

## 7. *Alternatives to the Proposed Project*

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### 7.1 INTRODUCTION

#### 7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives are summarized to explain the foundation and legal requirements for the alternatives analysis in the EIR:

- “The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly” (15126.6(b)).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (15126.6(e)(1)).
- “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (15126.6(e)(2)).
- “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project” (15126.6(f)).
- “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (15126.6(f)(1)).
- For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (15126.6(f)(2)(A)).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (15126.6(f)(3)).



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As noted in Section 8.0, a number of impacts relating to Aesthetics, Greenhouse Gas Emissions, Land Use, Noise, and Recreation were determined to have no impact or a less than significant impact without mitigation. All other potentially significant impact of the project can be mitigated to a less than significant level. The significant unavoidable adverse impacts of the project are the following:

**Impact 5.11-1: The proposed project with baseball field option would result in a substantial increase in traffic in Opening Year 2017 and Future Year 2030 if the intersection of PCH and Malibu Canyon Road/Winter Mesa Road, which is operated and maintained by Caltrans, is not improved.**

Improvements to the intersection of Malibu Canyon Road/PCH outlined in Mitigation Measure 11-1 would reduce traffic impacts to a less than significant level. However, implementation of transportation improvements to Caltrans facilities is the primary responsibility of Caltrans. Any modifications to the operation of a roadway by the project applicant and/or a contractor would require the issuance of an encroachment permit by Caltrans, the responsible agency for the intersection of Malibu Canyon Road/PCH. There is the potential that significant impacts may not be fully mitigated if such improvements are not completed for reasons beyond the City's control (i.e., the City cannot undertake or require improvements within the control of Caltrans).

For each alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

### 7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts: 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 the Malibu Bluffs Park.
- Preserve view sheds, maximize open space, and maintain the area's rural character.
- Maintain residential privacy.

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- Maximize separation of building areas from significant environmental resources.
- Preserve habitat connectivity and wildlife corridors.
- Develop a project consistent with codes, regulations, and consistent with the City's General Plan and Local Coastal Program.
- Preserve public bluewater ocean views.
- Provide an onsite wastewater treatment system that will treat wastewater from the proposed project development, addressing environmental concerns regarding wastewater discharges.

### 7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The EIR should briefly describe the rationale for selecting the alternatives to be discussed; identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process; and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: 1) failure to meet most of the basic project objectives; 2) infeasibility; or 3) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6[c]). The following two alternatives, considered by both the lead agency and project applicant, were eliminated from consideration:

- Other Development Areas Alternative
- No Development/Existing Use Alternative

#### 7.2.1 Other Development Areas Alternative

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126.6(B)). In general, any development of the size and type proposed by the proposed project would have substantially similar impacts on air quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic and utilities/service systems.

The project site and the towing site immediately east of the project site are owned by the same entity. An EIR for the subdivision of this site and the construction of four homes has been approved. The towing site is therefore not available as a development area for the Crummer Site Subdivision project. The project applicant does not own any other sites within the jurisdiction of the City of Malibu that are considered feasible alternatives to the proposed project. Since the project applicant cannot reasonably acquire, control, or otherwise access any other sites, and since the analysis of other sites would be speculative without site-specific data, no other sites will be further considered.



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### 7.2.2 No Project, No Development Alternative

This alternative assumes that the existing 24-acre site would remain unchanged. The project site would not be subdivided, no new housing or recreational facilities would be constructed, and no improvements would be made. The site would remain vacant, in its current form, and would not be developed for other uses, including the proposed project. The No Project, No Development Alternative would avoid or reduce impacts associated with air quality, biological resources, cultural resources, geology and soils, fire hazards, hydrology and water quality, and traffic and transportation. However, this alternative has been rejected because it would not attain any of the primary objectives of the proposed project. While it would preserve the rural character of site and bluewater views, it is not reasonable to assume that the project applicant would never develop this site, a valuable economic resource, and that it would remain in its current physical condition. Consequently, the No Project, No Development Alternative has been rejected from further analysis.

### 7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible and therefore merit in-depth consideration, and which are infeasible. With the exception of the mandatory No Project Alternative, the alternatives were selected due to their potential to attain basic project objectives and lessen or avoid potentially significant environmental effects resulting from implementation of the proposed project, even though the proposed project would not result in any significant and unavoidable environmental effects. The selection of alternatives may include those that would impede to some degree the attainment of the project objectives or would be more costly.

CEQA Guidelines require the analysis of a No Project Alternative. The No Project analysis must discuss the existing site conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and site zoning, and must be consistent with available infrastructure and community services. If the project is a development project on an identifiable property, the No Project Alternative is the circumstance under which the project does not proceed. Here, the discussion would compare the environmental effects of the property remaining in its existing state against the environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this No Project consequence should be discussed. In certain instances, the No Project alternative would mean “no build,” wherein the existing environmental setting would be maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s nonapproval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment. In this EIR, the “no build” scenario is evaluated and rejected under the No Project, No Development Alternative in Section 7.2.2, and the predictable action of others is evaluated in the No Project, Foreseeable Development Alternative.

Two alternatives have been identified to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the proposed project but may avoid or substantially lessen any of the potentially significant effects of the project. These alternatives will be analyzed in detail.

- Two-Story Homes with Skate Park Only Alternative
- One-Story Homes with Recreational Facilities Alternative
- No Project, Foreseeable Development Alternative

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In accordance with the CEQA Guidelines (Section 15126.6(d)), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. Discussion of the environmental effects of the alternatives may be less detailed than that of the impacts of the proposed project.

A summary of the alternatives to the proposed project is shown on Table 7-1. A complete discussion of each alternative, including those rejected, is provided below.

**Table 7-1  
Summary of Development Alternatives**

Alternative	Description	Basis for Selection and Summary of Analysis
Proposed Project	<ul style="list-style-type: none"> <li>• 5 single-family, two-story, residential units</li> <li>• Dedication of Lot 7 for active recreational uses (either skate park or baseball field)</li> <li>• New 94-stall parking lot for recreational uses</li> <li>• Local Coastal Program Amendment (LCPA) 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 Malibu Municipal Code</li> <li>• Would generate 168 ADT, 4 AM and 65 PM weekday peak hour trips</li> <li>• Would generate 970 ADT and 97 Saturday peak hour</li> <li>• 24,511 cubic yards soil export; 11,658 cubic yards soil import <sup>1</sup></li> </ul>	
<b>Project Alternatives</b>		
1. Two-Story Homes with Skate Park Only Alternative	<ul style="list-style-type: none"> <li>• 5 two-story residential units</li> <li>• Dedication of Lot 7 for active recreational uses (for skate park, not baseball field)</li> <li>• New 94-stall parking lot for recreational uses</li> <li>• Local Coastal Program Amendment (LCPA) 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 Malibu Municipal Code</li> <li>• Would generate 78 ADT, 4 AM and 15 PM weekday peak hour trips</li> <li>• Would generate 110 ADT and 25 Saturday peak hour</li> <li>• 24,511 cubic yards soil export; 11,658 cubic yards soil import</li> </ul>	<ul style="list-style-type: none"> <li>• Reduces the intensity of recreation uses to avoid significant traffic impacts</li> <li>• Reduces weekday PM peak hour trips by 77 percent and Saturday peak hour trips by 74 percent</li> <li>• May lessen some impacts</li> <li>• Meets some of the project objectives but not to the degree of the proposed project</li> <li>• Avoid significant traffic impacts in Opening Year 2017 and Future Year 2030</li> </ul>



<sup>1</sup> The proposed project requests two-story homes on Lots 1 through 6. However, as discussed in Section 3, *Project Description*, 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.

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**Table 7-1  
Summary of Development Alternatives**

Alternative	Description	Basis for Selection and Summary of Analysis
2. One-Story Homes with Skate Park or Baseball Field Alternative	<ul style="list-style-type: none"> <li>• 5 single-family, one-story, residential units</li> <li>• Dedication of Lot 7 for active recreational uses (either skate park or baseball field)</li> <li>• New 94-stall parking lot for recreational uses</li> <li>• LCPA 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 Malibu Municipal Code</li> <li>• Would generate 168 ADT, 4 AM and 65 PM weekday peak hour trips</li> <li>• Would generate 970 ADT and 97 Saturday peak hour</li> <li>• 24,511 cubic yards soil export; 11, 658 cubic yards soil import</li> </ul>	<ul style="list-style-type: none"> <li>• Requested at EIR Scoping Meeting</li> <li>• May lessen some impacts</li> <li>• Meets some of the project objectives but not to the degree of the proposed project</li> <li>• Does not avoid significant environmental impacts</li> </ul>
3. No Project, Foreseeable Development Alternative	<ul style="list-style-type: none"> <li>• 8 single-family, two-story homes on 2-acre lots</li> <li>• Dedication of Lot 7 for active recreational uses (baseball field and basketball court)</li> <li>• LCPA 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 Malibu Municipal Code</li> <li>• New 100-stall parking lot for recreational uses</li> <li>• Would generate: 151 additional ADT on Saturday ; and 89 additional ADT weekdays (3 AM peak hour and 64 PM peak hour)</li> <li>• Would generate total 257 ADT, 7 AM, and 69 PM weekdays; and 1,121 ADT Saturday (15 peak hour)</li> <li>• Approximately 65,000 cubic yards of cut, 100,000 cubic yards of fill, and 35,000 cubic yards of import.</li> </ul>	<ul style="list-style-type: none"> <li>• No Project Alternative</li> <li>• Required by CEQA</li> <li>• May lessen some impacts</li> <li>• Does not avoid significant environmental impacts</li> <li>• Meets some of the project objectives but not to the degree of the proposed project</li> </ul>

### 7.3.1 Two-Story Homes with Skate Park Only Alternative

This alternative is designed to eliminate the project's only significant and unavoidable impact. As discussed in Section 5.11, *Transportation and Traffic*, the proposed project with baseball field development option would result in a substantial increase in traffic in Opening Year 2017 and Future Year 2030 if the intersection of PCH and Malibu Canyon Road/Winter Mesa Road, which is operated and maintained by Caltrans, is not improved. Any modifications to the operation of a roadway by the project applicant and/or a contractor would require the issuance of an encroachment permit by Caltrans, the responsible agency for the intersection of Malibu Canyon Road/PCH. There is the potential that significant impacts may not be fully mitigated if such improvements are not completed for reasons beyond the City's control (i.e., the City cannot undertake or require improvements within the control of Caltrans). The Two-Story Homes with Skate Park Only Alternative assumes that the project would be developed with 5 two-story homes and that

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Lot 7 would be improved with a skate park and new 94-stall parking lot. Lot 7 would not be developed with a baseball field.

This alternative would generate 78 ADT, 4 AM and 15 PM weekday peak hour trips and 110 ADT and 25 Saturday peak hour. Weekday and Saturday ADT would be reduced by 54 percent and 89 percent, respectively. Weekday PM peak hour trips would be reduced by 77 percent. Saturday midday peak hour trips would be reduced by 74 percent. The skate park would generate a parking demand of 10 vehicles, which is based on an assumption that up to 20 people would be using the skate park at any given time and that the average vehicle occupancy would be two-person per car.

The Two-Story Homes with Skate Park Only Alternative assumes that the construction schedule, grading volumes, and development footprints are the same as the proposed project.

### Aesthetics

The residential structures, including height, bulk and mass, for the Two-Story Homes with Skate Park Only Alternative would be the same as the proposed project. Like the proposed project, there would be no nighttime lighting of the skate park. The elimination of the baseball field under this alternative would not have any impact on the project's aesthetics. As with the proposed project, this alternative would not obstruct existing public scenic views or otherwise substantially impact scenic views or resources. The nearest parcel within the Malibu Knolls neighborhood is located approximately 2,000 feet away from the project site. While development of the project site under this alternative would be visible; the project would not block any primary views as defined in Malibu Municipal Code (M.M.C.) Section 17.40.040(A)17). A condominium development is located approximately 400 feet northeast of the project site on De Ville Way. Due to both the condominium development's and project site's existing topography, there are no ocean views and thus no primary views as defined by the M.M.C. Like the proposed project, some views of the skyline from the condominium development would be obscured under this alternative. However, sky views are not protected. Therefore, impacts of this alternative, like the proposed project, would remain less than significant. As a result, this alternative would be environmentally equal to the proposed project with regard to aesthetics.



### Air Quality

This Alternative would construct five single-story homes and donate Lot 7 for recreational purposes to be developed as a skate park. This would not result in more construction-related impacts related to hauling soil offsite. As with the proposed project, construction activities associated with the this alternative would generate short-term emissions in exceedance of SCAQMD's threshold criteria for NO<sub>x</sub> and would therefore contribute to the ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) nonattainment designations of the SoCAB. Compared to the proposed project, there would not be any greater short-term construction related impacts. However, with mitigation, impacts would remain less than significant. This alternative would therefore be environmentally equal to the proposed project with regard to air quality impacts.

### Biological Impacts

The building footprints and square footages would remain the same for each unit, as would the lot sizes. Fire fuel modification zones are measured from the edge of any combustible structure and would remain the same and thinning activities would not disturb additional native grasslands and special status species. This alternative would therefore be environmentally equal to the proposed project with regard to biological impacts.

### Cultural

This alternative would involve the same amount of ground-disturbing activities, which would have a similar likelihood of impacting archaeological or paleontological resources compared to the proposed project. As a result, this alternative

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would be just as likely to disturb undiscovered cultural resources. Impacts are likely to remain less than significant, and the impacts of the Two-Story Homes with Skate Park Only Alternative would therefore be equal to those of the proposed project.

### Geology and Soils

The proposed project's two-story homes would remain unchanged in this alternative. Development of a skate park rather than a baseball field does not impact the grading volumes or slope stability. The proposed project would require the same amount of grading and export as this alternative. The impacts for this alternative would be equal to the proposed project with regard to geology and soils.

### Greenhouse Gas Emissions

This alternative, like the proposed project, would generate a nominal increase in greenhouse (GHG) emissions onsite and would not exceed the SCAQMD's proposed GHG screening threshold. Impacts would remain less than significant. Therefore, this alternative has no impact on GHG impacts.

### Hazards and Hazardous Materials

The project site, and all of Malibu, is considered a Very High Fire Hazard Severity Zone (VHFHSZ) and has been impacted by wildfires in the past. This alternative would not change the building footprints or fuel modification zones. As with the proposed project, impacts related to fire hazards would remain less than significant with mitigation. The Two-Story Homes with Skate Park Only Alternative is therefore environmentally similar to the proposed project with regard to hazards and hazardous materials.

### Hydrology and Water Quality

The construction and operation of the Two-Story Homes with Skate Park Only Alternative would be similar to the proposed project and therefore the impacts to hydrology and water quality would be the same. As with the proposed project, neither the construction nor the operation of the Two-Story Homes with Skate Park Only Alternative would result in a significant degradation of water quality, or in a violation of any water quality standards. Likewise, neither the construction nor the operation of this alternative would significantly reduce, degrade, or otherwise impact groundwater. Therefore, the hydrology and water quality impacts of this alternative would be similar to those of the proposed project.

### Land Use

As noted, the property is specifically mentioned in both Malibu's Land Use Plan (LUP) and Local Implementation Plan (LIP). The LIP and its zoning maps designate the property as PD, which allows for a mix of residential and recreational uses. The project site is the only property designated PD in the Malibu General Plan and the Malibu LCP. The PD zone currently has no design standards. Therefore, a local coastal program amendment (LCPA) and corollary zoning text amendment would be required for the proposed project and for the Two-Story Homes with Skate Park Only Alternative—including language that specifies the type, density, and intensity of development permitted in the PD zoning designation. The LIP provides that "the uses and structures permitted and conditionally permitted in the PD District shall be as indicated in the associated approved Planned Development." The definition of the PD District further provides that "in addition to the regulations contained in this Chapter, all uses in the PD District shall be subject to the applicable standards located in the Malibu LIP, unless indicated otherwise in the approved Planned Development." The LCP contemplates that the PD District could deviate from the Malibu Development Standards.

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Neither proposed project nor the Two-Story Homes with Skate Park Only Alternative homes exceed the City's established limits on height allowed pursuant to site plan review, bulk, impervious area, and square footage. The two-story homes of this size are consistent with other residential developments throughout Malibu. Therefore, land use impacts would be similar to those associated with the proposed project.

### Noise

This alternative would not extend the overall duration of construction activities and would not require more grading. Project-generated noise during the operations phase of the project would be from project-generated traffic (mobile-source noise) and onsite operations (stationary-source noise). This alternative would reduce traffic noise as compared to the five homes with baseball field development option because it reduces the number of weekday and Saturday peak hour trips. Typical noises from baseball games include general spectator cheering and noise from the game itself, which includes the calls of the umpires, activity on the base paths, and when the bat makes contact with the ball. Overall, though, the primary noise source for baseball games is from cheering/yelling spectators. This alternative would eliminate the baseball field as a use and therefore reduce operational noise impacts. Impacts related to noise for the Two-Story Homes with Skate Park Only Alternative are expected to remain less than significant. Consequently, this alternative would slightly reduce noise impacts compared to the proposed project.

### Recreation

This alternative would have no impact on recreation facilities since no additional residential units would be constructed and no new population would be introduced to the area compared to the proposed project. As with the proposed project, this alternative would require contribution to park fees to fund future neighborhood parks and other recreational amenities. Overall, this alternative would not impact recreational resources.

### Transportation and Traffic

This alternative would generate 78 ADT, 4 AM and 15 PM weekday peak hour trips and 110 ADT and 25 Saturday peak hour. Compared to the proposed project, weekday and Saturday ADT would be reduced by 54 percent and 89 percent, respectively. Weekday PM peak hour trips would be reduced by 77 percent. Saturday midday peak hour trips would be reduced by 74 percent. The skate park would generate a parking demand of 10 vehicles, which is based on an assumption that up to 20 people would be using the skate park at any given time and that the average vehicle occupancy would be two-persons per car.

As discussed in Section 5.11, *Transportation and Traffic*, the five homes with skate park development option does not result in any significant traffic impacts or parking demand. Based on the Opening Year 2017 plus Project and Future year 2030 LOS analyses and the City's significance criteria the proposed project would create a significant impact at Malibu Canyon Road/PCH. Those impacts, and any parking demand impacts, result from the heavy use of the proposed baseball field. While proposed mitigation to improve the intersection of Malibu Canyon Road/PCH is feasible and would reduce traffic impacts to less than significant, the intersection is operated and maintained by Caltrans. Only Caltrans has jurisdiction over improvements to Caltrans facilities. If the traffic mitigation measure is not implemented by Caltrans, the project's impacts to the intersection of Malibu Canyon Road/PCH, would remain significant and unmitigated. This alternative would eliminate the baseball field and develop Lot 7 with a skate park. Therefore this alternative would reduce the project's only significant and unavoidable impact. This alternative would therefore be environmentally superior to the proposed project with regard to transportation and traffic.



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### Conclusion

#### Avoid or Substantially Lessen Project Impacts

This alternative would reduce the project's only significant and unavoidable impact.

#### Attainment of Project Objectives

This alternative would meet all of the project objectives.

#### Comparative Merits

This alternative would eliminate the significant and unavoidable traffic impact. It would also reduce parking demand impacts and operational noise impacts. This alternative would be environmentally similar to the proposed project in the area of operational air quality, biological resources, cultural resources, greenhouse gas emissions, fire hazards, hydrology and water quality, land use, construction noise, and recreation.

### 7.3.2 One-Story Homes with Skate Park or Baseball Field Alternative

This alternative was requested at the public scoping meeting held for the project held on June 7, 2012. As discussed in Chapter 5.1, *Aesthetics*, the proposed project would not obstruct existing public scenic views or otherwise substantially impact scenic views or resources. Impacts would be less than significant without mitigation. However, the proposed residential buildings would appear very prominent when viewed from the low-lying portions of the City to the east. In addition, when viewed from higher-elevation residential areas of Malibu Country Estates to north of the site, the proposed project would alter the horizon of the bluff, and would create buildings visible from these vantage points where no buildings currently exist. As requested by the public, the One-Story Homes Alternative analyzes the impact of developing all one-story homes instead of all two-story homes.

The One-Story Homes Alternative assumes that the project site is developed with five single-family, single-story homes and a skate park or baseball field. This alternative would reduce the maximum building height of the residential structures from 28 feet to 18 feet. The building square footages would remain approximately the same for each unit, as would the lot sizes. The two-story structures represent a more compact building zone, which would result in less building mass and allow for more landscaping and open area on each of the five lots. As a result, there would be a reduction of space between the homes when compared to the proposed project. The single-story alternative would almost double the building footprints for each of the five homes. This Alternative would require 24,511 cubic yards of soil export; 11,658 cubic yards of soil import. As discussed in Draft EIR Section 3.3.4, *Proposed Land Uses*, the proposed project requests two-story homes on Lots 1 through 6. However, a conservative approach was taken and grading volume calculations were based upon 5 one-story homes because one-story homes would have larger building footprints and require slightly more grading than two-story homes. Air Quality, Noise and construction traffic impacts were modeled upon the largest overall grading volumes, those of 5 one-story homes on Lots 1 through 6 and Skate Park on Lot 7. As discussed, Air Quality, Noise, and construction traffic impacts are less than significant. The length of construction activities would be approximately 39 months, slightly longer than the 38-month estimate for the proposed project. In addition, construction phasing and duration is only an estimate and could exceed the 39-month assumption given current market conditions.

#### Aesthetics

Under this alternative, single-story homes of a similar square footage would be wider, but not as high. As a result, they would preserve more bluewater views for the surrounding community, including from the proposed Rancho Malibu hotel site adjacent and the higher-elevation residential areas of Malibu Country Estates to north of the site. View

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simulations comparing the visual impacts of this alternative's one-story homes to the proposed project's two-story homes are presented as Figures 7-1 to 7-14. Each figure contains two images. The first image simulates the mass and height of the one-story homes against the outline of the story poles for the two-story buildings. The second image presents the simulation of the two-story homes (as previously shown in Chapter 5.1, *Aesthetics*). An aerial image with plotted photograph locations was previously provided as Figure 5.1-4, *Photo Location Map*.

Figures 7-1 to 7-3 show how the project site would appear from the site of the proposed Rancho Malibu hotel, adjacent to the project site. Figure 7-1 is a panorama view from the Rancho Malibu hotel site looking south to southeast across PCH to the project site. This is the proposed site of a gazebo and focal point for landscaping in the proposed Rancho Malibu hotel project. Figure 7-2 is a standard view from the Rancho Malibu hotel site (future casita placement, 2nd floor) looking south across PCH to the project site. Figure 7-3 is another standard view from the Rancho Malibu site (future casita placement, 2nd floor) looking southeast across PCH to the project site.

Figures 7-4 and 7-5 illustrate the proposed project as viewed from higher elevation residential areas (Malibu Country Estates). Figures 7-6 to 7-9 illustrate the proposed project from areas east of the site. Figure 7-6 is a standard view from PCH and Cross Creek Road looking west toward the project site. This view also approximates the view from an automobile moving along or across PCH. Figure 7-7 is a standard view from the beach looking west toward the project site and approximates the view one would have walking west along the beach. Figure 7-8 is a standard view from Malibu Legacy Park looking west toward the project site.

Figure 7-9 is a view from PCH and Webb Way looking west toward the project site, and it approximates the view from an automobile moving along or across PCH.

Figure 7-10 is a panorama view from Malibu Canyon Road looking south toward the project site. This view also approximates the view from an automobile traveling toward the ocean on Malibu Canyon Road.

Figures 7-11 and 7-12 illustrate the proposed project from areas south of the site. Figure 7-11 is a standard view from Malibu Road looking northeast toward the project site. Figure 7-12 is a standard view from Bluffs Park (Santa Monica Mountains Conservancy) looking east toward the project site. Finally, Figure 7-14 is a panorama view from an adjacent baseball outfield looking east toward the project site and approximates the view one would have standing in center field of the existing baseball field at Bluffs Park.

As discussed in Chapter 5.1, *Aesthetics*, the proposed project would alter the horizon/skyline of the bluff and create buildings visible from various vantage points where no buildings currently exist. However, as shown in Figures 7-4 to 7-14, due to the distance of the project site from all public and most private views, there is little discernible difference between the amount of ocean obscured by the One-Story Alternative and the two-story homes of the proposed project. Compared to the proposed project, the One-Story Alternative would not significantly preserve a noticeable portion of the ocean view and would not otherwise significantly improve the view from the residential areas, Legacy Park, Malibu Canyon Road, or the beach. As shown in Figures 7-6 and 7-9, the views of the project site from PCH are slightly improved with this alternative, but any development on the bluff would be prominent because of the project site's topography. The only views that would be noticeably improved by this alternative are those from the Rancho Malibu Hotel site, as shown in Figures 7-1 to 7-3. Here, the One-Story Alternative would preserve more private bluewater views than the proposed project.

The Malibu Knolls neighborhood is more than 1,000 feet away and the proposed project, while visible, would not block any primary views of the ocean. A condominium development is located approximately 160 feet northeast of the project site. Due to both the condominium development's and project site's existing topography, there are no ocean views and thus no primary views as defined by the Malibu Municipal Code (M.M.C.) Section 17.40.040(A)(17). Some



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views of the skyline from the condominium development would be obscured by the proposed project. The One-Story Alternative would preserve more skyline compared to the proposed project. However, sky views are not protected. Therefore, as with the proposed project, impacts of the One-Story would remain less than significant.

As with the proposed project, this alternative would not obstruct existing public scenic views or otherwise substantially impact scenic views or resources. As a result, this alternative would be environmentally equal to or of slightly less impact than the proposed project with regard to aesthetic impacts.

### Air Quality

The One-Story Alternative would construct five single-story homes and donate Lot 7 for recreational purposes. This would result in additional grading and more construction-related impacts related to hauling soil offsite. The proposed project requests two-story homes on Lots 1 through 6. However, as discussed in Draft EIR Section 3.3.4, *Proposed Land Uses*, a conservative approach was taken and the project's impacts are based upon five single-story homes. As with the proposed project, construction activities associated with the One-Story Alternative would generate short-term emissions in exceedance of SCAQMD's threshold criteria for NO<sub>x</sub> and would therefore contribute to the ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) nonattainment designations of the SoCAB. Compared to the proposed two-story homes project, there would be greater short-term construction related impacts due to slightly higher grading volumes. However, with mitigation, impacts would remain less than significant. This alternative would therefore be environmentally equal to or of slightly more impact than the proposed project with regard to air quality impacts.

### Biological Impacts

The building square footages would remain approximately the same for each unit, as would the lot sizes. The two-story structures represent a more compact building zone, which would result in less building mass and allow for more landscaping and open area on each of the five lots. As a result, there would be a reduction of space between the homes and between building areas and significant environmental resources. Fire fuel modification zones are measured from the edge of any combustible structure. Due to denser development, landscaping, and other improvements, the fuel modification zones may be extended, and thinning activities could disturb additional native grasslands. As discussed in Draft EIR Section 3.3.4, *Proposed Land Uses*, the proposed project requests two-story homes on Lots 1 through 6. However, as discussed in Section 5.3, *Biological Resources*, a conservative approach was taken and the project's impacts are based upon five single-story homes. This alternative would therefore be environmentally similar to the proposed project with regard to biological impacts disclosed.

### Cultural

This alternative would involve ground-disturbing activities throughout more of the site, which would have a greater likelihood of impacting archaeological or paleontological resources than the proposed project. As a result, this alternative would be slightly more likely to disturb undiscovered cultural resources. Impacts are likely to remain less than significant, and the impacts of the One-Story Alternative would therefore be equal to those of the proposed project.

### Geology and Soils

The proposed project's two-story homes have a smaller footprint than the one-story homes. As a result, the proposed project would require less grading and export. Although the homes for this alternative would still be on the flattest areas of the property, the property is not flat. Smaller footprints would in turn reduce the need for retaining walls, grading, and similar landform alteration. Larger footprints would encompass areas with more natural grade changes, increasing the need for retaining walls. As discussed previously, impacts were modeled upon the largest overall grading volumes, those of 5 one-story homes on Lots 1 through 6 and Skate Park on Lot 7. Those impacts were found to be

## 7. Alternatives to the Proposed Project

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less than significant. With larger building footprints and more grading required, the impacts for the One-Story Alternative would be slightly greater than the proposed project with regard to geology and soils. Although this alternative would result in additional grading volumes and larger building footprints than the proposed project, impacts would remain less than significant.

### Greenhouse Gas Emissions

This alternative, like the proposed project, would generate a nominal increase in greenhouse (GHG) emissions onsite and would not exceed the SCAQMD's proposed GHG screening threshold. Impacts would remain less than significant. Therefore, this alternative has no impact on GHG impacts.

### Hazards and Hazardous Materials

The project site, and all of Malibu, is considered a Very High Fire Hazard Severity Zone (VHFHSZ) and has been impacted by wildfires in the past. This alternative would create larger building footprints, and fuel modification zones are measured from the edge of any combustible structure. Therefore, the larger structures and building footprints would require additional room for fuel modification. However, as with the proposed project, impacts related to fire hazards would remain less than significant with mitigation. The One-Story Alternative is therefore environmentally similar to the proposed project with regard to hazards and hazardous materials.

### Hydrology and Water Quality

This alternative would create larger building footprints. The larger structures and building footprints would create more impervious areas. By comparison, the proposed project would minimize the amount of new impervious areas, which in turn would reduce sheet flow runoff while providing larger open space areas for infiltration and allowing for greater flexibility in treating runoff. As a result, reduced sheet flow runoff would be easier to control, direct and detain, thereby reducing runoff from the property. As with the proposed project, new infrastructure, such as curbs, gutters, and drains, would minimize runoff.

The construction and operation of the One-Story Alternative would be similar to the proposed project and therefore the impacts to hydrology and water quality would be the same. As with the proposed project, neither the construction nor the operation of the One-Story Alternative would result in a significant degradation of water quality, or in a violation of any water quality standards. Likewise, neither the construction nor the operation of this alternative would significantly reduce, degrade, or otherwise impact groundwater.

Therefore, the hydrology and water quality impacts of this alternative would be similar to those of the proposed project.

### Land Use

As noted, the property is specifically mentioned in both Malibu's Land Use Plan (LUP) and Local Implementation Plan (LIP). The LIP and its zoning maps designate the property as PD, which allows for a mix of residential and recreational uses. The project site is the only property designated PD in the Malibu General Plan and the Malibu LCP. The PD zone currently has no design standards. Therefore, a local coastal program amendment (LCPA) and corollary zoning text amendment would be required for the proposed project and for the No Project, Foreseeable Development Alternative—including language that specifies the type, density, and intensity of development permitted in the PD zoning designation. The LIP provides that "the uses and structures permitted and conditionally permitted in the PD District shall be as indicated in the associated approved Planned Development." The definition of the PD District further provides that "in addition to the regulations contained in this Chapter, all uses in the PD District shall be



## 7. Alternatives to the Proposed Project

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subject to the applicable standards located in the Malibu LIP, unless indicated otherwise in the approved Planned Development.” The LCP contemplated that the PD District could deviate from the Malibu Development Standards.

Neither proposed project nor the One-Story Alternative homes exceed the City’s established limits on height allowed pursuant to site plan review, bulk, impervious area, and square footage. The two-story homes of this size are consistent with other developments in the vicinity of the property. Therefore, land use impacts would be similar to those associated with the proposed project.

### Noise

This alternative may extend the overall duration of construction activities by one month and would require more grading. During the operational phase, this alternative would be equal to the proposed project. Consequently, this alternative may slightly increase construction-related noise impacts compared to the proposed project. However, based on the project’s conservative analysis, impacts related to noise for the One-Story Alternative are expected to remain less than significant.

### Recreation

This alternative would have no impact on recreation facilities since no additional residential units would be constructed and no new population would be introduced to the area compared to the proposed project. As with the proposed project, this alternative would require contribution to park fees to fund future neighborhood parks and other recreational amenities. Overall, this alternative would not impact recreational resources.

### Transportation and Traffic

This alternative would have no impact on transportation or traffic since no additional residential units would be constructed and no new population would be introduced to the area compared to the proposed project. This alternative would therefore be environmentally similar to the proposed project with regard to transportation and traffic.

### Conclusion

#### Avoid or Substantially Lessen Project Impacts

Although not significant, this alternative would reduce aesthetic impacts.

#### Attainment of Project Objectives

While the alternative would meet many of the project objectives, it would not meet the following project objective to the same extent as the proposed project:

- Maximize separation of building areas from significant environmental resources.

#### Comparative Merits

This alternative would slightly increase impacts in a variety of environmental categories, including construction air quality, geotechnical, and construction noise. However, these impacts would remain less than significant. The increased fuel modification zones have the potential to cause a new significant impact. This alternative would be environmentally similar to the proposed project in the area of operational air quality, biological resources, cultural resources, greenhouse gas emissions, fire hazards, hydrology and water quality, land use, operational noise, recreation, and traffic.

### 7.3.3 No Project, Foreseeable Development Alternative

This alternative is required by CEQA. Pursuant to CEQA Guidelines section 15126.6(e)(2), this alternative describes what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current land use plans and consistent with available infrastructure and community services. This alternative assumes the project site will be developed pursuant to the Malibu General Plan, which designates the project site Planned Development (PD) and the City of Malibu Local Coastal Program (LCP). The Malibu Municipal Code 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.”

This alternative assumes that the project site would be fully developed based on a site plan previously considered under a development agreement by the City and by the California Coastal Commission at the time of the Malibu LCP was being developed. Therefore, it is a reasonable foreseeable alternative that a subsequent developer may apply for similar development which includes eight homes and recreational facilities. As shown on Figure 7-15, *No Project, Foreseeable Development Alternative Site Plan*, the alternative would consist of eight single-family homes, each on a minimum two-acre lot. The western portion of the project site would be developed with a basketball court, a baseball field, and a 100-space parking lot for the recreational facilities. The site, under this alternative, would be graded to minimize impact to current landform on the relatively flat portions of the site. Therefore, earth would need to be imported to fill the canyons. It is assumed that approximately 65,000 cubic yards of cut, 100,000 cubic yards of fill, and 35,000 cubic yards of import would be required. The length of construction activities would be approximately 44 months, longer than the 38-month estimate for the proposed project. In addition, construction phasing and duration is only an estimate and could exceed the 44-month assumption given current market conditions,



#### Aesthetics

This alternative would result in the construction of eight residences on the site, including three along the prominent western bluff of the site. It would result in a denser development, similar to development along the southern side of Malibu Road, which is out of character with residential developments visible from PCH. The proposed project would result in a less dense development and would place only two structures on the western bluff. This alternative would be environmentally inferior to the proposed project with regard to aesthetics.

#### Air Quality

The No Project, Foreseeable Development Alternative would construct eight homes instead of five. This would result in more construction-related impacts. For the operational phase, three additional single-family homes and a basketball court would result in an additional 89 (3 AM and 64 PM peak hour) trips per day compared to the proposed project. In addition, the alternative would result in 151 daily trips on Saturday, with 15 peak hour trips. Consequently, mobile source emissions and stationary source emissions would be increased in comparison to the proposed project. This alternative would require more grading and soil import. Consequently, it would result in more soil haul trips. As with the proposed project, construction activities associated with the No Project, Foreseeable Development Alternative would generate short-term emissions in exceedance of SCAQMD’s threshold criteria for NO<sub>x</sub> and would therefore contribute to the ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) nonattainment designations of the South Coast Air Basin (SoCAB). There would also be more operational air quality impacts because of the additional residents and cars. Compared to the proposed project, there would be greater impacts but they would remain less than significant.

## 7. Alternatives to the Proposed Project

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### Biological Impacts

This alternative would cluster six out of eight homes on the eastern portion of the site. The proposed project would result in similar biological impacts along the eastern site boundary. However, the creation of Lots 1 and 2 (see Figure 7-15) would require additional disturbance along the southern, western, and northern slopes of the project site. Compared to the proposed project, this alternative would reduce separation between building areas and significant environmental resources. Due to denser development, the creation of more building pads, landscaping, and other improvements, the fuel modification zones would be extended, and thinning activities could disturb additional native grasslands and would move the development footprint closer to the plant community located within the Environmentally Sensitive Habitat Areas (ESHA) to the southwest. In addition, this alternative would build a road over the drainage channels which remain largely undisturbed with the proposed project. This alternative would therefore be environmentally inferior to the proposed project with regard to biological impacts.

### Cultural

This alternative would involve ground-disturbing activities throughout more of the site, which would have a greater likelihood of impacting archaeological or paleontological resources than the proposed project. The creation of Lots 1 and 2 would require additional cut and fill to stabilize the slope along the southwestern project boundary. As a result, this alternative would be more likely to disturb undiscovered cultural resources. Impacts are likely to remain less than significant, and the No Project, Foreseeable Development Alternative would therefore be equal to, or slightly inferior to the proposed project with regard to cultural resources.

### Geology and Soils

The No Project, Foreseeable Development Alternative would create more recreational facilities (basketball court) and three additional residences compared to the proposed project. With additional uses, this alternative would require more cut and fill to address the steep slopes, as well as more mitigation to ensure that the slopes are stable, particularly for Lots 1 and 2. The site, under this alternative, would be graded to minimize impact to current landform on the relatively flat portions of the site. Therefore, earth would need to be imported to fill the canyons. Even with mitigation, this alternative would result in additional grading volumes and a larger footprint than the proposed project. This alternative would also require the installation of a wastewater treatment system capable of treating a greater amount of wastewater. This would result in a greater potential impact to site soils. With a larger footprint, this alternative would be environmentally inferior to the proposed project with regard to geology and soils.

### Greenhouse Gas Emissions

This alternative, like the proposed project, would generate a nominal increase in GHG emissions onsite and would not exceed the South Coast Air Quality Management District's (SCAQMD) proposed GHG screening threshold. The three additional homes would result in increased operational GHG impacts. However, impacts would remain less than significant. Therefore, this alternative has no impact on GHG impacts.

### Hazards and Hazardous Materials

This alternative would create eight residences at the project site, a baseball field and a basketball court. This alternative would therefore result in a more intense use of the project site and would increase the number of occupants and users of the site. The project site, and all of Malibu, is considered a Very High Fire Hazard Severity Zone (VHFHSZ) and has been impacted by wildfires in the past. This alternative would expose a greater number of people to wildfire hazards than would the proposed project. In addition, the larger footprint would require additional room for fuel modification. This alternative is therefore environmentally inferior to the proposed project with regard to hazards and hazardous materials.

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### Hydrology and Water Quality

This alternative would create eight residences at the project site, as well as a basketball court. As a result, this alternative would create a greater amount of impermeable surfaces than the proposed project. By comparison, the proposed project would minimize the amount of new impervious areas, which would reduce sheet flow runoff, provide larger open space areas for infiltration, and allow for greater flexibility in treating runoff. As a result, reduced sheet flow runoff would be easier to control, direct and detain, thereby reducing runoff from the property. As with the proposed project, new infrastructure, such as curbs, gutters, and drains, would minimize runoff. This alternative would require the installation of a wastewater treatment system capable of treating a greater amount of wastewater. As a result, this alternative has a greater potential to result in water quality impacts. This alternative would therefore be environmentally inferior to the proposed project with regard to hydrology and water quality.

### Land Use

As noted, the property is specifically mentioned in both Malibu's Land Use Plan (LUP) and Local Implementation Plan (LIP). The LIP and its zoning maps designate the Property as PD, which allows for a mix of residential and recreational uses. The project site is the only property designated PD in the Malibu General Plan and the Malibu LCP. The PD zone currently has no design standards. Therefore, a local coastal program amendment (LCPA) and corollary zoning text amendment would be required for the proposed project and for the No Project, Foreseeable Development Alternative—including language that specifies the type, density, and intensity of development permitted in the PD zoning designation. The LIP provides that “the uses and structures permitted and conditionally permitted in the PD District shall be as indicated in the associated approved Planned Development.” The definition of the PD District further provides that “in addition to the regulations contained in this Chapter, all uses in the PD District shall be subject to the applicable standards located in the Malibu LIP, unless indicated otherwise in the approved Planned Development.” The LCP contemplates that the PD District could deviate from the Malibu Development Standards. Therefore, land use impacts would be equal to those associated with the proposed project.



### Noise

This alternative would extend the overall duration of construction activities because it would require more grading. While construction noise impacts could be slightly extended, impacts related to noise are expected to remain less than significant. During the operational phase, this alternative would result in 89 additional trips compared to the proposed project. Consequently, this alternative would slightly increase mobile and stationary source impacts compared to the proposed project.

### Recreation

This alternative would construct three additional residential units and introduce new population to the area compared to the proposed project. As with the proposed project, this alternative would require contribution to park fees to fund future neighborhood parks and other recreational amenities. Overall, this alternative would not impact recreational resources.

### Transportation and Traffic

This alternative would create a greater number of residences and recreational facilities than the proposed project. Eight single-family homes would result in 29 additional daily weekday vehicle (3 AM peak hour and 4 PM peak hour) and 31 additional Saturday peak hour trips compared to the proposed project. The addition of a basketball court would result in 12 trips per game (one trip per player). Assuming five games per day on weekdays and ten on Saturdays, that could result in 60 daily weekday and 120 Saturday peak hour trips. This alternative would result in a total of 151 additional trips in the Saturday peak hour and 89 additional weekday trips (3 AM peak hour and 64 PM peak hour) compared to

## 7. Alternatives to the Proposed Project

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the proposed project. It would therefore result in a greater generation of traffic trips to and from the site than the proposed project during weekdays and weekends.

Based on the Future Year 2030 plus Project LOS analysis for the proposed project and the significance criteria of the City, the proposed project with baseball field option would create a significant impact at Malibu Canyon Road/PCH because this intersection is forecast to continue to operate at LOS E (0.973 V/C) and the proposed project would increase the intersection's V/C by 0.012 V/C (i.e.,  $\geq 0.010$  V/C threshold at LOS E or F). With mitigation, this impact is less than significant. The No Project, Foreseeable Development Alternative would contribute to this cumulative impact with the addition of 89 weekday and 120 Saturday peak hour trips. This alternative would increase cumulative operational traffic compared to the proposed project. The alternative may result in a new significant cumulative impact.

Up to 250 people use the existing Malibu Bluffs Park at any given time, which results in a parking demand of 125 vehicles. With the proposed project (with baseball field), a peak demand of 217 spaces could occur under maximum usage of the Malibu Bluffs Park and the new (third) baseball field (125 existing demand plus 92 new demand during overlapping games on Saturday). This would result in an overall park parking shortfall of 42 spaces (217 spaces minus 175 spaces). The impacts would not be particularly problematic on weekdays when Malibu Bluffs Park operates at typical conditions, because the deficiency of 42 parking spaces would have a short duration and could be accommodated at other locations within the park. The increase in parking demand associated with the baseball field would, however, aggravate a situation that is already impacted during special events at the park and during times of peak park utilization. Likewise, this alternative's addition of a basketball court and baseball field would increase the parking demand and exacerbate the impacted parking situation. The alternative may result in a new significant parking impact. This alternative would therefore be environmentally inferior with regard to transportation and traffic.

### Conclusion

#### Avoid or Substantially Lessen Project Impacts

This alternative would not lessen any of the environmental effects of the proposed project.

#### Attainment of Project Objectives

While the project would meet many of the project objectives, it would not meet the following project objectives:

- 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 public bluewater ocean views.

#### Comparative Merits

This alternative would increase all impacts compared to the proposed project, with the exception of land use and recreational impacts, which remain equal. This alternative would not lessen any of the environmental effects of the proposed project, and it could potentially lead to new significant traffic impacts. During the operational phase, this alternative is forecast to generate 89 more daily trips than the proposed project on a weekday and 151 daily trips on a weekend. As a result, air pollutant emissions (criteria and GHG emissions) and traffic generated by this alternative would be greater, compared to the proposed project. It would not reduce impacts to noise, and would in fact increase operational noise impacts associated with peak weekend noise levels. This alternative would be less compatible with the surrounding neighborhood. This alternative would achieve some of the objectives established for the project, but not to the same extent at the proposed project.

### 7.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative,” and in cases where the “No Project” Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as “environmentally superior” to the proposed project:

- Two-Story Homes with Skate Park Only Alternative

The Two-Story Homes with Skate Park Only Alternative has been identified as the environmentally superior alternative. This alternative would eliminate the project’s only significant and unavoidable impact associated with traffic and transportation. The remaining impacts remain less than significant and are generally the same as the proposed project.

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (Guidelines Sec. 15126.6(c)).

Table 7-2 compares the levels of significance of the proposed project impacts with the impacts of the two project alternatives. Table 7-3 compares the proposed project’s ability to meet the project objectives against the project alternatives. CEQA does not require the City to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, explain the considerations that led it to conclude that those alternatives were infeasible from a policy standpoint, weigh those considerations against the environmental impacts of the proposed project, and make findings that the benefits of those considerations outweighed the harm.



## 7. Alternatives to the Proposed Project

**Table 7-2  
Summary of Impacts of Alternatives Compared to the Proposed Project**

Topic	Proposed Project	One-Story Homes with Skate Park or Baseball Field Alternative	No Project, Foreseeable Development	Two-Story Homes with Skate Park Only Alternative
Aesthetics	Less Than Significant	(=)/(-)	(+)	(=)
Air Quality				
Short-term	Less Than Significant with Mitigation	(=)/(+)	(+)	(=)
Long-term	Less Than Significant	(=)	(+)	(=)
Biological Resources	Less Than Significant with Mitigation	(=)	(+)	(=)
Cultural Resources	Less Than Significant with Mitigation	(=)	(=)/(+)	(=)
Geology and Soils	Less Than Significant with Mitigation	(=)/(+)	(+)	(=)
Greenhouse Gas Emissions	Less Than Significant	(=)	(=)/(+)	(=)
Hazards (Fire)	Less Than Significant with Mitigation	(=)	(+)	(=)
Hydrology and Water Quality	Less Than Significant with Mitigation	(=)	(+)	(=)
Land Use	Less Than Significant	(=)	(=)	(=)
Noise				
Short-term	Less Than Significant	(=)/(+)	(=)/(+)	(=)
Long-term	Less Than Significant	(=)	(=)/(+)	(=)/(-)
Recreation	Less Than Significant	(=)	(=)	(=)
Traffic				
ADT and LOS	Less Than Significant	(=)	(+)/(2)	(-)
Parking	Less Than Significant	(=)	(+)/(2)	(-)

- (-) The alternative would result in less impacts than the proposed project.  
 (+) The alternative would result in greater impacts than the proposed project.  
 (=) The alternative would result in the same/similar impacts as the proposed project.  
 (1) Eliminates a significant impact.  
 (2) Introduces a new significant impact.

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**Table 7-3  
Proposed Project and Alternatives Abilities to Meet Project Objectives**

Project Objectives	Proposed Project	One-Story Homes with Skate Park or Baseball Field Alternative	No Project, Foreseeable Development	Two-Story Homes with Skate Park Only Alternative
Contribute to the range of housing choices in the City of Malibu.	Yes	Yes	Yes	Yes
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.	Yes	Yes	Yes	Yes
Provide additional public parking for the Malibu Bluffs Park.	Yes	Yes	Yes	Yes
Preserve view sheds, maximize open space, and maintain the area's rural character.	Yes	Yes, but to lesser degree	No	Yes
Maintain residential privacy.	Yes	Yes, but to lesser degree	No	Yes
Maximize separation of building areas from significant environmental resources.	Yes	No	No	Yes
Preserve habitat connectivity and wildlife corridors.	Yes	Yes	Yes	Yes
Develop a project consistent with codes, regulations, and consistent with the City's General Plan and Local Coastal Program.	Yes	Yes	Yes	Yes
Preserve public bluewater ocean views.	Yes	Yes	No	Yes
Provide an onsite wastewater treatment system that will treat wastewater from the proposed project development, addressing environmental concerns regarding wastewater discharges.	Yes	Yes	Yes	Yes



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View 1



Simulated view from Rancho Malibu site looking south to southeast across Pacific Coast Highway to proposed 1-story project site alternative (Lots 1, 2, and 3).



Simulated view from Rancho Malibu site looking south to southeast across Pacific Coast Highway to proposed 2-story project site (Lots 1, 2, and 3).

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View 2



Simulated view from Rancho Malibu site (future casita placement) looking south across Pacific Coast Highway towards proposed 1-story project site alternative (Lot 1).



Simulated view from Rancho Malibu site (future casita placement) looking south across Pacific Coast Highway towards proposed 2-story project site (Lot 1).

Source: S.A. Johnson, 2012

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View 3



Simulated view from Rancho Malibu (future casita placement, 2nd floor) looking southeast across Pacific Coast Highway towards proposed 1-story project site alternative (Lots 1, 2, 3, and 4).



Simulated view from Rancho Malibu (future casita placement, 2nd floor) looking southeast across Pacific Coast Highway towards proposed 2-story project site (Lots 1, 2, 3, and 4).

Source: S.A. Johnson, 2012

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View 4



Simulated view from Blue Dane Lane (Malibu Country Estates) looking southeast towards proposed 1-story project site alternative (Lots 1, 4, and 5).



Simulated view from Blue Dane Lane (Malibu Country Estates) looking southeast towards proposed 2-story project site (Lots 1, 4, and 5).

Source: S.A. Johnson, 2012

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View 5



Simulated view from Vantage Point Terrace (Malibu Country Estates) looking southeast towards proposed 1-story project site alternative (Lot 4).



Simulated view from Vantage Point Terrace (Malibu Country Estates) looking southeast towards proposed 2-story project site (Lot 4).

Source: S.A. Johnson, 2012

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View 6



Simulated view from Pacific Coast Highway and Cross Creek Road looking west towards proposed 1-story project site alternative (Lots 1 and 2).



Simulated view from Pacific Coast Highway and Cross Creek Road looking west towards proposed 2-story proposed project site (Lots 1 and 2).

Source: S.A. Johnson, 2012

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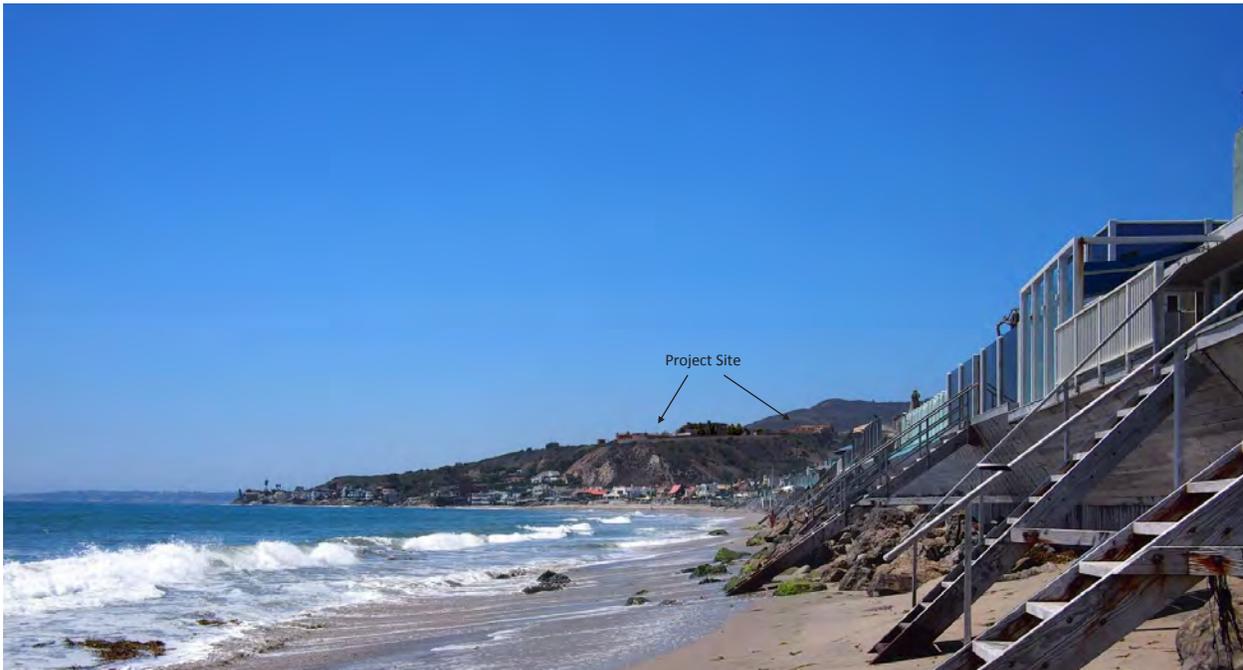
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View 7



Simulated view from beach looking west towards proposed 1-story project site alternative (Lots 1, 2, and 3).



Simulated view from beach looking west towards proposed 2-story project site (Lots 1, 2, and 3).

Source: S.A. Johnson, 2012

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View 8



Simulated view from Malibu Luna Park looking west towards proposed 1-story project site alternative (Lots 1 and 2).



Simulated view existing view from Malibu Luna Park looking west towards proposed 2-story project site (Lots 1 and 2).

Source: S.A. Johnson, 2012

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View 9



Simulated view from Pacific Coast Highway and Webb Way looking west towards proposed 1-story project site alternative (Lots 1 and 2).



Simulated view from Pacific Coast Highway and Webb Way looking west towards proposed 2-story project site (Lots 1 and 2).

Source: S.A. Johnson, 2012

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View 10



Simulated view from Coast View Drive (Malibu Knolls) looking south towards proposed 1-story project site alternative (Lots 1, 2, and 4).



Simulated view from Coast View Drive (Malibu Knolls) looking south towards proposed 2-story project site (Lots 1, 2, and 4).

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View 11



Simulated view from Malibu Canyon Road looking south towards proposed 1-story project site alternative (Lots 1, 2, and 4).



Simulated view from Malibu Canyon Road looking south towards proposed 2-story project site (Lots 1, 2, and 4).

## 7. Alternatives to the Proposed Project

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View 12



Simulated view from Malibu Road looking northeast towards proposed 1-story project site alternative (Lots 2 and 5).



Simulated view from Malibu Road looking northeast towards proposed 2-story project site (Lots 2 and 5).

Source: S.A. Johnson, 2012

## 7. Alternatives to the Proposed Project

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View 13



Simulated view from Bluff's Park (Santa Monica Mountains Conservancy) looking east towards proposed 1-story project site alternative (Lots 4 and 5).



Simulated view from Bluff's Park (Santa Monica Mountains Conservancy) looking east towards proposed 2-story project site (Lots 4 and 5).

Source: S.A. Johnson, 2012

## 7. Alternatives to the Proposed Project

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View 14



Simulated view from adjacent baseball outfield looking towards proposed 1-story project site alternative (Lots 4 and 5).



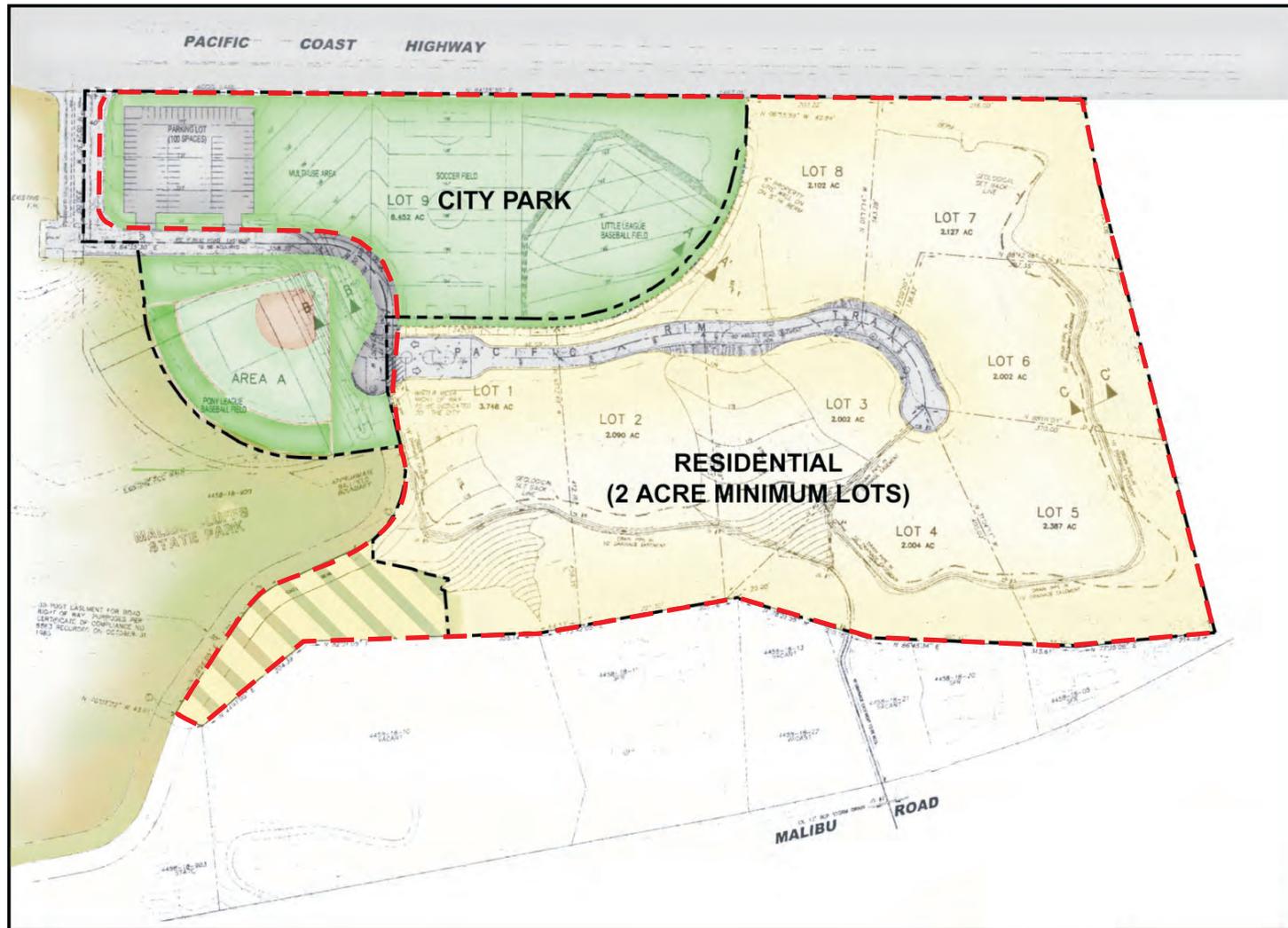
Simulated view from adjacent baseball outfield looking towards proposed 2-story project site (Lots 4 and 5).

## 7. Alternatives to the Proposed Project

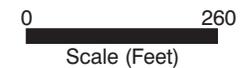
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# No Project/Foreseeable Development Alternative



--- Site Boundary



Source: Impact Sciences, Inc., January 2009

Crummer Site Subdivision Draft EIR

## 7. Alternatives to the Proposed Project

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