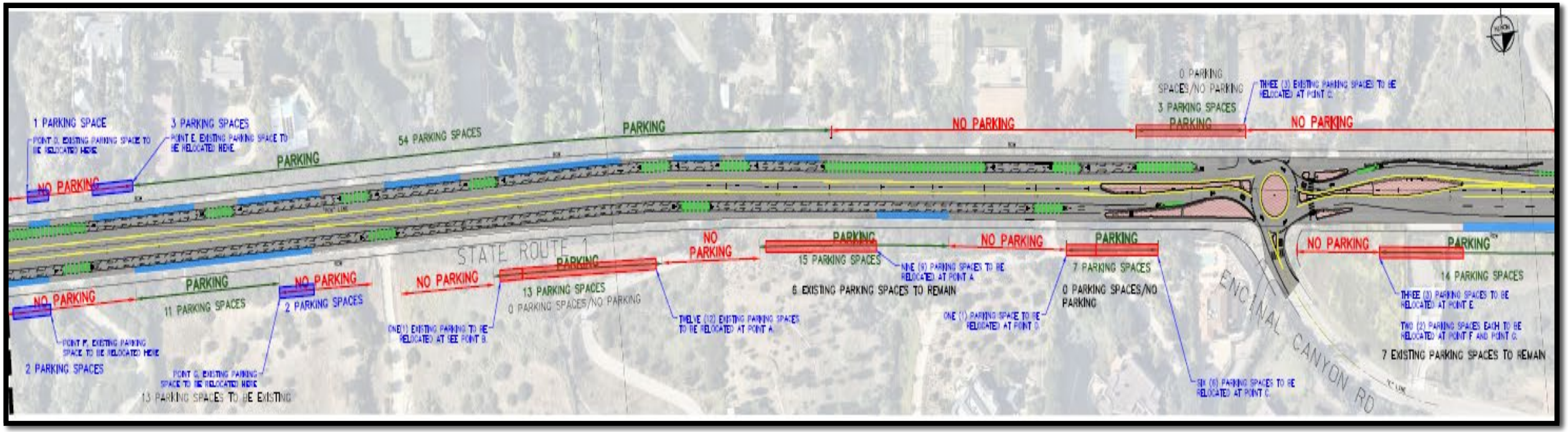
QUESTIONS?

APPENDIX

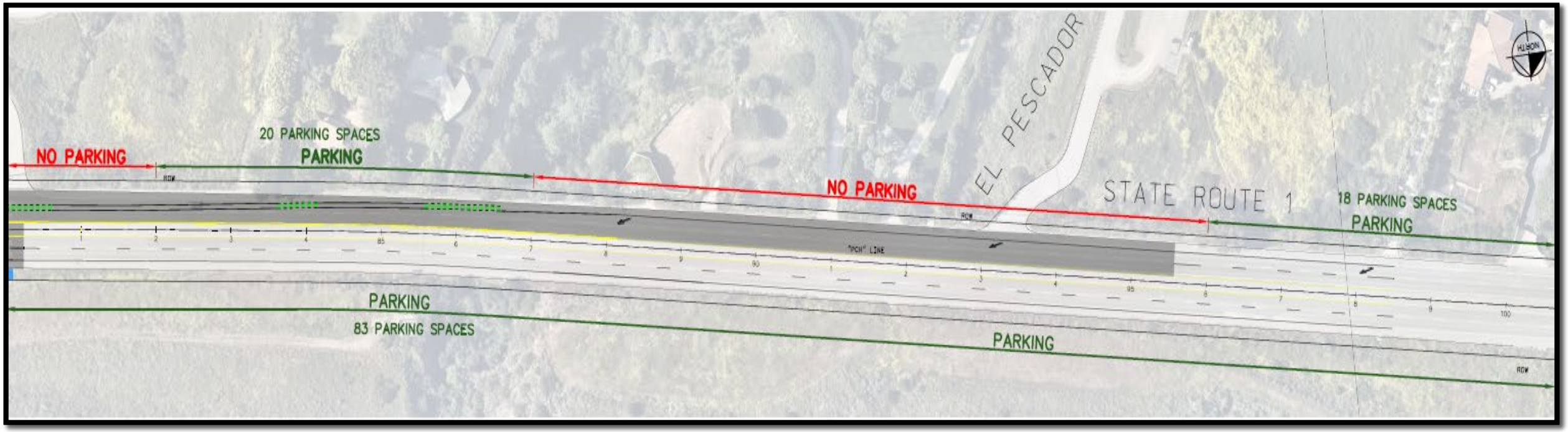
PARKING LAYOUT – EL MATADOR



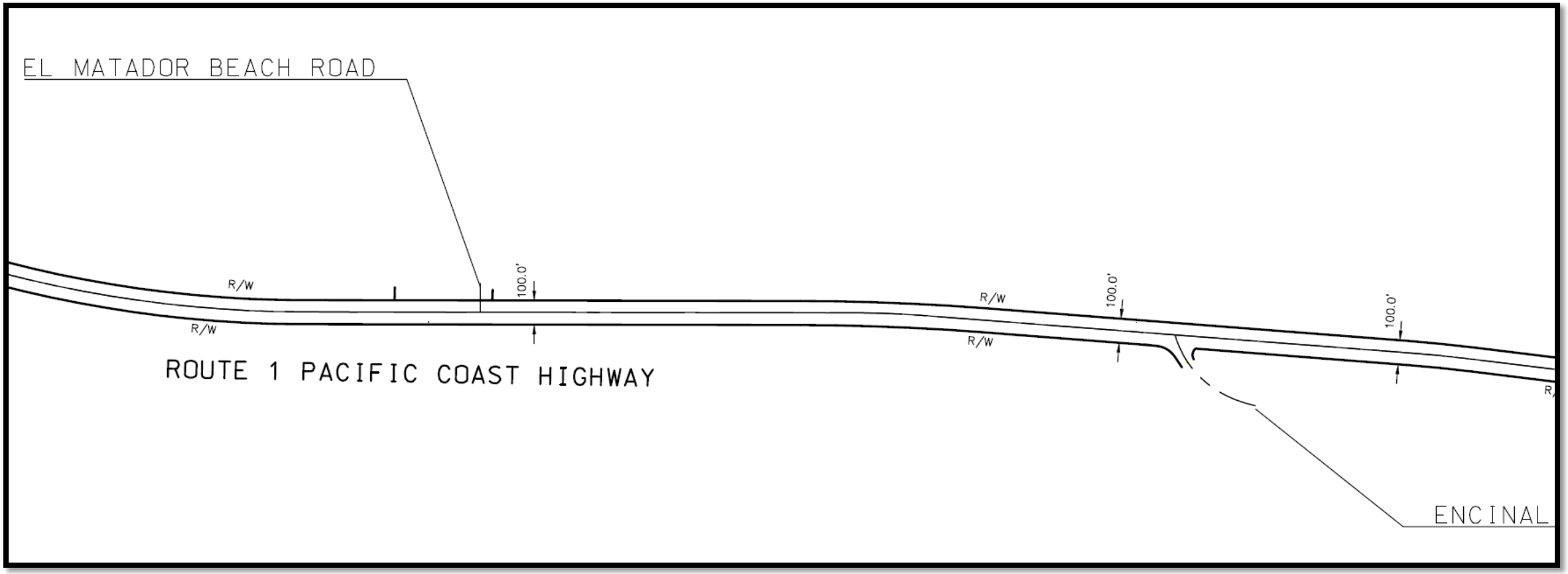
PARKING LAYOUT – PCH



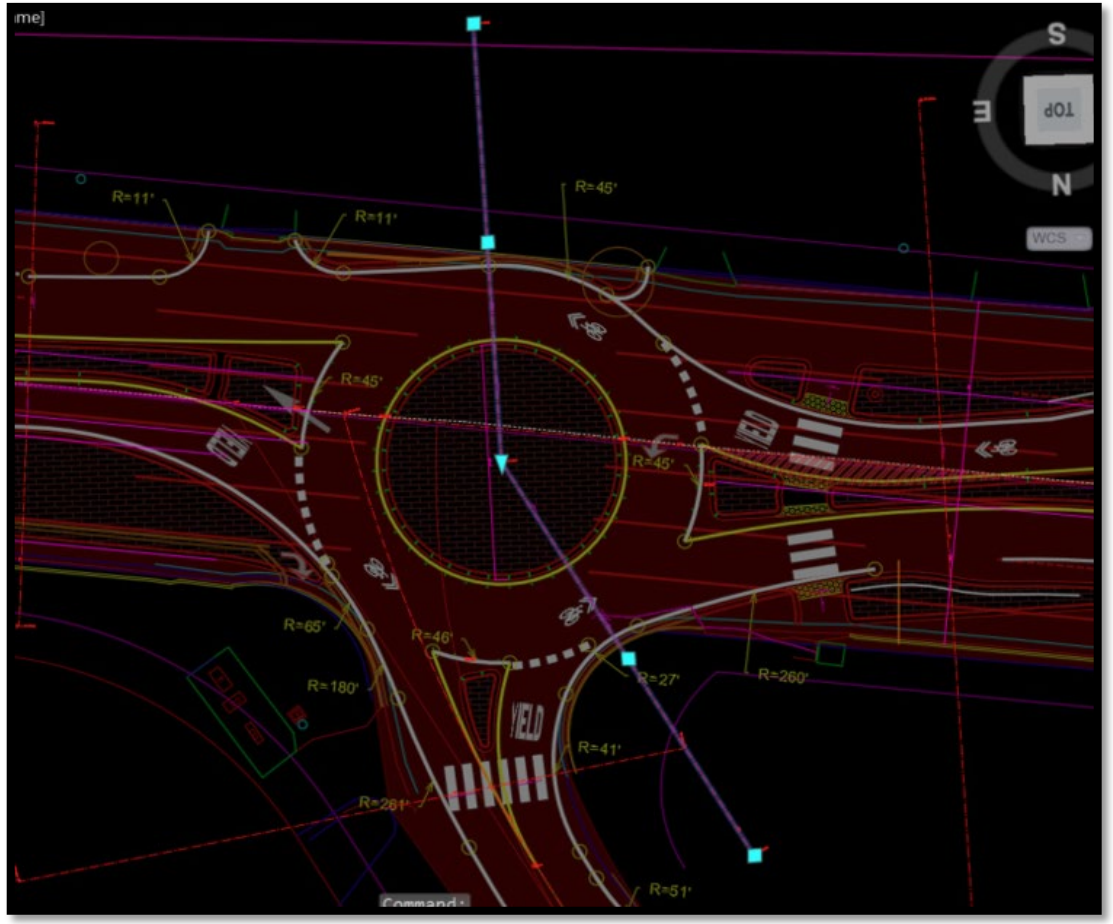
PARKING LAYOUT – ENCINAL

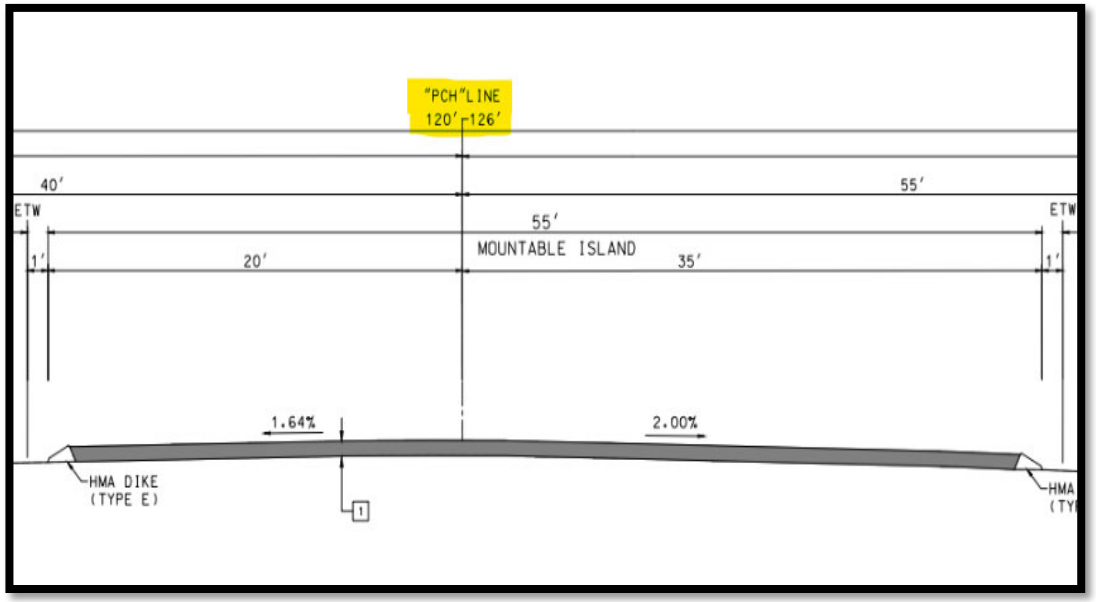


RIGHT OF WAY


EL MATADOR BEACH ROAD
R/W
R/W
100.0'
R/W
R/W
100.0'
100.0'
ROUTE 1 PACIFIC COAST HIGHWAY
ENCINAL

RIGHT OF WAY


S
E
TOP
N
WCS
R=11'
R=11'
R=45'
R=45'
R=45'
R=65'
R=46'
R=180'
R=27'
R=260'
YIELD
R=41'
R=261'
R=51'


"PCH" LINE
120'-126'
40'
55'
ETW
55'
ETW
MOUNTABLE ISLAND
1'
20'
35'
1'
1.64%
2.00%
HMA DIKE
(TYPE E)
1

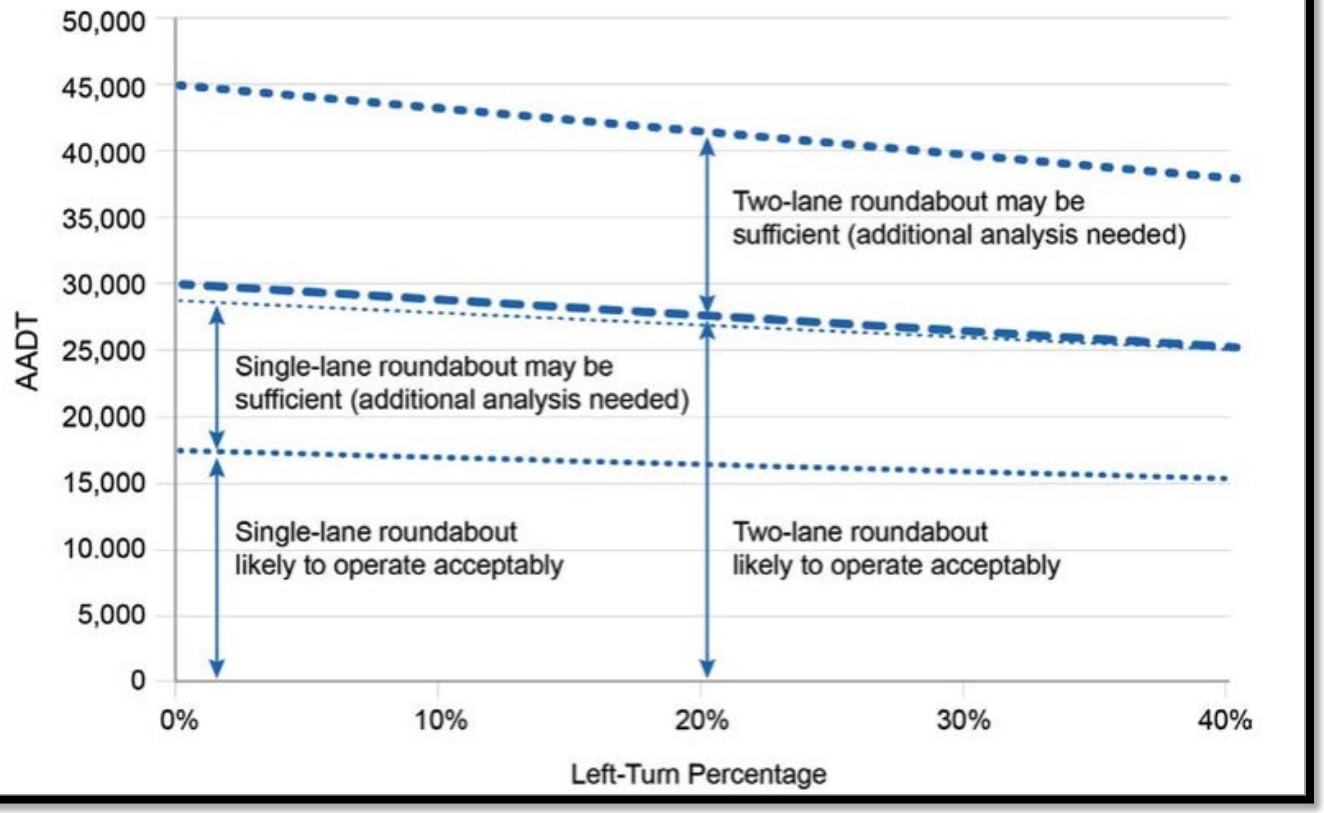
AVERAGE DAILY TRAFFIC VOLUMES - PCH

DISTRICT	RTE	PM	DESCRIPTION	ADT
07	001	40.769	**JCT. RTE. 27**	**53000**
07	001	44.121	MALIBU, LAS FLORES CANYON ROAD	40500
07	001	47.091	MALIBU, CROSS CREEK ROAD	41500
07	001	47.750	MALIBU, CIVIC CENTER WAY	43500
07	001	48.171	MALIBU, MALIBU CANYON ROAD	36500
07	001	54.020	MALIBU, KANAN DUME ROAD	28500
07	001	56.843	MALIBU, TRANCAS CANYON ROAD/BROAD BEACH ROAD	21300
07	001	57.391	MALIBU, LUNITA ROAD	16800
07	001	59.401	MALIBU, ENCINAL CANYON ROAD	14900
07	001	59.901	MALIBU, JCT. RTE. 23	12300
07	001	62.301	**MULHOLLAND HIGHWAY**	**11200**

Source: Traffic Volumes | Caltrans

ROUNDABOUT CAPACITY

Exhibit 8.2. Planning-level daily intersection volumes for a four-leg roundabout.



ROUNDABOUT – LEVEL OF SERVICE

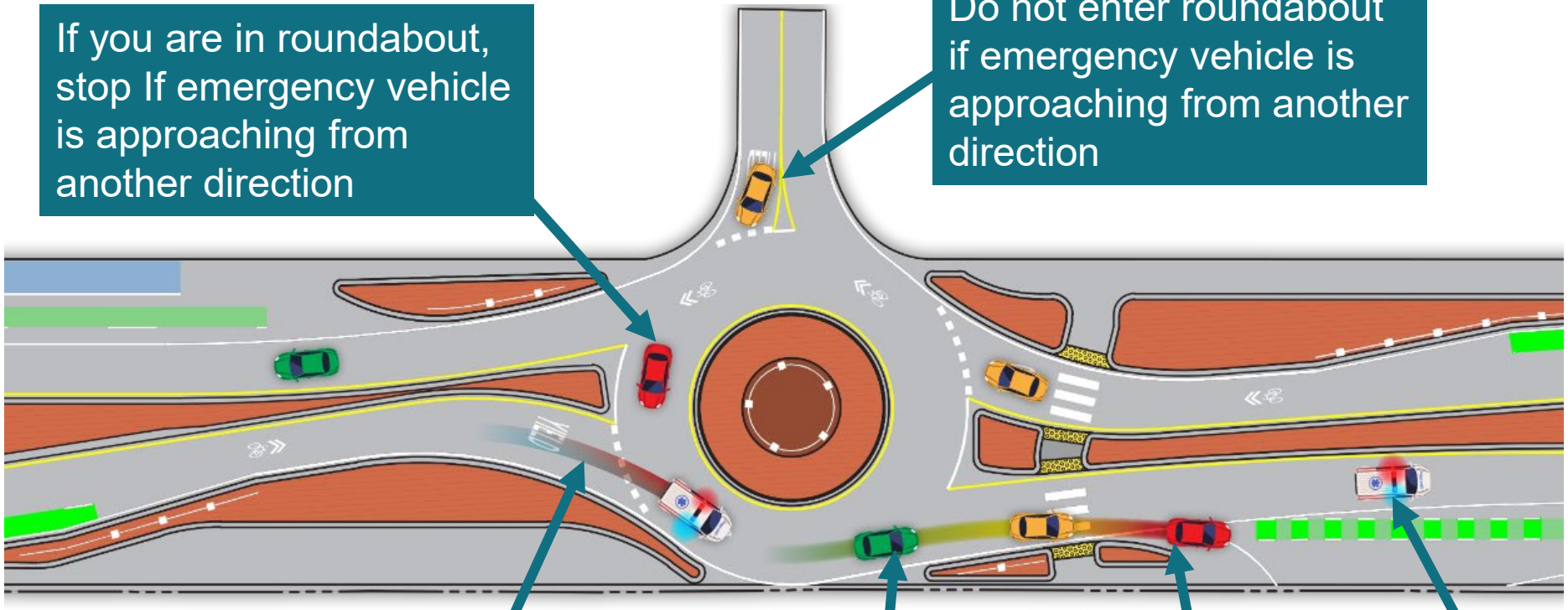
PCH @ El Matador Beach Road							
Year	Period	Peak Hour	Delay (sec)	LOS	Max 95%ile Queue		v/c
					Length (ft)	Movement	
Existing	Weekday	AM	5.1	A	75	SB	0.350
		PM	7.7	A	225	NB	0.679
	Weekend	AM	7.0	A	125	NB/SB	0.526
		PM	7.7	A	150	NB/SB	0.590
10-Year Service Life	Weekday	AM	5.2	A	75	SB	0.366
		PM	8.1	A	250	NB	0.712
	Weekend	AM	7.3	A	125	NB/SB	0.552
		PM	8.0	A	175	NB	0.619

PCH @ Encinal Canyon Road							
Year	Period	Peak Hour	Delay (sec)	LOS	Max 95%ile Queue		v/c
					Length (ft)	Movement	
Existing	Weekday	AM	5.0	A	75	SB	0.334
		PM	8.5	A	225	NB	0.689
	Weekend	AM	7.6	A	125	NB/SB	0.527
		PM	9.6	A	175	NB	0.615
10-Year Service Life	Weekday	AM	5.2	A	75	SB	0.350
		PM	9.0	A	250	NB	0.722
	Weekend	AM	7.9	A	125	SB	0.552
		PM	10.2	B	175	NB	0.645

COLLISION DATA – PROJECT SEGMENT

Table 2: 2021-2024 TASAS Data Summary - Collisions by Type							
Location	Head-on	Side Swipe	Rear End	Broad Side	Hit Object	Auto-Pedestrian	Total
LA-01	1	2	3	6	3	2	17

How to Drive: Emergency Vehicles



If you are in roundabout, stop If emergency vehicle is approaching from another direction

Do not enter roundabout if emergency vehicle is approaching from another direction

KEY

- Stopped
- Yielding
- In Motion
- Emergency

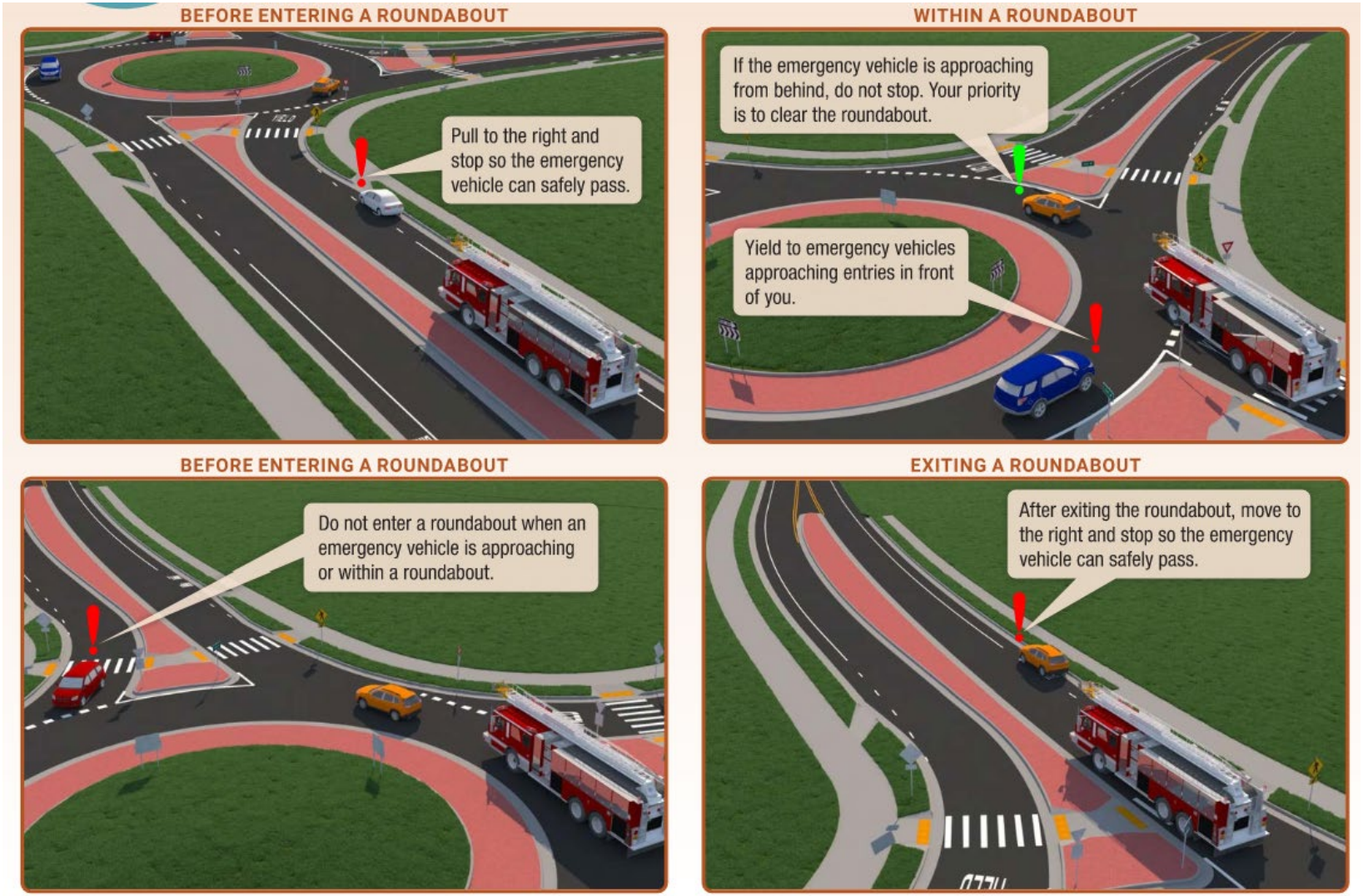
Emergency vehicle entering roundabout

Do not stop in roundabout if emergency vehicle is behind you

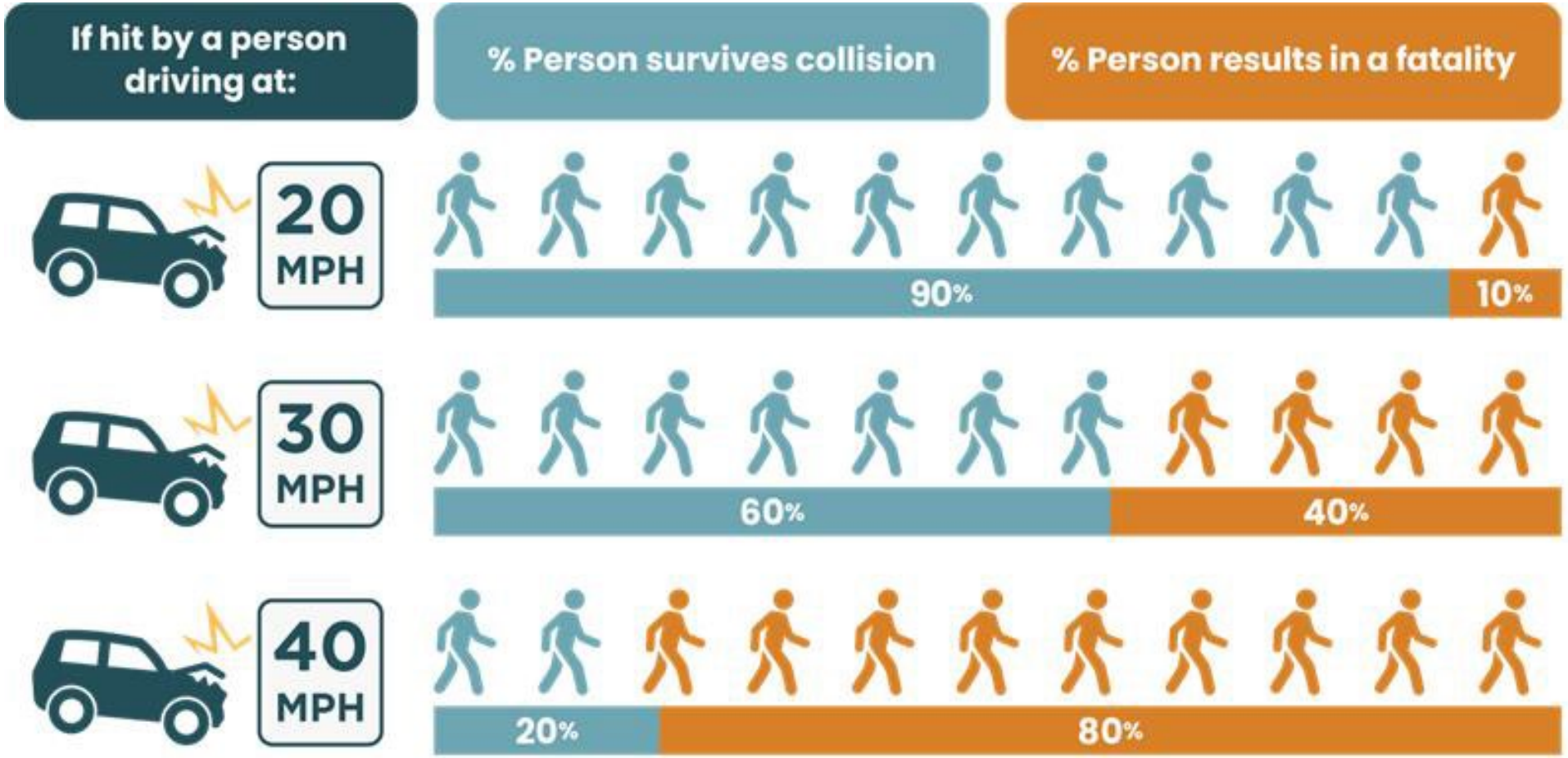
Move to Right

Emergency vehicle can pass

How to Drive: Emergency Vehicles



Safety & Speed



COMMUNITY COMMENTS

COMMENT / CONCERNS	RESPONSE
Why not construct a two-lane roundabout?	The road is constrained by residential properties and recreational areas (beaches and parks). The design of a two-lane roundabout is not feasible within the existing roadway width.
Why not just lower the speed limit to address speed concerns on PCH?	Reducing the speed limit on a state highway requires Caltrans to conduct an Engineering & Traffic Survey to determine if a reduction is justified. The method of determining the posted speed limit is to set the speed limit at what is called the “85th percentile speed”, the speed at or below which 85 percent of the traffic is moving.
Will the roundabouts really be removed?	Yes, this is a pilot project in which all proposed elements are temporary and to be removed after the pilot period.
Are there or can you include other test roundabout locations?	No, this pilot project will only test roundabouts at the intersections of El Matador and Encinal Canyon.
How can the roundabout safely accommodate all modes of transportation (motorists, cyclists, pedestrians, etc.)?	The roundabouts are an effective tool to reduce speeds in doing so it improves visibility of the users along the roadway creating safe conditions for pedestrian crossing facilities and cyclists.

COMMUNITY COMMENTS

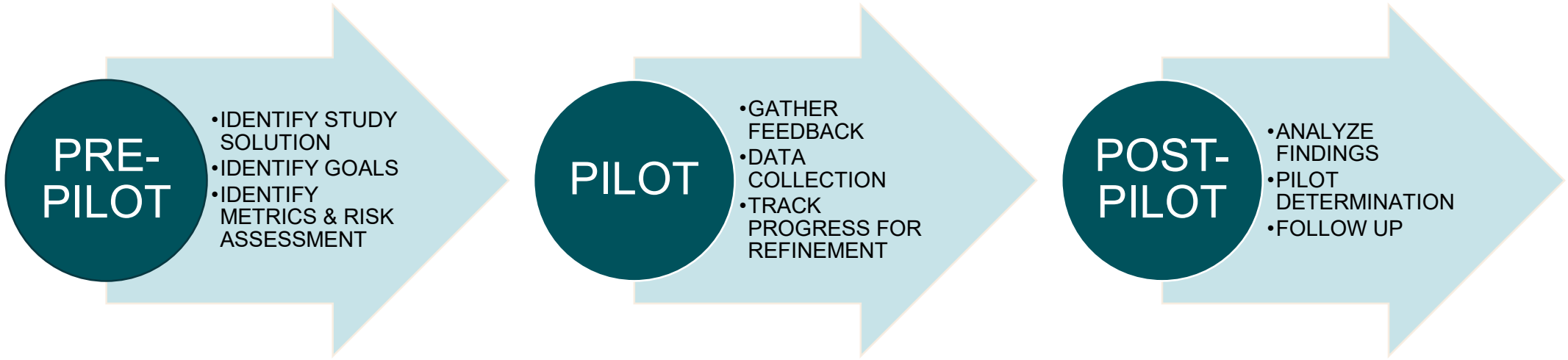
COMMENT / CONCERNS	RESPONSE
Will the roundabouts obstruct and/or impact the emergency access and response of Fire Station 99?	This proposed roundabouts do not obstruct and impact emergency access, they have been engineered as mountable roundabouts so that large vehicles such as fire engines, ambulances, and emergency personnel can pass through and over them safely without delay.
How will traffic flow during an evacuation?	Discussion for evacuation coordination and traffic management approaches will be maintained between Agencies throughout the pilot project.
Won't the of reduction in lanes, from two to one, result in congestion on the highway?	No, given the volume of traffic in the west segment of PCH, the travel lane reduction from two to one lane in each direction will still be of sufficient capacity and can still operate efficiently.
With parking proposed in this project, how will you ensure there is no overnight parking be along the highway?	Malibu Municipal Code (MMC) includes an “Overnight Parking Ordinance” covering certain sections of Pacific Coast Highway (PCH) through Malibu.
Why can't you just increase enforcement on PCH?	PCH Safety and its implementation can be defined as the three E's: Engineering, Enforcement, and Education. A layered approach to safety that serves to work together to improve Pacific Coast Highway.

PROJECT GOALS

Source: FHWA.

WHAT IS A PILOT PROGRAM?

A 3-STEP FRAMEWORK FOR PILOTING



EXISTING CONDITIONS – PCH & EL MATADOR

EXISTING CONDITIONS – PCH

EXISTING CONDITIONS – PCH & ENCINAL CYN

PROJECT BOUNDARIES

CDP No. 25-041

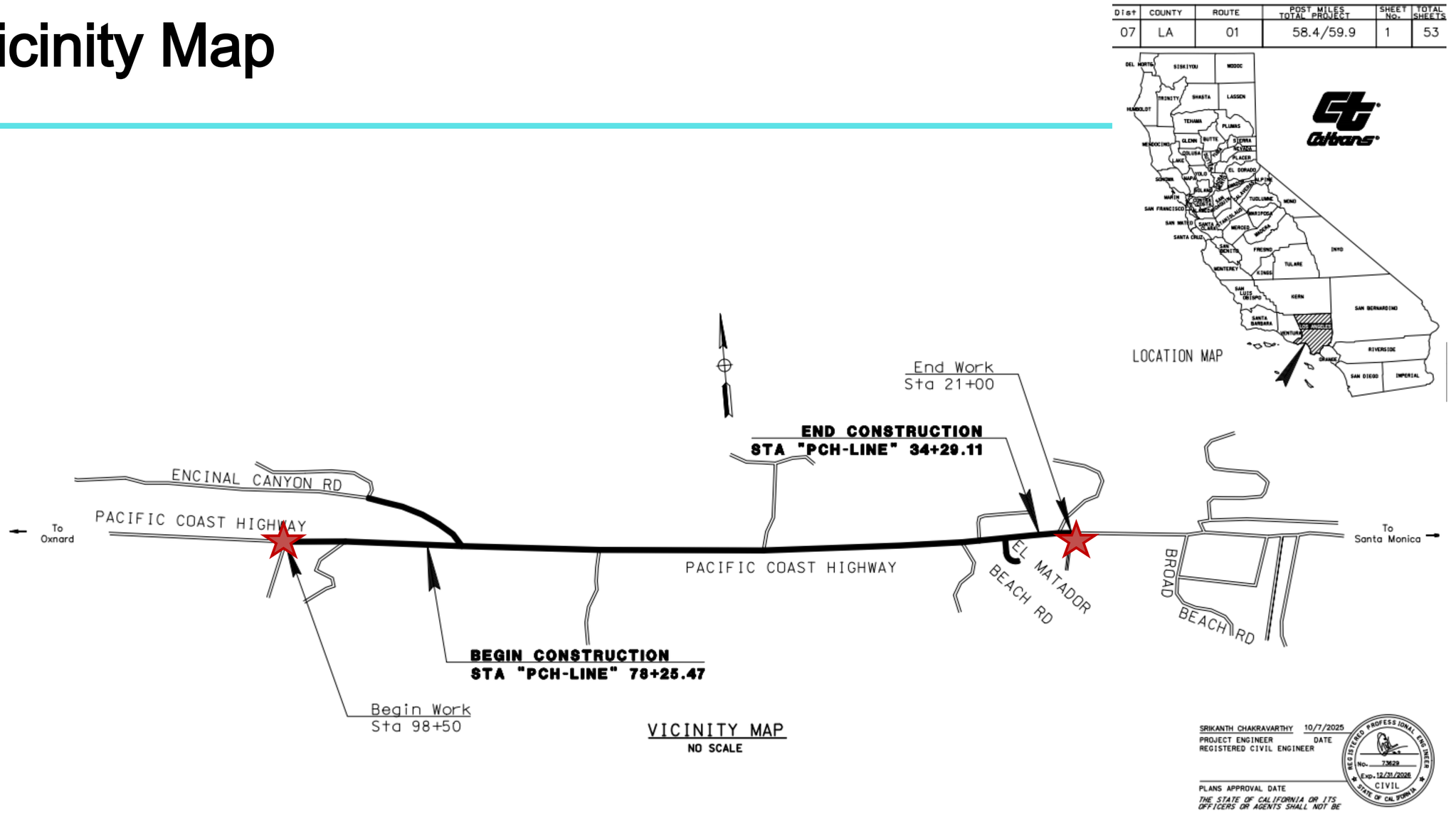
Citywide Between Broad Beach Road and La Piedra Beach Road

Planning Commission

Item 5A

December 16, 2025

Vicinity Map



Source: Caltrans2025

Pilot Project Background

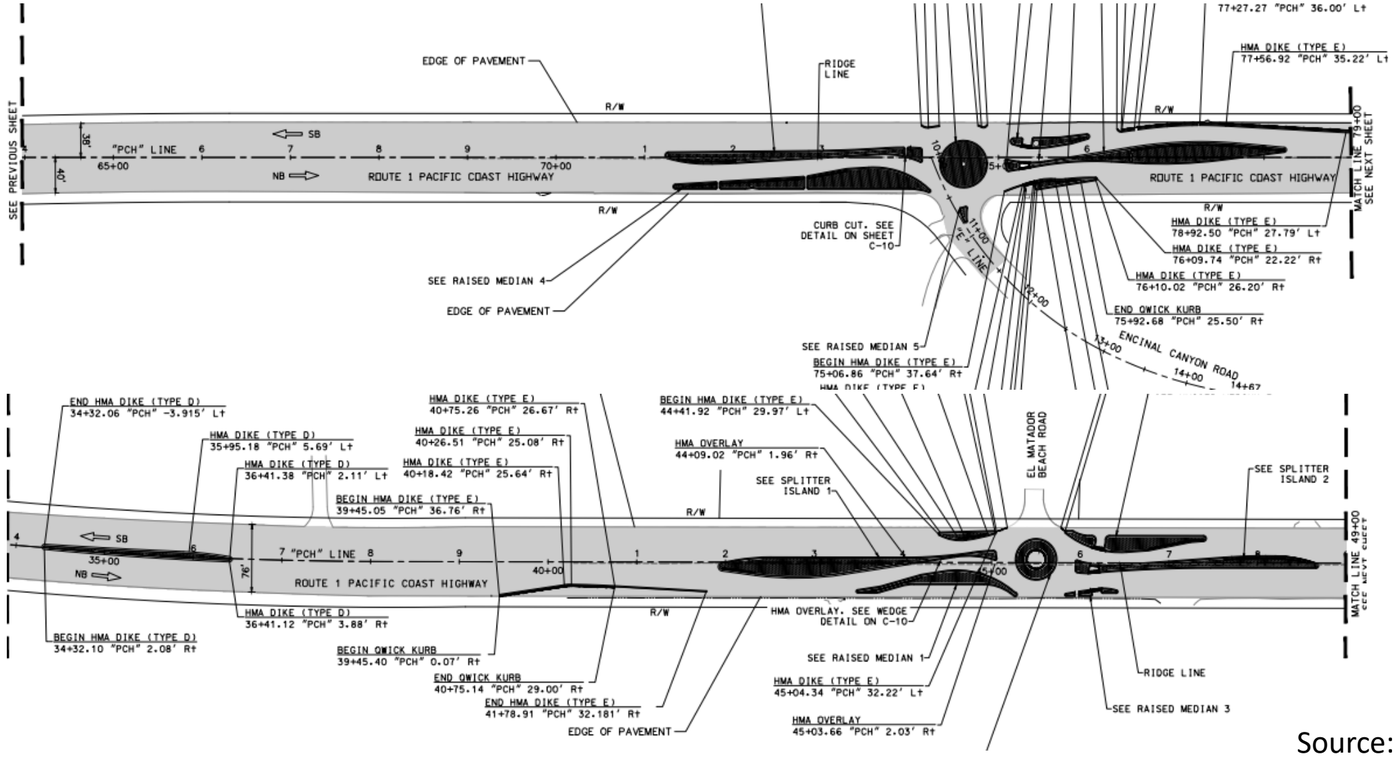
- On June 22, 2015, the City Council adopted the 2015 PCH Safety Study

- Objectives of the pilot project:
  - Improve safety, slow vehicular speeds, and reduce crash severity along PCH
  - Gather community feedback and test effective

- Temporary roadway improvements along an approximate 1.2 mile stretch of PCH
  - Beginning at Broad Beach Road (approx. 0.5 miles east of El Matador State Beach entrance)
  - Finish at La Piedra Beach Road (approx. 0.1 miles west of Encinal Canyon Road)

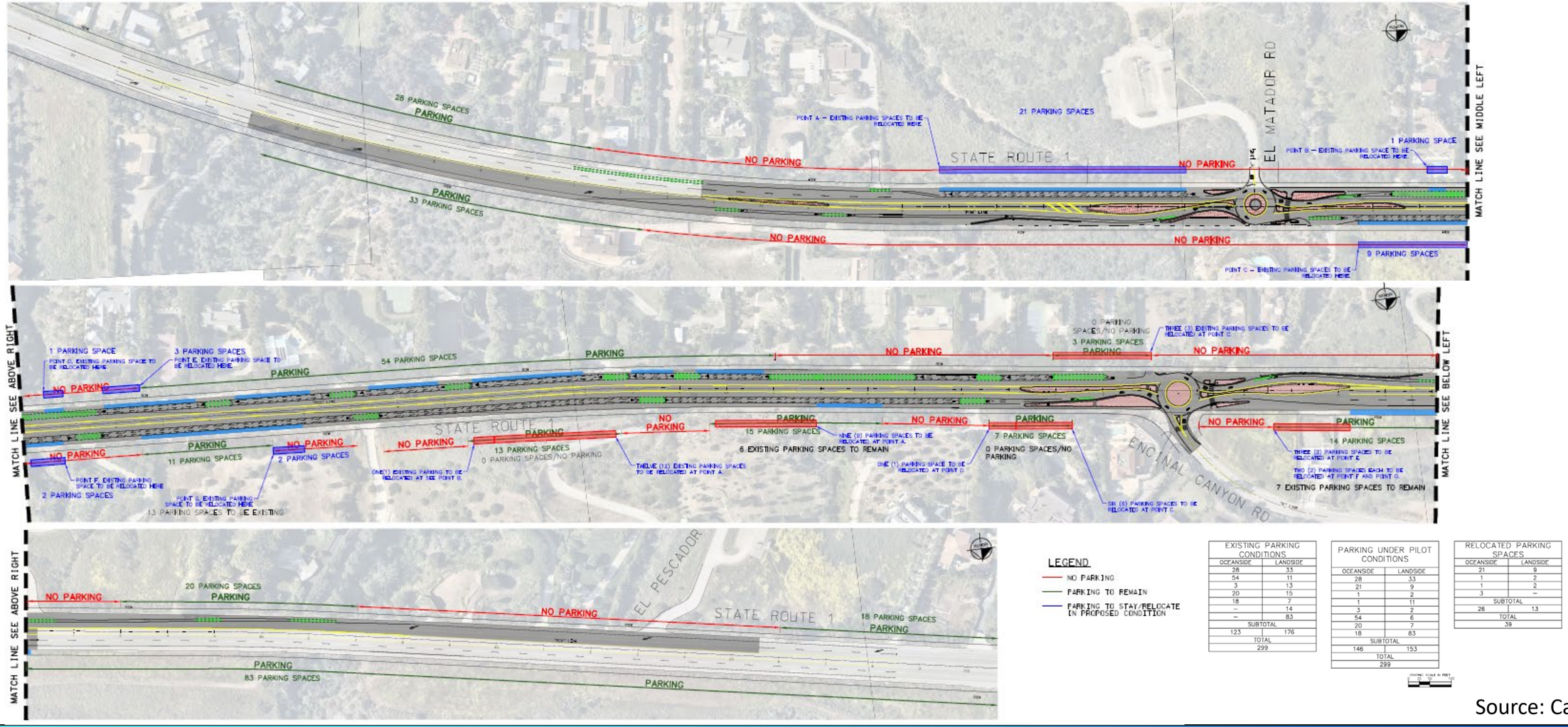
Pilot Project Description

- Temporary Road Improvements:
  - Two roundabouts (Encinal Canyon Rd/PCH and El Matador State Park/PCH
  - Reduction of travel lanes
  - Striping and medians
  - Class II bicycle lanes
  - Parking lanes
  - Street lights
  - Crosswalk striping
  - Rectangular rapid flashing beacons (RRFB)
  - Quick-Kurb bollards
  - Roadway Signs



Source: Caltrans2025

Pilot Project Description



EXISTING PARKING CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
54	11
3	13
20	15
18	7
–	14
–	83
SUBTOTAL	
123	176
TOTAL	
299	

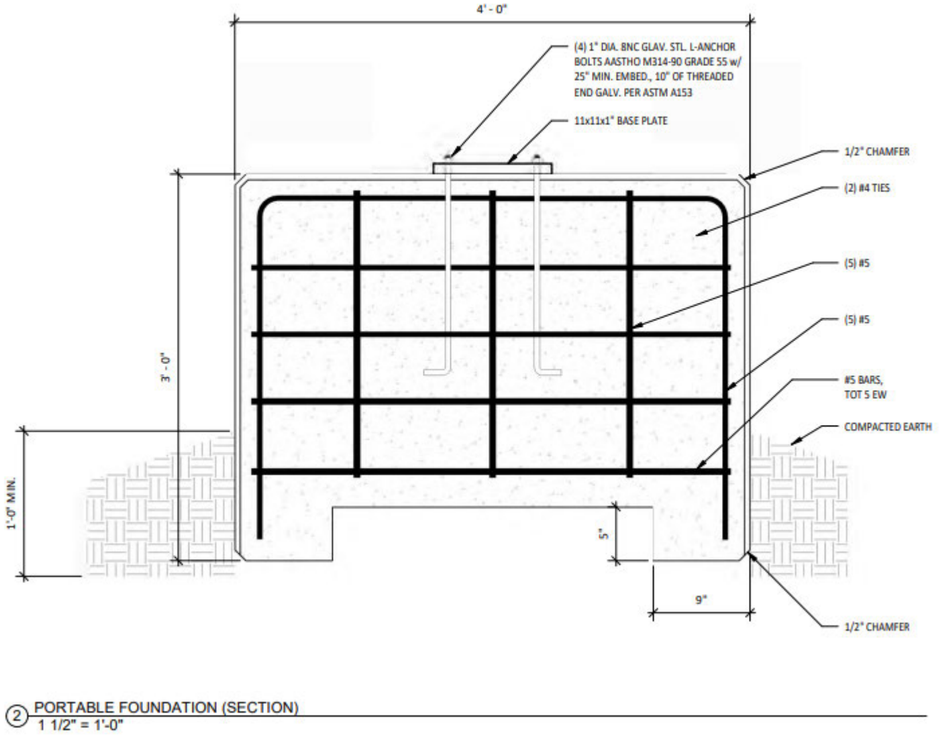
PARKING UNDER PILOT CONDITIONS	
OCEANSIDE	LANDSIDE
28	33
21	9
1	2
1	11
3	2
54	6
20	7
18	83
SUBTOTAL	
146	153
TOTAL	
299	

RELOCATED PARKING SPACES	
OCEANSIDE	LANDSIDE
21	9
1	2
1	2
3	–
SUBTOTAL	
26	13
TOTAL	
39	

Source: Caltrans2025

Pilot Project Description

- Road Improvements:
  - Street lights



② PORTABLE FOUNDATION (SECTION)
1 1/2" = 1'-0"

Source: Fonroche 2025

Pilot Project Description

Source: Fonroche 2025

Environmentally Sensitive Area

- The proposed roundabouts are within the ESHA buffer that extends 100 feet from El Matador State Beach and 100 feet from a blueline stream at La Piedra Beach Road

- The pilot project would occur entirely within the existing roadway prism

- The proposed light poles will minimize any impact on wildlife with low-intensity features, shielded and directed away from ESHA

Pilot Project Timeline

- Construction period is expected to take up to 90 days.
  - Phased lane closures are required

- Temporary improvements for a minimum of 15 months, with a three-month time extension.
  - Safety and Operational Performance Assessment

- Conclusion of Pilot Program –

(1) Improvements removed and PCH travel lanes restored
(2) Improvements would be retained permanently

Public Action

- On September 15, 2025, the City's Public Works Department released a public notification for the Public Works Commission hearing.
- On September 24, 2025, the applicant team presented to Public Works Commission
- Community Meetings: October 22, 2025 (virtual) and December 2, 2025 (in-person)

Correspondence

- Staff received correspondence in support and opposition to the pilot project

- Points of Concern:
  - Gridlock and Traffic Congestion
  - Reduction in travel lanes would make evacuations difficult
  - Emergency access
  - Parking
  - Project Alternatives

Appeal Period

LOCAL APPEAL - Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within 10 days and shall be accompanied by an appeal form and a filing fee, as determined by the City Council. Please note that City Hall will be closed from December 24, 2025 through January 2, 2026, due to the winter closure. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. **The appeal period for this decision is from December 17, 2025 through January 7, 2026, 5:30 PM.** Appeal forms may be found online at www.malibucity.org/planningforms. For questions about the appeal process, please contact the Planning Division at (310) 456-2489, ext. 309.

Recommendation

Adopt Planning Commission Resolution No. 25-78 determining the project is categorically exempt from the California Environmental Quality Act and recommending approval of CDP No. 25-041

Amendment to Resolution:

LOCAL APPEAL - Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within 10 days and shall be accompanied by an appeal form and a filing fee, as determined by the City Council. Please note that City Hall will be closed from December 24, 2025 through January 2, 2026, due to the winter closure. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. The appeal period for this decision is from December 17, 2025 through January 7, 2026, 5:30 PM. Appeal forms may be found online at www.malibucity.org/planningforms. For questions about the appeal process, please contact the Planning Division at (310) 456-2489, ext. 309.

Received
12/15/25
Planning Div.

From: Rosemary Sampson
To: Planning Commission
Subject: Coastal Development Permit No. 25-041
Date: Saturday, December 13, 2025 11:43:18 AM

I live off of Broad Beach road about 1/4 of a mile from the Western end which we use for ingress and egress to/from Pacific Coast Highway.
Currently there is a street light at the southwest corner of the intersection as well as an electric pole. a fire hydrant, and foliage and fence. All of this blocks the view of the traffic coming from the Encinal and El Matador proposed round abouts.
This is a blind intersection. Going from west to east on PCH it is a steep long down hill drive with the current speed limit at 55 MPH. I've lived in my neighborhood for better than 40 years. I'd be very surprised if 1 out of 5 cars was actually obeying the 55MPH speed limit. My concern is with narrower lanes and two roundabouts the speed going down hill will only increase making a difficult blind intersection even more difficult. My guess is that you'll say just go to the stoplight at Trancas and Broad Beach a mere 1 1/2 miles or more away. My response is going down Broad Beach is a dangerous situation due to the lack of speed limit compliance by both beachgoers and residents. We live on one of the very short cul-de-sac streets on the land side of Broad Beach. Beach goers come down our little street with their foot in it looking for another exit to PCH. I'm sharing this so that you can picture the traffic and lack of courtesy of both beach goers and construction workers. We would rather take our chances turning right on PCH at our corner of Broad Beach. We can at least pull over to the small shoulder to keep from getting hit by oncoming traffic that we didn't see but who are traveling 65-70 MPH. Trust me . It's true. How are you going to mitigate that or are we to live or die with it? BTW I was hit by a car backing down the highway as I was turning into Broad Beach from PCH. It was clear. This car passed me and I waited for it. He totaled my car and hurt both me and my daughter. I'm not the only one.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/15/25
Planning Div.

From: Tim Davis
To: Planning Commission
Subject: Round-about at Encinal Cyn Rd
Date: Friday, December 12, 2025 6:44:04 PM

HI all,
AS an owner of property on Encinal Cyn and a regular user of same, I don't see any reason or need for a round-about @ PCH and Encinal Cyn.
I don't have an issue with round-abouts, per se, but it seems like an awfully poor choice to put one there.

I get that El Matador has an issue with pedestrians on PCH and their safety, etc, but I don't feel that a round-about is the solution there, either.
What needs to happen is better/safer off-street parking on the mountain side of PCH and a safe way for pedestrians to cross PCH – either via a tunnel or pedestrian over-pass.

Thank you for your consideration,

Tim Davis
[redacted]

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/15/25 Time 7:30 a.m.
Planning Commission meeting of 12/16/25
Agenda Item No. 5A
Total No. of Pages 1

Received
12/11/25
Planning Div.

From: Rick Mullen
To: Planning Commission; Gail Duncan
Subject: Agenda Item 5A - Rick Mullen Comments
Date: Thursday, December 11, 2025 2:33:11 PM
Attachments: Rick Mullen - Roundabout comments - Agenda Item 5A 121625.docx

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I am attaching my comments on Agenda Item 5A for the 12-16-26 Planning Commission Meeting.

Thank you,

Rick Mullen
[redacted]
Malibu, CA 90265
[redacted]

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/11/25 Time 2:33 p.m.
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Rick Mullen - Comments on Agenda Item 5A for the 12-16-25 Planning Commission Meeting

I am very supportive of the Roundabout initiative / temporary evaluation period on PCH in Western Malibu.

In 1970 my family moved to Ireland which was very rural with small single lane roads. At that time, there was only one short stretch of highway that actually had two lanes in each direction near Dublin. It was referred to as the "dual carriageway" and it was only a few miles long. We moved away in 1987 and came back to the USA.

I did not return there until 2019 and when I did I felt like a time traveler. The quaint little single lane country roads and tiny cars were replaced by freeways and an incredible increase in volume of traffic with modern automobiles.

The thing that struck me most was that the traffic was always in motion. Everything was constantly moving. This was because of the ***extensive*** use of roundabouts all over the place. They had them in residential neighborhoods and on freeway interchanges and entrances and in the urban areas. Everything was on the go constantly. There was very little sitting at a red traffic light waiting for it to change when there was no traffic from the other direction.

These roundabouts enabled this small country to handle the incredible improvement in transportation infrastructure and to keep everyone moving. I was very impressed and had a new appreciation for the value of roundabouts.

I am also impressed by the speed of implementation of these two "evaluation" roundabouts that will be installed on Pacific Coast Highway. This is a great opportunity to evaluate their effectiveness. I am constantly surprised when people are dismissive of the value of roundabouts when they have had only minimal exposure to them. If they were embraced on a broader scale, the positive effect on the flow of traffic would be immense.

Also, as someone who was involved in a dangerous high speed accident from a careless driver on PCH just north of Malibu, I think the "calming" effect of the roundabouts provides an added safety benefit. This is not to be discounted as slowing the traffic down will have a positive effect.

I hope that you support this initiative for an evaluation period. There is nothing to lose. They will be removed anyway when the evaluation period is over. Let's give it a try and check it out. I think you will all be pleasantly surprised.

Thank you,

Rick Mullen – [redacted]

BIKE

Received
12/17/25
Planning Div.

From: Winnie Johnson
To: Planning Commission
Subject: Against Roundabouts
Date: Tuesday, December 16, 2025 7:39:53 PM

To the Malibu City Planning Commission,

I have lived, for nearly 9 years up Encinal Canyon Road. I have two daughters who attend Malibu Elementary School, so I drive through both proposed roundabout sites almost everyday.

I applaud the mission to make PCH safer, however, I believe the plan to put roundabouts at Encinal and El Matador to be misguided.

These 2 sites are at the western edge of our city. The traffic is light and quick, with a current speed limit of 55mph. I find this speed to be appropriate to the usage.

From what I understand, the roundabouts would require traffic to slow substantially and merge into one lane. This is highly unnecessary as the accidents and deaths on PCH are not centered in this area. These roundabouts would not replace existing stops as no traffic stops are needed here.

Are these modular systems intended purely as a test? Will they be removed and used to greater effect in other locations?

I am not opposed to traffic circles. I am accustomed to them from growing up in NJ, and traveling in France.

I could see them working well for instance at the Trancas Canyon/Broad Beach intersection, and hopefully in the eastern part of Malibu which is more dense and more deadly.

My concern is that these unnecessary interventions, once placed, will become permanent fixtures.

I understand wanting to run a test but don't sufficient "tests" already exist in the many other traffic circles in use? See Santa Barbara near the 101 as an example. Their circles have two lanes continuing around and work well in heavily traveled areas.

Please don't make West Malibu a test site. As someone who knows these roads well, we do not need or want them here.

I hope I have reached you in time to have my voice heard.

Thank you for your time.

Winnie Johnson

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 12/17/25 Time 7:30 a.m.
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NOTICE OF PUBLIC HEARING
CITY OF MALIBU
CITY COUNCIL

The Malibu City Council will hold public hearings on **WEDNESDAY, March 18, 2026, at 2:00 p.m. in the Council Chambers, Malibu City Hall**, 23825 Stuart Ranch Road, Malibu, CA on the projects identified below.

APPEAL NO. 26-001 - An appeal of Planning Commission Resolution No. 25-78 determining the project is categorically exempt from the California Environmental Quality Act, and approving Coastal Development Permit No. 25-041 for a pilot project for temporary improvements within the Pacific Coast Highway Public Right-of-Way between Broad Beach Road and La Piedra Beach Road, including lane reductions, signage, and the installation of two roundabouts with safety lighting at the intersections of El Matador Beach Road and Encinal Canyon Road, between Post Mile 58.4 and 59.9, as recommended in the 2015 Pacific Coast Highway Safety Study conducted by the City of Malibu in partnership with the California Department Of Transportation (Caltrans)

Location:	Along Pacific Coast Highway within the public right-of-way between Broad Beach Road and La Piedra Beach Road
Environmental Review:	Categorical Exemption CEQA Guidelines Sections 15303(d) and 15301(c)
Applicant:	City of Malibu Public Works Department
Owner:	California Department of Transportation
Appellant:	Dr. Thomas G. Diamantidis
Application Filed:	September 9, 2025
Appeal Filed:	January 6, 2026
Appealable to:	California Coastal Commission
Case Planner:	Courtney Brown, Senior Planner (310) 456-2489, extension 268 cbrown@malibucity.org

APPEAL NO. 24-011 - An appeal of Planning Commission Resolution No 24-77 determining the project is categorically exempt from the California Environmental Quality Act, and approving Coastal Development Permit No. 19-011 for the construction of a new 3,977.5 square foot, 28 foot high two-story single-family home with basement, pool, spa, retaining walls, new onsite wastewater treatment system and associated development; including Site Plan Review No. 24-022 for construction over 18 feet up to a maximum of 28 feet in height for a pitched roof and Minor Modification No. 24-006 to reduce the required front yard setback by 50 percent

Location:	33610 Pacific Coast Highway
APN:	4473-021-012
Zoning:	Rural Residential, Two-Acre (RR-2)
Environmental Review:	Categorical Exemption CEQA Guidelines Sections 15303(a), 15303(e) and 15304(b)
Applicant:	Block and Block
Owner:	Peaches LLC, DBA 33616 PCH
Appellant:	Matthew Mark
Application Filed:	March 4, 2019
Appeal Filed:	December 9, 2024
Appealable to:	California Coastal Commission

Case Planner: Richard Greenbauer, Contract Planner
(949) 489-1442, extension 132
greenbauer@civicsolutions.com

For the projects identified above with a categorical exemption for environmental review, pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Community Development Director has analyzed these proposed projects and found that they are listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the projects are categorically exempt from the provisions of CEQA. The Community Development Director has further determined that none of the six exceptions to the use of a categorical exemption apply to these projects (CEQA Guidelines Section 15300.2).

PROCEDURE: A written staff report will be available 30 days prior to the hearing for the projects. Any written comments or audiovisual materials from the applicants, appellants, and/or their representatives, including any that they intend to present at the hearing, must be submitted ten (10) business days in advance, by 5:00 p.m. on March 4, 2026. Any written comments or audiovisual materials from members of the public, including any that they intend to present at the hearing, must be submitted three (3) business days in advance, by 4:00 p.m. on March 13, 2026. No additional materials from any party or the public will be accepted after these deadlines. All materials should be emailed to citycouncil@malibucity.org

To view and participate during the public hearing, please review the meeting agenda posted at MalibuCity.org/AgendaCenter and follow the directions for public participation. All persons wishing to address the Council regarding this matter will be afforded an opportunity in accordance with the Council's procedures.

Copies of all related documents can be reviewed by any interested person at City Hall during regular business hours.

COASTAL COMMISSION APPEAL – For projects appealable to the Coastal Commission, an aggrieved person may appeal the City Council's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling 805-585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

IF YOU CHALLENGE THE CITY COUNCIL'S ACTION IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR OTHERWISE HELD BY THE CITY, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY, EITHER AT OR PRIOR TO THE PUBLIC HEARING.

If there are any questions regarding this notice, please contact the assigned case planner.

Yolanda Bundy, Community Development Director

Publish Date: February 12, 2026