

3. *Project Description*

3.1 PROJECT LOCATION

The project site is approximately 24 acres, at 24120 Pacific Coast Highway (PCH), in the City of Malibu, County of Los Angeles. The Assessor's Parcel Numbers (APN) for the project site are 4458-018-019, 4458-018-018, and 4458-018-002. The project site is located atop a bluff with slopes descending to the south and east. Malibu Bluffs Park borders the project site to the west, PCH borders the project site to the north, and privately owned parcels border the site to the east and south. Winter Mesa, a small road connecting PCH to Malibu Bluffs Park, provides access to the project site. Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, show the project site in its regional and local contexts. The project site boundaries are illustrated on an aerial photograph overlay in Figure 3-3, *Aerial Photograph*.

3.2 STATEMENT OF OBJECTIVES

The following objectives have been established for the Crummer Site Subdivision project and will aid decision makers in their review of the project, associated environmental impacts, and alternatives:

- Contribute to the range of housing choices in the City of Malibu.
- Dedicate land sufficient for the City of Malibu to expand Bluffs Park and design a recreational facility that meets the community's needs for active recreation.
- Provide additional public parking for Malibu Bluffs Park.
- Preserve view sheds, maximize open space, and maintain the area's rural character.
- Maintain residential privacy.
- Maximize separation of building areas from significant environmental resources.
- Preserve habitat connectivity and wildlife corridors.
- Develop a project consistent with codes, regulations, procedures, and consistent with the City's General Plan and Local Coastal Program.
- Preserve public bluewater ocean views.



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3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700” (14 Cal. Code of Reg. 15378[a]).

3.3.1 Project Background

As discussed in greater detail in Chapter 4, Section 4.2.3, *History of the Project Site and Surrounding Area* of this Draft EIR, Roy E. Crummer purchased the project site in the 1950s. After his death in the mid 1980s, Mr. Crummer left his holdings to the Crummer Realty Management Trust (Crummer Trust). The Crummer Trust initially planned to develop the property as a hotel and a research facility for General Motors. After incorporation of the City in 1991, the project site was zoned Rural Residential – Two Acres and the Crummer Trust later focused on building eight homes on the property and donating a portion of the project site to the City to be used for athletic fields and parking. Negotiations between the Crummer Trust and the City ensued on a development agreement reflecting this proposed development (the “Development Agreement”). On September 13, 2002, prior to the finalization of the Development Agreement, the California Coastal Commission (CCC) adopted a local coastal program (LCP) for the City of Malibu. The LCP has a land use plan (LUP) and a local implementation plan (LIP). The LUP includes goals, objectives, and policies intended to guide future development in the City of Malibu. The LIP contains specific regulations intended to carry out the policies of the LUP.

The adjacent Malibu Bluffs Park has housed baseball fields since the early 1980s, when baseball fields at Malibu Lagoon Park were removed. At the time, Malibu Bluffs Park was owned by the state and the fields were intended to be an interim use. Pursuant to the Development Agreement the fields were expected to be relocated to the Crummer site. In 2002, when the CCC was drafting the City’s LCP, the City of Malibu, the Crummer Trust and the Department of State Parks were negotiating the transfer of the baseball fields to the Crummer site and allowing up to eight single-family residences to be built on the project site. As a result, the CCC adopted a policy (LUP Policy 2.78) that reflected its knowledge of the then-ongoing negotiations. LUP Policy 2.78 stated that the project site shall remain CV-2 (Commercial Visitor Serving) while on all LIP Land Use and Zoning Maps, as well as in the definitions, designated the property as Planned Development (PD). An inconsistency was created between the policy and the zoning designation. In 2009, a zoning map amendment and general plan map amendment were processed to correct the land use designation to PD in order to be consistent with the LCP Land Use Maps. The PD designation was created to allow for a mix of residential and recreational uses contemplated in the Crummer Development Agreement. In 2006 the City acquired 10 of the 93 acres of Bluffs Park, including two baseball fields, a multipurpose field, the Michael Landon Center, picnic benches, viewing areas and an 81-space parking lot.

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Regional Location

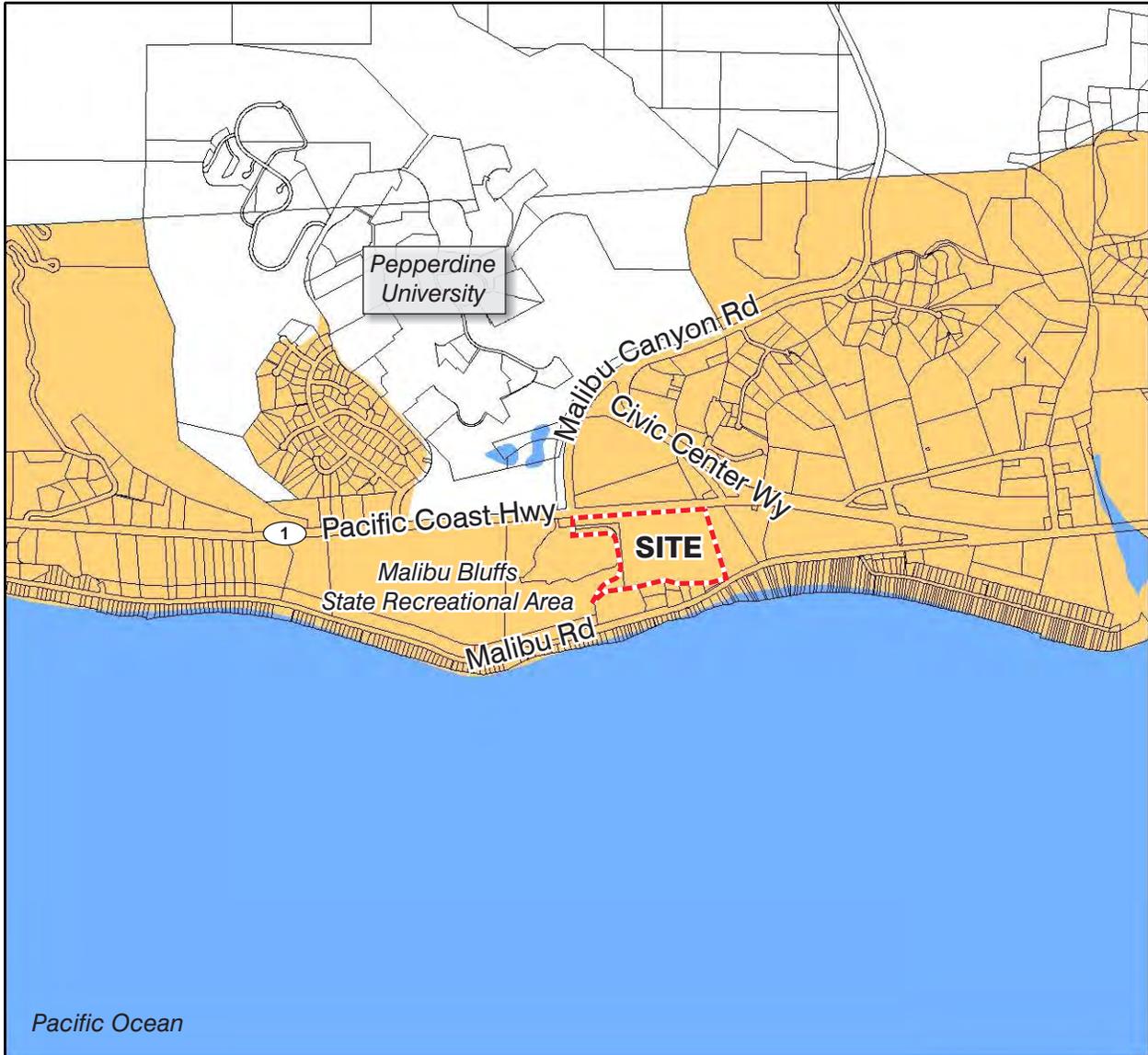


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Local Vicinity



----- Site Boundary

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3. Project Description

Aerial Photograph



--- Site Boundary

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Scale (Feet)



Source: Google Earth Pro 2012

Crummer Site Subdivision Draft EIR

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3.3.2 Existing Land Use and Zoning

The project site is atop a bluff and is currently vacant. The site consists of exposed soil and is generally flat with the exception of slopes descending to the south, north and east. The slopes along the boundary to the south drop approximately 120 feet toward private properties on Malibu Road. The slopes along the boundary to the east drop approximately 65 feet toward the adjacent property. The northern property line of the project site runs parallel to PCH. At the northwest corner, the project site is at the same grade as PCH. The grade between PCH and the project site quickly changes when traveling east along the northern property line and the project site is approximately 60 feet above PCH. The site has never been developed with structures, but has been disturbed in the past by the construction and removal of baseball fields in the northwestern portion of the project site. More recently, the flat portions of the site have been disturbed by weed-abatement activities. The flat portions of the site contain very little vegetation. Photographs of the site in its current condition can be seen in Figure 3-4, *Site Photographs*.

The City of Malibu General Plan was amended on July 13, 2008, to designate the project site as PD. The project site is also under the purview of the City of Malibu LCP. The Malibu Municipal Code (M.M.C.) Zoning Map and the LCP Land Use Zoning Map designate the project site as PD. The project site is the only property designated PD in the Malibu General Plan and the Malibu LCP. The LCP PD zoning designation “is intended to provide for a mix of residential and recreational development of the Crummer Trust property [proposed project site] located east of Malibu Bluffs State Park and south of Pacific Coast Highway....Any planned development in such commercial areas would require an amendment to the Malibu LCP in order to specify the permitted type, density, and intensity of development.”

3.3.3 Surrounding Land Use

The project site is on the southeast corner of Malibu Canyon Road and PCH. The parcel immediately east of the project site contains a former towing yard and several structures, including a residence and a vacant building formerly used as an animal hospital. An EIR was prepared by the City of Malibu to evaluate the subdivision and redevelopment of this adjacent parcel with four single-family residences (AZ Winter Mesa Towing Site EIR). The aforementioned EIR was certified, and coastal development permits for the subdivision and the four single-family residences were approved by the City of Malibu Planning Commission on August 4, 2009.

The Winter Mesa drainage channel runs from north to south approximately 400 feet to the east, and a large shopping center is approximately 800 feet east at the southwest corner of PCH and Webb Way. The parcel immediately west of the project site is the City owned portion of Malibu Bluffs Park consisting of two baseball fields, a multipurpose field, the Michael Landon Center, picnic benches, viewing areas, a tot park and an 81-space parking lot. State park land surrounds Malibu Bluffs Park to the south and west. To the north of the project site are vacant parcels, one of which is a 27.8-acre parcel that is currently under review to be developed with a resort hotel (Rancho Malibu Hotel). Pepperdine University is northwest of the project site across PCH. To the south of the project site are single-family residences and Malibu Road. The Pacific Ocean is approximately 300 feet south of portions of the project site. Surrounding land uses can be seen in Figure 3-5, *Surrounding Land Uses*.



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3.3.4 Proposed Land Use

Vesting Tentative Tract Map

The proposed project entails the subdivision of the project site into seven individual lots. Lots 1 through 5 would be developed with single-family residences and various accessory structures. Lot 6 would be developed with a private gated street, a gatehouse, an onsite wastewater treatment system (OWTS), landscaping, and open space to be owned and maintained by the homeowners association (HOA). Lot 7 would be dedicated to the City of Malibu for active and passive recreational use. See Figure 3-6, *Site Plan/Vesting Tentative Tract Map*.

Residential Use

Each of the five single-family residences would be two stories, with a maximum height of 28 feet, and would include a basement, attached garage, swimming pool and spa, fountains, vehicle entry gate, fencing, landscaping, and hardscape. Lot 1 includes a detached guest house, Lot 2 includes a detached gym, Lots 3 and 5 include a detached cabana and guesthouse, and Lot 4 includes a detached cabana. Additionally, each residence would have a wastewater septic tank, which would route wastewater to the OWTS.

The architectural style of the proposed structures would be generally characterized as Mediterranean with some modern updates. Visible construction materials would include textured clay tile, cement plasters, natural stone, wood trellises, metal roofs, and decorative walls and arches and colonnades. The project site would be landscaped, and vegetation native to the area, including trees, would be planted throughout the site in accordance with a landscape plan prepared for the proposed project, contained in Figure 3-7 *Landscape Plans*. Tree species would include fern pine, New Zealand Christmas tree, dragon tree, camphor tree, coast live oak, and toyon. The landscape plan also proposes other native vegetation, such as crimson bottlebrush and dwarf yaupon holly.

The proposed private street providing access to the single-family homes (Lot 6) would include sufficient turnaround area in the event that vehicles intending to go to Bluffs Park inadvertently turn into the residential road. The private gated street would be 34 feet wide and terminate in a cul-de-sac, which would serve as a fire department turnaround and would be accessible from Winter Mesa Drive. The gatehouse would be approximately 280 square feet, 16 feet in height at its highest point, and would include an office and bathroom. The gatehouse would include an approved Knox Box, which is a wall-mounted safe that holds entry gate keys to allow access for emergency personnel to the project site.

Onsite Wastewater Treatment System

An OWTS Package Plant is proposed for the northwestern corner of Lot 6. The proposed OWTS Package Plant would treat wastewater generated from each of the residences and the gatehouse. It would be installed in the northwest corner of the site near the intersection of Winter Mesa Drive and PCH. Clean effluent from the OWTS Package Plant would be discharged to seepage pits in the southernmost portion of Lot 7 along Winter Mesa Drive. The HOA would own and be responsible for the operation and maintenance of the OWTS and the seepage pits. The OWTS would be designed with a stub-out box and purple pipe to allow for connection to a municipal wastewater treatment in the Civic Center area in the future to process wastewater produced on the project site.

Site Photographs



Wide view looking north from center of project site.



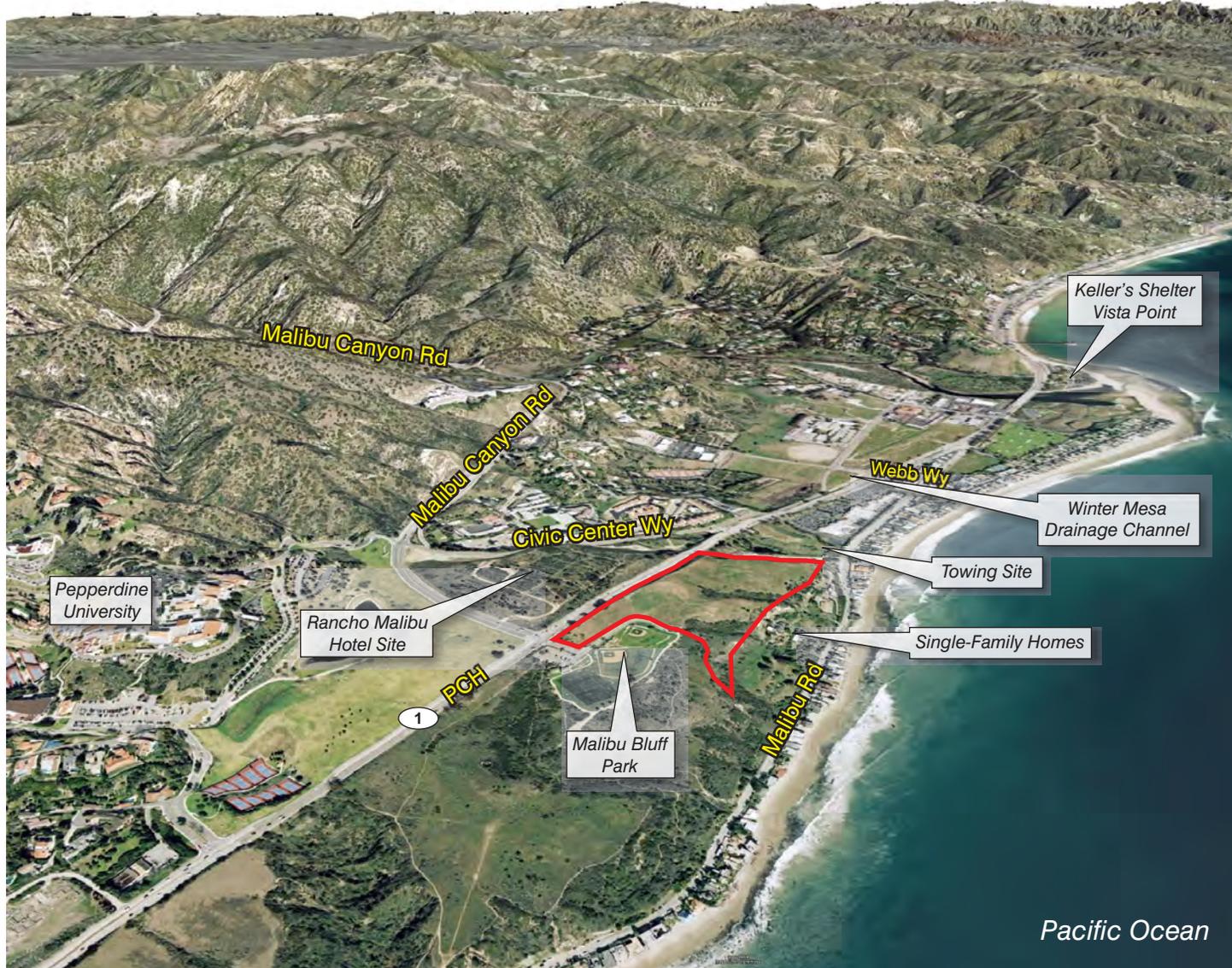
Wide view looking southeast from center of project site.

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Surrounding Land Use



Source: Google Earth Pro 2008

— Site Boundary

Crummer Site Subdivision Draft EIR

Pacific Ocean

NOT TO SCALE



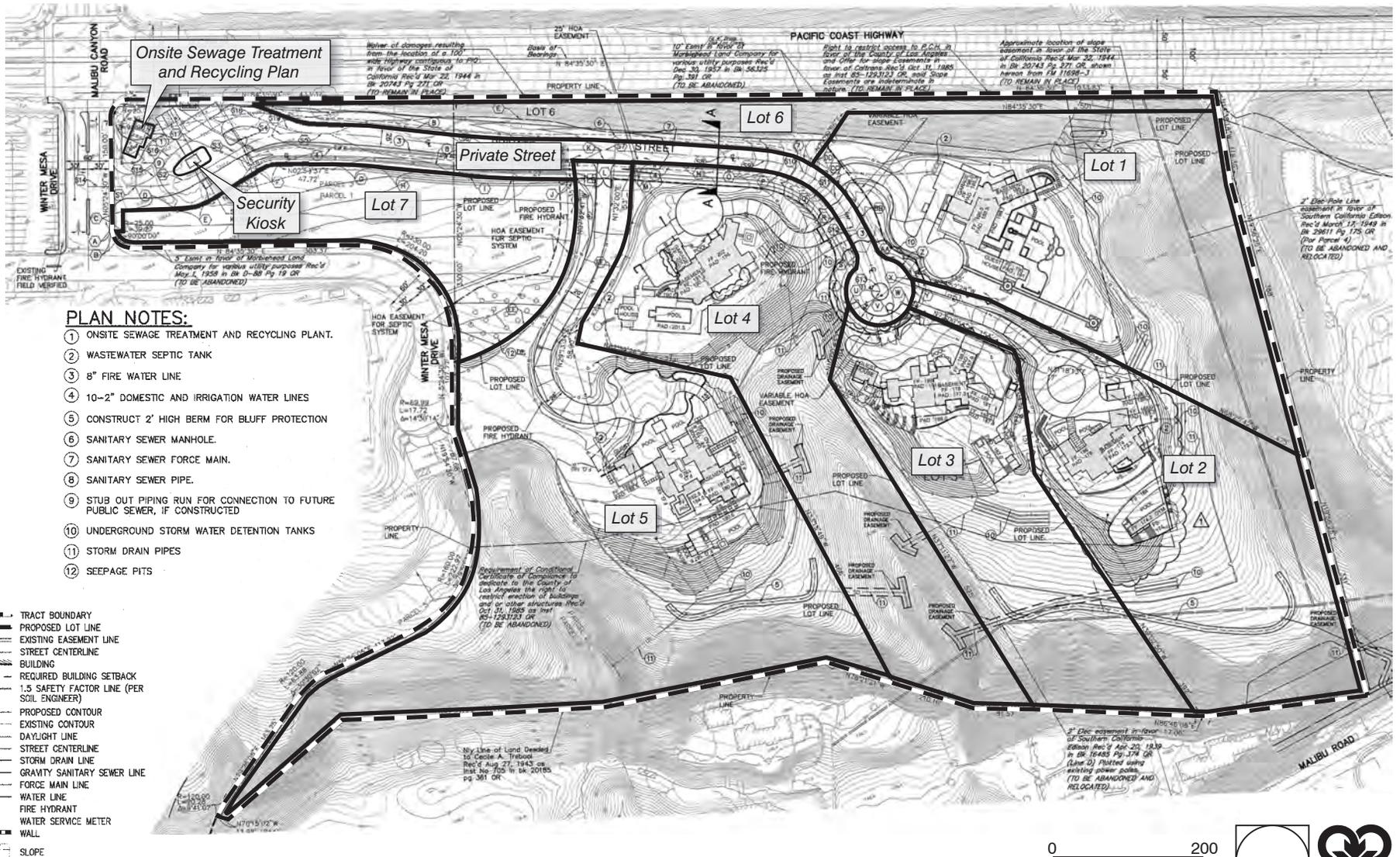
The Planning Center | DC&E • Figure 3-5

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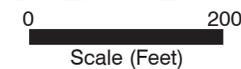
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Site Plan/Vesting Tentative Tract Map



Source: PSOMAS 2012

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Landscape Plans



--- Site Boundary

Source: Valley Crest Design Group 2013
Crummer Site Subdivision Draft EIR

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Water Line

The proposed project would require an extension of water service to the project site. A water line would be installed to connect the proposed project to an existing water line near the intersection of Malibu Canyon Road and Malibu Knolls Road, approximately 2,000 feet north of the project site. The proposed extension of the water line would be installed along Malibu Canyon Road. Due to the curvature of the roadway, this would require the installation of approximately 3,200 feet of water line. An existing 10-inch line underlies the site and is connected to a 12-inch crossing under PCH. This existing 10-inch line would be disconnected from the 12-inch crossing and connected to the proposed 12-inch line extension. A connection would be made to the existing 12-inch crossing, and approximately 140 feet of new 12-inch line would be installed in the south shoulder of PCH. An 8-inch reduced pressure detector assembly and a fire hydrant would be installed at the end of the main.

Dedication of Parkland

The project includes the dedication of land (Lot 7) to the City of Malibu to expand the portion of Malibu Bluffs Park owned by the City by 1.74 acres to the east and northeast. The City owned portion of Malibu Bluffs Park currently has two baseball fields, a multipurpose field, the Michael Landon Center, picnic benches, viewing areas and an 81-space parking lot. The proposed project will dedicate Lot 7 to the City. The recreational area has yet to be designed and would not be developed as part of this project. Although no recreational improvements would be permitted as part of the applicant’s current proposal, the land dedication is intended to expand Malibu Bluffs Park. Therefore, active recreation areas, passive recreation areas, and an expanded parking lot are all foreseeable future uses. At this time the City believes that the recreational area may be used as a baseball field or a skate park. As such, these recreational uses are evaluated in the Draft EIR. The proposed site plans are provided in Figures 3-8, *Grading Plan with Baseball Field Option*, and 3-9, *Grading Plan with Skate Park Option*.

In addition, a portion of Lot 7 may be developed with a parking lot for Bluffs Park open to the general public, a City-owned maintenance shed, and passive recreational uses such as public sitting areas and picnic tables. The new parking lot, when combined with a portion of parking provided on Winter Mesa Drive could contain up to 94 parking spaces. The existing parking lot at Malibu Bluffs Park contains 81 spaces, an additional 40 vehicles can be parallel parked along both sides of Winter Mesa Drive. As shown in Table 3-1, with implementation of the future recreational facilities, the 40 parallel parking spaces along both sides of Winter Mesa Drive would be eliminated and replaced with a new 94-space parking lot on the project site, resulting in a net increase of approximately 54 new parking spaces for Bluffs Park. Therefore, the total number of parking spaces to serve the existing Malibu Bluffs Park and any future recreational uses would be 175 spaces (81 existing spaces plus 94 proposed spaces).



**Table 3-1
Public Parking Space Summary**

Type	Existing	Proposed	New Grand Total
Standard	77	90	167
Handicapped	4	4	8
Parallel	40	0	0
Total	121	94	175

The new parking lot, proposed recreational facilities, and Bluffs Park would be accessed by Winter Mesa Drive via a Los Angeles County Fire Department approved turnaround at the southwestern portion of Lot 7 and Winter Mesa Drive. Because certain recreational uses are foreseeable for Lot 7, this Draft EIR analyzes two different development

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options throughout the document to identify potential impacts associated with future recreational uses. The first development option is 5 single-family homes with a baseball field. The second development option is 5 single-family homes with a skate park.

Approximately 10 acres of Malibu Bluffs Park is owned by the City and approximately 83 acres is owned by the Santa Monica Mountains Conservancy (SMMC). The dedication of Lot 7 would contain a deed restriction providing that the new recreational and parking lot areas shall remain open to the public, similar to and consistent with the general operating rules and regulations established by M.M.C. Chapter 12.08, as amended from time to time. The deed restriction would ensure that public access to the entire park, the new recreational uses, and the parking lot (on a first-come, first-serve basis) is provided to members of the public and to the SMMC.

Proposed parcel and building sizes are the same for both options and are contained in Table 3-2, *Parcel Summary*.

**Table 3-2
Parcel Summary**

Lot No.	Proposed Use	Building Area (S.F.)	Parcel Gross (S.F.)	Parcel Gross Acres	Parcel Net S.F.: Less 1:1 Slope & Street Easement	Parcel Net Acres: Less 1:1 Slopes & Street Easement	Parcel 1:1 Slope (S.F.)	Parcel Street Easement (S.F.)
1	Single family residence	11,082	168,009	3.86	161,858	3.72	1,688	4,463
2	Single family residence	11,069	146,916	3.37	141,357	3.24	5,056	503
3	Single family residence	11,009	113,678	2.61	109,205	2.51	2,081	2,392
4	Single family residence	11,158	150,818	3.46	136,023	3.12	4,213	10,582
5	Single family residence	11,023	259,132	5.95	251,737	5.78	5,423	1,972
6	Private street/Private open space/OWTS/Gatehouse	280	125,733	2.88	125,733	2.88	0	0
7	Public active and passive recreation/Public Parking/Maintenance building	616	75,640	1.74	75,540	1.74	0	0
Total		56,237	1,039,927	23.87	1,001,553	22.97	18,461	19,912

Grading

Project development would require ground improvements and remedial grading to ensure that the onsite soils would be able to support the proposed development. Site preparation would require cut and fill within the general footprint of the building pads, which would minimize alteration to the existing site topography. Although the basic topography and landform of the project site would remain similar to existing conditions, project development of Lots 1 through 6 would result in a total of 133,507 cubic yards of earthwork movement, as shown in Table 3-4, *Grading Summary*.¹

¹ The proposed project requests two-story homes on Lots 1 through 6. However, a conservative approach is taken and grading volume calculations are based upon 5 one-story homes because one-story homes would have larger building foot prints and require slightly more grading than two-story homes. Air quality, noise and construction traffic impacts are modeled upon the largest possible grading volumes, those of 5 one-story homes on Lots 1 through 6 and Skate Park on Lot 7.

**Table 3-4
Grading Summary**

Lot No.	Exempt ¹			Non-Exempt ²	Remedial	Total Grading	Import/ Export		
	Removal & Recompaction	Under Structure	Safety				Total Export	Total Import ³	Net Export ⁴
1 through 6	96,700	15,790	8,769	11,859	389	133,507	19,902	10,974	8,928
7 with Baseball Field Option	0	143	0	4,043	0	4,186	3,764	384	3,380
7 with Skate Park Option	0	2,734	0	3,277	0	5,361	4,609	684	3,925
Grand Total							Grand Total		
1 through 7 with Baseball Field Option	96,700	15,933	8,769	15,902	389	137,693	23,666	11,358	12,308
1 through 7 with Skate Park Option	96,700	18,524	8,769	15,136	389	138,868	24,511	11,658	12,853

Notes:

¹ Exempt grading is defined as excavation for foundations and other understructure excavation and incremental excavation for basements and safety purposes and includes removal and recompaction, safety grading and remedial grading.

² Non-exempt grading means any excavation or fill, or combination thereof, necessary and incidental to impending building construction that is not considered exempt.

³ To capture emissions associated with total earth movement onsite, the air quality analysis assumes offsite to onsite, and onsite to offsite haul trips for soil import and export, on a lot by lot basis for the 5 one-story homes on Lots 1 through 6 and Skate Park on Lot 7 development option. Therefore, this is the most conservative approach capturing the impacts of the worst case scenario. Because export quantities exceed import quantities, soil would actually be distributed among the lots onsite eliminating the need for offsite soil import.

⁴ Includes shrinkage.



Two development options are analyzed throughout this Draft EIR for Lot 7, a baseball field and a skate park. The baseball field option would require a total of 4,186 cubic yards of soil disturbance. The skate park option would require a total of 5,361 cubic yard of grading.

When combined with the grading volumes for Lots 1 through 6, the skate park development option results in the most amount of grading. The most conservative approach is used throughout this Draft EIR to assess the project’s environmental impacts, utilizing the 5 single-family homes with skate park grading volumes. This results in total project movement of 138,868 cubic yards of soil. This total includes 96,700 cubic yards of removal and recompaction, 18,524 cubic yards of understructure grading, 11,859 cubic yards of safety grading, 389 cubic yards of remedial grading and 12,046 cubic yards of nonexempt grading. The project will include a net export of 12,852 cubic yards of earthen material, including shrinkage.

Construction

Construction activities would commence following environmental review and project approval. Construction activities are estimated to be completed in approximately 38 months and are preliminarily scheduled to commence in 2014 and conclude by 2017.

As shown in Table 3-4, construction of the project would result in approximately 19,902 cubic yards of soil export and 10,974 cubic yards of soil import in connection with Lots 1 through 6. This would result in a net of approximately 8,927 cubic yards of soil that would be exported off the site in connection with Lots 1 through 6.

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In the event a ball field is constructed on Lot 7, it would result in approximately 3,764 cubic yards of soil export and 384 yards of soil import for a net of 3,380 cubic yards of soil export. In the event a 12,500 square foot skate park is constructed on Lot 7, it would result in approximately 4,609 cubic yards of soil export and 684 yards of soil import with a net of 3,925 cubic yards of soil export.

Overall grading operations for Lots 1 through 6 would result in 1,930 haul trips. Under the most conservative skate park option, grading operations for Lot 7 would result in 331 haul trips, for a total of 2,261 haul trips² These trips would occur at various times over the 38 month construction schedule and would be limited to 38 trip ends per day by this Draft EIR (See Section 5.2, *Air Quality*).

The project would be developed in the following sequence using the construction equipment shown in Table 3-5.

**Table 3-5
Preliminary Construction Schedule and Equipment Mix**

Construction Equipment	Number
Site Grading – Anticipated duration of 35 days	
Loader	1-2
Bulldozer	2-3
Water Main Installation – Anticipated duration of 44 days	
Excavator	1
Backhoe	2
Loader	1
Compactor (plate)	1
Service Trucks	variable
Place and Fill Pads for Homes – Anticipated duration of 15 days	
Loader	1-2
Compactor	1
Hog Out Roads and Driveways – Anticipated duration of 6 days	
Loader	1-2
Install Road Base – Anticipated duration of 7 days	
Bulldozer	2
Loader	1
Haulers	variable
Road Grading – Anticipated duration of 9 days	
Road Grader	1
Water Truck	1-2
Roller Truck	1
Finish Road Base – Anticipated duration of 24 days	
Concrete Truck	variable
Concrete Pump	1
Paver Delivery Trucks	variable
Forklift	1-2

² To capture emissions associated with total earth movement onsite, the air quality analysis assumes offsite to onsite, and onsite to offsite haul trips for soil import and export, on a lot by lot basis for the 5 one-story homes on Lots 1 through 6 and Skate Park on Lot 7 development option. Therefore, this is the most conservative approach capturing the impacts of the worst case scenario. Because export quantities exceed import quantities, soil would actually be distributed among the lots onsite eliminating the need for offsite soil import and associated haul trips.

**Table 3-5
Preliminary Construction Schedule and Equipment Mix**

Construction Equipment	Number
Trenching (Underground Utilities) – Anticipated duration of 21 days	
Trench Hoe	2-4
Trencher	2
Backfill/Fine Grading – Anticipated duration of 11 days	
Trench Hoe	1
Skid Steer Loader	1-2
Concrete Trucks	10-20
Concrete Pump	1
Pilings – Anticipated duration of 36 days	
Crane with Shovel	1
Drill	1
Loader	1
Install Baseball Field Option – Anticipated duration of 4 days	
Loader	1
Install Skate Park Option – Anticipated duration of 90 days	
Backhoe Loader	1
Dump Truck	variable
Skid Steer Loader	1
Concrete Trailer Pump	1
Concrete Truck	1
Plate Compactor	1
Vibratory Soil Compactor	1
Generator	1
Demolish Maintenance Shed – Anticipated duration of 5 days	
Backhoe	1
Haulers	5
Commence Lots 1 and 2 Shell Construction – Anticipated duration of 120 Days	
Concrete Trucks	variable
Backhoe	1-2
Skid Steer Loader	1
Pool Backhoe	1
Guniting Truck	1
Generators	2
Commence Lots 3 and 4 Shell Construction – Anticipated duration of 120 days	
Concrete Trucks	variable
Backhoe	1-2
Skid Steer Loader	1
Pool Backhoe	1
Guniting Truck	1
Generators	2
Commence Lot 5 Shell Construction – Anticipated duration of 120 days	
Concrete Trucks	variable
Backhoe	1-2



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**Table 3-5
Preliminary Construction Schedule and Equipment Mix**

Construction Equipment	Number
Skid Steer Loader	1
Pool Backhoe	1
Guniting Truck	1
Generators	1
Finish Homes – Lots 1 and 2 – Anticipated duration of 300 days	
Mixer	1
Skid Steer Loader	3
Concrete Trucks	variable
Trackhoe	1
Finish Homes – Lots 3 and 4 – Anticipated duration of 300 days	
Mixer	1
Skid Steer Loader	3
Concrete Trucks	variable
Finish Home – Lot 5 – Anticipated duration of 300 days	
Mixer	1
Skid Steer Loader	3
Concrete Trucks	variable
Final Common Area Finish – Anticipated duration of 42 days	
Skid Steer Loader	1
Concrete Trucks	variable
Landscape Forklift	1
Complete Private Road – Anticipated duration of 30 days	
Loader	1
Skid Steer Loader	1

Note: Construction information provided by Applicant.

Local Coastal Program Amendment and Zoning Text Amendment

The project site is the only property designated PD in the Malibu General Plan and the Malibu LCP.

On September 12, 2002, the CCC adopted the LCP which included the LIP. Due to the ongoing negotiations between the City of Malibu, Crummer Trust and SMMC, language in LUP Policy 2.78 stated that the project site shall remain CV-2 (Commercial Visitor Serving), while on all the LIP Land Use and Zoning Maps, as well as in the definitions designated the property PD; therefore, creating an inconsistency between the policy and the zoning designation.

The LCP PD zoning designation “is intended to provide for a mix of residential and recreational development of the Crummer Trust property [proposed project site] located east of Malibu Bluffs State Park and south of Pacific Coast Highway, and other commercial areas in order to encourage innovation in development concepts, land use mixes, and site design. Any planned development in such commercial areas would require an amendment to the Malibu LCP in order to specify the permitted type, density, and intensity of development.” Since it is not the City’s intent to relocate the existing athletic fields from Bluffs Park, LUP Policy 2.78 is now obsolete. Therefore, a local coastal program amendment (LCPA) and corollary zoning text amendment are being requested—including language that specifies the type, density and intensity of development permitted in the PD zoning designation. The LCPA (LCPA No. 12-001) and zoning text amendment (ZTA No. 12-001) propose to omit LUP Policy 2.78, amend LUP Chapter 6 Land Use Designations, and incorporate the Planned Development Ordinance in the Local Coastal Program and the M.M.C..

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The LCPA will be forwarded to the California Coastal Commission for certification. The proposed LCPA is intended to correct the inconsistency between the policy and the zoning designation.

3.4 INTENDED USES OF THE EIR

This Draft EIR is a project EIR, which examines the environmental impacts of the proposed project. This Draft EIR is also being prepared to address various actions by the City and others to adopt and implement the proposed residential project. It is the intent of this Draft EIR to enable the City of Malibu, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this proposed project are as follows:

Lead Agency	Action
City of Malibu	<ul style="list-style-type: none"> • Certification of the EIR • Approval of the seven-parcel subdivision Vesting Tentative Tract Map (TTM No. 07-003) • Approval of the Coastal Development Permit for the Tentative Tract Map (CDP No. 07-144) • Approval of the Coastal Development Permit for each of the five single-family residential developments (CDP No. 07-145, CDP No. 07-146, CDP No. 07-147, CDP No. 07-148, and CDP No. 07-149) • Approval of Site Plan Review for building heights greater than 18 feet, but less than 28 feet for each residential development • Approval of a Local Coastal Program Amendment and Zoning Text Amendment to correct the inconsistency created between the LUP Policy and the zoning designation and incorporate the Planned Development Ordinance in the LCP and M.M.C. (LCPA No. 12-001 and ZTA No. 12-001);
Responsible Agencies	Action
California Coastal Commission	<ul style="list-style-type: none"> • The project requires a LCP amendment. A portion of the site is depicted on the Post-LCP Permit and Appeal Jurisdiction Map (Map No. 3) and is therefore subject to appeal to the Coastal Commission. Other opportunities for appeal to the California Coastal Commission are set forth in the Coastal Act.
Los Angeles Regional Water Quality Control Board	<ul style="list-style-type: none"> • The proposed onsite wastewater treatment (OWTS) Package Plant is subject to the waste discharge requirements of the Los Angeles Regional Water Quality Control Board for private sewage disposal systems serving, or proposed to serve, residential buildings.
State Water Resources Control Board	<ul style="list-style-type: none"> • The applicant must file a Notice of Intent to comply with the terms of the general waste discharge requirements for small construction projects. The State Water Resources Control Board requires the filing of the Notice of Intent for development projects that would result in more than an acre of disturbance.
California Department of Transportation (Caltrans)	<ul style="list-style-type: none"> • The applicant must obtain a transportation permit from Caltrans in order to transport the export soil on Pacific Coast Highway to the designated landfill. Staging of dump trucks and appropriate travel routes would be regulated by Caltrans. A permit would also be required to implement mitigation measures requiring improvements to the intersection of Malibu Canyon Road/Pacific Coast Highway.
Los Angeles County Fire Department	<ul style="list-style-type: none"> • The applicant has obtained approval for the proposed fuel modification plan and the access driveway from the Los Angeles County Fire Department.
Los Angeles County Waterworks District 29	<ul style="list-style-type: none"> • The applicant has obtained a Will Serve Letter from the District to demonstrate that the proposed single-family residences will have access to water.



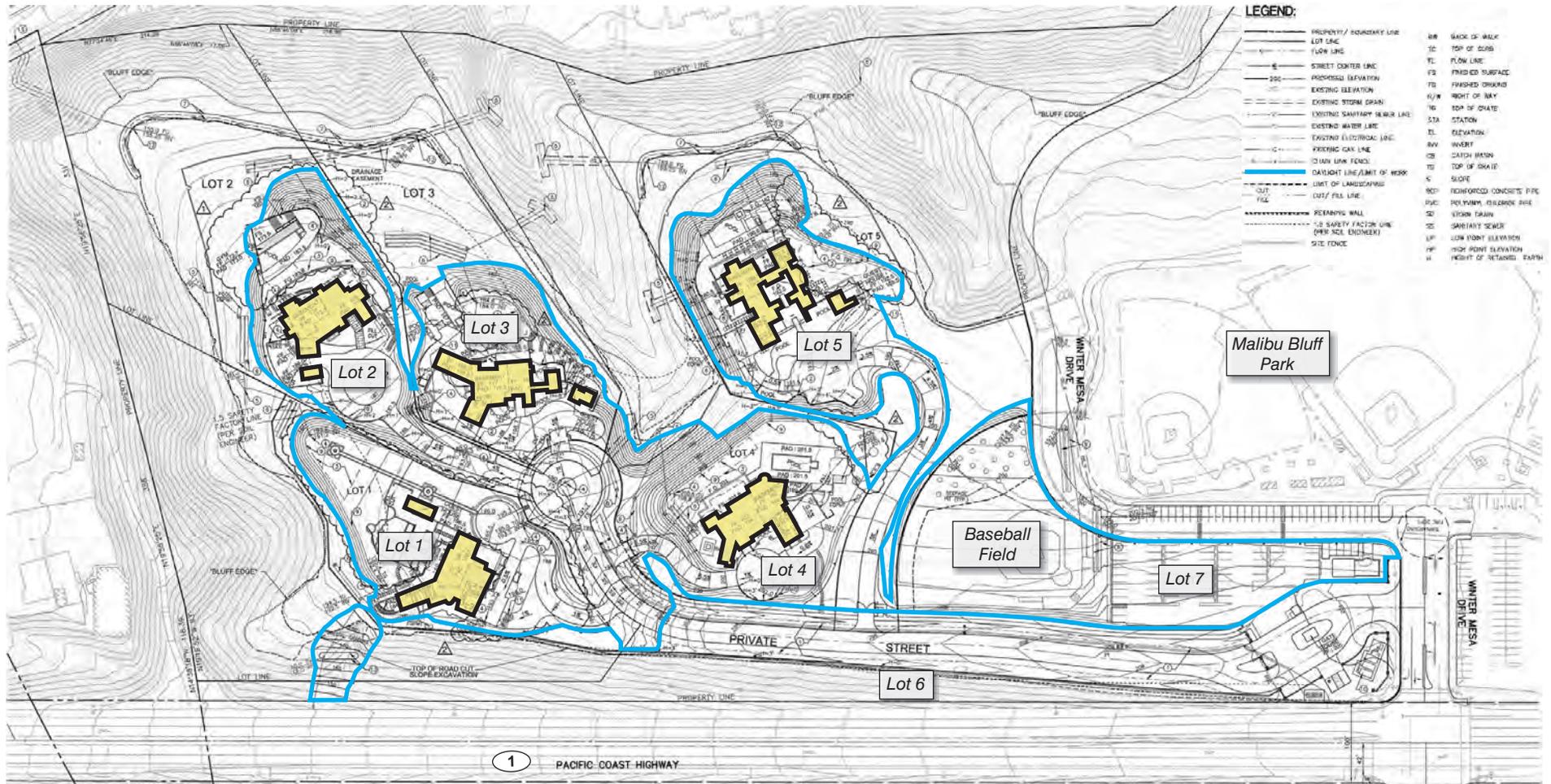
Various nonregulatory approvals are also necessary to underground utilities.

3. Project Description

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3. Project Description

Grading Plan with Baseball Field Option



Source: PSOMAS 2012

Crummer Site Subdivision Draft EIR

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Scale (Feet)



3. Project Description

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Figure 3-9 Grading Plan with Skate Park Option



3. Project Description

Grading Plan with Skate Park Option



Source: PSOMAS 2012

Crummer Site Subdivision Draft EIR

0 200
Scale (Feet)



3. Project Description

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