

**CITY OF MALIBU
NOTICE OF INTENT TO ADOPT
NEGATIVE DECLARATION**

Name of Project: 21000 and 21100 Seaboard Road Initial Study

Applications: Coastal Development Permit Nos. 04-051 and 05-061
Initial Study No. 07-008 / Negative Declaration No. 07-007
Site Plan Review No. 05-052
Minor Modification No. 06-004
Variance Nos. 05-043, 05-045, 07-043, 07-044, 07-045, and 07-046
Lot Line Adjustment No. 08-003

Location: 21000 and 21100 Seaboard Road
APNs: 4450-022-046, 4450-022-054, 4450-022-056,
4450-022-057, and 4450-022-058

Zoning/Land Use: RR-20 (Rural Residential, one dwelling unit per 20 acres)

Project Setting and Description: The project site consists of four existing lots that are located on the south flank of the Santa Monica Mountains, and are nestled in the hills between Las Flores Beach to the west and Big Rock Beach to the east. The site is immediately inland of Pacific Coast Highway (PCH), but is separated from PCH by steep hills with a nearly vertical slope. Elevations on the site range from approximately 40 feet above mean sea level in the southwest corner to approximately 590 feet above mean sea level in the northeast corner.

Currently, the four lots are: 4.08 acres (Lot 1), 1.03 acres (Lot 2), 4.22 acres (Lot 3), and 22.81 acres (Lot 4). Coastal Development Permit No. 05-061 proposes a lot line adjustment (LLA) for the four of the lots, which would result in the following lot sizes: Lot A (the location of the proposed residence) (7.6 acres); Lot B (1.3 acres); Lot C (20.0 acres); and Lot D (2.6 acres). The four lots affected by this LLA are all legal parcels. While the LLA will allow for the development of the single-family residence proposed under Coastal Development Permit No. 04-051, it will also allow potential development of single-family residences on each of the remaining three lots to be clustered around the access road and oriented to minimize disturbance to the surrounding areas. Plans have yet to be prepared for any development on the remaining three lots, but the potential future building pads are depicted on site plans as 5,100 square feet (Lot B), 9,700 square feet (Lot C), and 7,800 square feet (Lot D). These building pads are the least environmentally damaging building sites because they minimize landform alterations, are not visible from public viewing areas, reduce potential impacts to Environmentally Sensitive Habitat Area (ESHA), and are located in areas that geotechnical reports have determined as stable.

Access to the site is through Seaboard Road. Seaboard Road begins as a wide, paved, public road which branches off from Big Rock Drive, and then narrows to a privately owned, paved road accessible to existing residences. The project applicant has access rights over the private portion of Seaboard Road via a recorded easement. An existing unpaved road continues off of the private portion of Seaboard Road, and leads to the

site of the proposed residence. This existing unpaved road is approximately 2,590 feet long. The existing unpaved road is proposed to be improved and widened to 20 feet within the existing 40 foot wide right-of-way to comply with Los Angeles County Fire Department standards; the existing, paved portion of Seaboard Road which is privately owned and is less than 20 feet wide, is not required to be widened to 20 feet. Three wider areas to accommodate Fire Department turnarounds are proposed along the length of the road. The total impermeable coverage for the road is proposed at 42,340 square feet spread over four parcels.

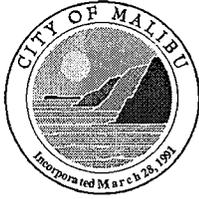
In order to widen the road, retaining walls must be installed to meet required Los Angeles County Building and Safety standards. Portions of the retaining walls are proposed to exceed six feet in height, up to 12 feet. Therefore, a variance is required to exceed the permitted wall heights. The applicant has proposed a single wall in excess of six feet rather than two six foot walls to reduce potential impacts to ESHA and to reduce grading quantities. A single wall will have a smaller footprint and disturbance area as compared to two staggered walls. As proposed, approximately 0.046 acres of ESHA will be affected for road widening.

Portions of the proposed walls will be on slopes exceeding 3 to 1 and 2½ to 1. It is impossible to avoid construction of the retaining walls in these areas. In order to avoid these slopes, the road would have to be moved, which would cause greater impacts to ESHA (creation of a new access road to a different access point, such as PCH, does not appear feasible). Therefore, a variance for construction on slopes is requested to avoid construction of a road that would have greater impacts to ESHA.

The site of the proposed residence is relatively flat and supports primarily disturbed non-native vegetation. The proposed residence is not located within ESHA or within an ESHA buffer. Further, the proposed residence is located in the same place a previous owner of the property proposed to build a 9,131 square foot, single-family residence (Auten – Plot Plan Review No. 01-124) under a then-existing Calvo exclusion from Coastal Act permitting requirements (Public Resources Code Section 30601.1). This Calvo exclusion was issued on August 30, 2002. This previously proposed residence was never built, but portions of the site were cleared in preparation for development.

The project proposes a two-story, 10,517 square foot, single-family residence up to 28 feet in height with a 398 square foot covered loggia. The first floor of the proposed residence would be 5,273 square feet, and the second floor would be 3,992 square feet in size. A 4,090 square foot basement is also proposed; however, per the provision of the Malibu Municipal Code in effect at the time the application was deemed complete, is not counted in the square footage for the residence. Two garages are proposed, including a two-car garage that would be attached to the main residence and a one-car garage that would be connected to the attached garage by a 354 square foot trellis. Total garage area proposed is 1,252 square feet. Two unenclosed parking spaces can be accommodated in hardscape north of the garages. Accordingly, the square footage for the first floor (5,273), second floor (3,992), and garage (1,252) result in a total of 10,517 square feet for the proposed residence.

A 7,325 square foot tennis court is proposed north of the residence. A 723 square foot pool is proposed south of the residence. A driveway for the residence is proposed from



City of Malibu
Planning Division
23815 Stuart Ranch Road
Malibu, CA 90265-4861

INITIAL STUDY / NEGATIVE DECLARATION

**Coastal Development Permit Nos. 04-051 and 05-061
Variance Nos. 05-043, 05-045, 07-043, 07-044, 07-045, and 07-046
Site Plan Review No. 05-052
Minor Modification No. 06-004
Lot Line Adjustment 08-003
Initial Study No. 07-008
Negative Declaration No. 07-007
Introduction**

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, and the *CEQA Guidelines* as revised. *Section 15063(c)* of the *CEQA Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Malibu) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects;
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

CITY OF MALIBU

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: **21000 and 21100 Seaboard Road**
Coastal Development Permit Nos. 04-051 and 05-061
Initial Study No. 07-008 / Negative Declaration No. 07-007
Site Plan Review No. 05-052
Minor Modification No. 06-004
Variance Nos. 05-043, 05-045, 07-043, 07-044, 07-045, 07-046
Lot Line Adjustment No. 08-003

2. Location: 21000 and 21100 Seaboard Road within the coastal zone
This project site is comprised of the following Assessor Parcel Numbers:
4450-022-046, 4450-022-054, 4450-022-056, 4450-022-057, and 4450-022-058

3. Lead Agency Name and Address: City of Malibu
Planning Division
23815 Stuart Ranch Road
Malibu, CA 90265-4861

4. Contact Person and Phone Number: Richard Mollica, AICP, Associate Planner
(310) 456-2489, extension 346

5. Project Applicant Name and Address: Lynn Heacox, Land and Water Company
14872 Sunnycrest Lane
Huntington Beach, CA 92647

6. General Plan Designation: RR-20
Rural Residential, one dwelling unit per 20 acres

7. Zoning: RR-20
Rural Residential, one dwelling unit per 20 acres

8. Project Setting and Description:

The project site consists of four existing lots that are located on the south flank of the Santa Monica Mountains, and are nestled in the hills between Las Flores Beach to the west and Big Rock Beach to the east. The site is immediately inland of Pacific Coast Highway (PCH), but is separated from PCH by steep hills with a nearly vertical slope. Elevations on the site range from approximately 40 feet above mean sea level in the southwest corner to approximately 590 feet above mean sea level in the northeast corner.

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are all legal parcels. While the LLA will allow for the development of the single-family residence proposed under Coastal Development Permit No. 04-051, it will also allow potential development of single-family residences on each of the remaining three lots to be clustered around the access road and oriented to minimize disturbance to the surrounding areas. Plans have yet to be prepared for any development on the remaining three lots, but the potential future building pads are depicted on site plans as 5,100 square feet (Lot B), 9,700 square feet (Lot C), and 7,800 square feet (Lot D). These building pads are the least environmentally damaging building sites because they minimize landform alterations, are not visible from public viewing areas, reduce potential impacts to Environmentally Sensitive Habitat Area (ESHA), and are located in areas that geotechnical reports have determined as stable.

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The site of the proposed residence is relatively flat and supports primarily disturbed non-native vegetation. The proposed residence is not located within ESHA or within an ESHA buffer. Further, the proposed residence is located in the same place the previous owner of the property proposed to build a 9,131 square foot, single-family residence (Auten – Plot Plan Review No. 01-124) under a then-existing Calvo exclusion from Coastal Act permitting requirements (Public Resources Code Section 30601.1). This Calvo exclusion was issued on August 30, 2002. This previously proposed residence was never built, but portions of the site were cleared in preparation for development.

The project proposes a two-story, 10,517 square foot, single-family residence up to 28 feet in height with a 398 square foot covered loggia. The first floor of the proposed residence would be 5,273 square feet, and the second floor would be 3,992 square feet in size. A 4,090 square foot basement is also proposed; however, per the provision of the Malibu Municipal Code (M.M.C.) in effect at the time the application was deemed complete, it is not counted in the square footage for the residence.

Two garages are proposed including: a two-car garage that would be attached to the main residence and a one-car garage that would be connected to the attached garage by a 354 square foot trellis. Total garage area proposed is 1,252 square feet. Two unenclosed parking spaces can be accommodated in hardscape north of the garages. Accordingly, the square footage for the first floor (5,273), second floor (3,992), and garage (1,252) result in a total of 10,517 square feet for the proposed residence.

A 7,325 square foot tennis court is proposed north of the residence. A 723 square foot pool is proposed south of the residence. A driveway for the residence is proposed from the access roadway that is discussed below. Hardscape, landscaping, and an alternative onsite wastewater treatment system (AOWTS) are proposed as well. A minor modification (MM) is requested to reduce the required northerly side yard. A site plan review (SPR) for height is requested.

9. Surrounding Land Uses:

All four parcels, including the site of the proposed residence, are currently vacant. These parcels are zoned RR-20. Residential development is not currently proposed on the remaining three parcels although it may occur in the future. Higher density single-family residential areas are located to the east and west of the site in the Big Rock and Las Flores Mesa neighborhoods. The access road that is proposed to be improved currently is unpaved and leads from the end of the paved section of Seaboard Road west where it would terminate at 21298 Seaboard Road. The site of a proposed single-family residence which has not yet obtained final entitlements. A steep slope is located south of the proposed residence. At the base of this slope are PCH and the Pacific Ocean. Relatively dense single and multiple-family development lies along PCH.

The subject property lies within the Appealable Jurisdiction as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Maps. The proposed residence is not located within ESHA or within an ESHA buffer, as determined by the City Biologist. However, the existing access road is located within ESHA.

10. Project Approvals

The project requires the following City of Malibu approvals for the lot line adjustment and the proposed structure and its accessories:

- a. Approval of the Negative Declaration No. 07-007
- b. Coastal Development Permit Nos. 04-051 and 05-061
- c. Site Plan Review No. 05-052
- d. Minor Modification No. 06-004
- e. Variance Nos. 05-043, 05-045, 07-043, 07-044, 07-045, and 07-046
- f. Lot Line Adjustment No. 08-003

11. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement):

- Los Angeles County Fire Department Land Development Unit
- Los Angeles County Water District Number 29

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

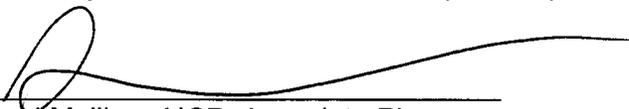
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- We find the proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared.
- We find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- We find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** is required.
- We find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- We find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Richard Mollica, AICP, Associate Planner

May 22, 2008

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact" The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used-Identify and state where they are available for review.
 - b. Impacts Adequately Addressed-Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures-For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., Comprehensive Plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significant.

A. AESTHETICS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program, Land Use Plan and Local Implementation Plan, September 13, 2002; Visual Impacts Study, November 2007

Impact Discussion:

- 1 The LLA shifts existing property boundaries and results in changes to the respective parcel sizes. The LLA does not create additional lots and would not intensify permitted development in that each existing parcel could apply for the development of a single-family dwelling. Currently, the development of a single-family residence is only proposed on one lot. Staff inspected the site and story poles on December 12, 2005. The project is not visible from PCH, a designated Scenic Highway, public streets, or the beach. The Visual Impacts Study demonstrates that the nearly vertical slope of the bluff between PCH and the project site shields the proposed development from view. The closest building site is approximately 270 vertical feet above PCH and 470 horizontal feet from PCH, and would not be in motorists' direct line of sight. The closest existing landward residential development is approximately 250 feet east of the most eastern proposed building pad. The closest seaward development is just south of the site, between PCH and the ocean. Views of the Santa Monica Mountains from the beach are often blocked or obscured by this existing development. All of the future building pads and proposed development are located further east of the bluff that is along PCH, and this feature will greatly diminish any potential for visual impacts related to development; therefore, it is anticipated that the proposed development would have less than significant impacts on views of the Santa Monica Mountains as viewed from the beach.

Additionally, because the site of the proposed residence is relatively flat and because developed properties in the area generally are at a higher elevation than the subject

property, views from the neighboring residences of the Pacific Ocean and off-shore islands will not be affected by the proposed residence.

- 2-3 The proposed project will have a negligible impact on the existing visual character of the site because construction of the proposed single-family residence will occur on a vacant lot and will be recessed to the extent possible in order to blend in with the existing topography. Malibu Local Implementation Plan (LIP) policies require that the design of land divisions (including lot line adjustments) ensure that the building sites are clustered, that the length of the driveways are minimized, that shared driveways are provided, that grading is minimized, and that all graded slopes are revegetated. The project development includes a shared access road using an existing roadway network which will be improved to conform to Fire Department standards. All of the potential building pads (as indicated by the applicant) are clustered around this access road, although the current application is only for the development of one single-family residence and accessory structures. The applicant has indicated that he does not intend to submit applications for the remaining three lots at this time. Any graded areas will be revegetated according to the requirements of the LCP. By utilizing a shared access road the disturbances to ESHA will be reduced and less landform alteration will be required. By clustering the currently proposed development and future development around this access road, and by proposing the current project on already disturbed land, impacts to ESHA are greatly reduced. The proposed residence will not result in any disturbance to ESHA, and the potential building pads on the remaining three lots will result in the disturbance of 5.33 acres of ESHA for fuel modification purposes.

In accordance with LIP Section 6.5, standard conditions of approval will require the residence, driveway, and retaining walls be limited to colors compatible with the surrounding environment (earth tones). White, light shades and bright tones are prohibited. Reflective, glossy, polished and/or roll-formed type metal siding except for solar energy panels or cells shall be prohibited. Use of non-glare glass for windows shall be required. The exterior siding of the residences shall be limited to brick, wood, stucco, metal, concrete or other similar materials.

- 4 In accordance with standard conditions of approval, lighting for walkways shall be limited to fixtures that do not exceed two feet in height and are directed downward, and bulbs that do not exceed 60 watts or the equivalent. Security lighting controlled by motion detectors may be attached to the residence provided that the lighting is directed downward and is limited to 60 watts or the equivalent. Driveway lighting shall be limited to the minimum lighting necessary for vehicular use. The lighting shall be limited to 60 watts or the equivalent. Lights at entrances in accordance with Building Codes shall be permitted provided that such lighting does not exceed 60 watts or the equivalent. The following lighting is prohibited: 1) site perimeter lighting; 2) outdoor decorative lighting for aesthetic purposes; and 3) night lighting for sports courts or other private recreational facilities.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed (including a lighting deed restriction), will result in no impacts to aesthetics.

Recommended Mitigation Measures:

No mitigation measures are required regarding Aesthetics.

Residual Impacts:

As conditioned, the project will not create any potentially significant impacts to Aesthetic Resources in the project area or in the project vicinity. As a result, no residual impacts would occur.

B. AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; California Department of Conservation, Farmland Mapping and Monitoring Program, 2002; City of Malibu Municipal Code; City of Malibu Local Coastal Program, Land Use Plan and Local Implementation Plan, September 13, 2002; Memorandum from Mark Wilson, Bedrock Engineering, October 9, 2007

Impact Discussion:

1-3 The project site is not currently used for farmland nor is it located within the vicinity of land used as farmland. The proposed development would not result in the conversion of farmland to non-agricultural uses. There are no lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance nor are any lands under a Williamson Act contract located on or near the project site. Therefore, as a result of the current zoning designations and absence of existing onsite agricultural activities, the proposed project will not have any impacts to agricultural resources.

All development projects in the City must conform to the LCP provisions detailed herein; therefore, the proposed project will result in no impact to agricultural resources and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required regarding Agricultural Resources.

Residual Impacts:

The project will have no impact to Agricultural Resources in the project area or in the project vicinity.

C. AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, September 13, 2002; Memorandum from Mark Wilson, Bedrock Engineering, October 9, 2007; Construction Management Plan letter, January 14, 2008.

Impact Discussion:

1-5 The proposed project will not result in air quality impacts once completed. Once completed the project will reduce dust by providing a finished roadway surface instead of the existing dirt roadway surface across the project site. Given the proposed single-family residential use, operation of the project will not obstruct implementation of the applicable air quality plan, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors. Due to the uncertainties in quantification methods, the inability to predict the effectiveness of regulatory efforts still under development, and the lack of established thresholds of significance, in general it is difficult to determine whether a large-scale project would result in a significant increase in GHG emissions. By contrast, because this is a small-scale project with only limited

construction activity, there is no possibility that the project will result in any significant increase in GHG emissions, either on an individual or cumulative basis. The State has accounted for projected increases in population and accompanying demand for commercial activities when it established its over-all GHG reduction targets for 2020 in Assembly Bill 32. The project is not large enough to create cumulatively considerable levels of pollutants, nor would this be the case even with development of single-family residences on the remaining three lots.

Development of the proposed project may result in short-term emissions from heavy-duty construction vehicles and also from the personal vehicles of construction workers. The applicant has proposed to stage construction equipment onsite (on and near the proposed building pad) to the extent feasible to reduce the number of necessary truck trips. The access road will require 35,000 cubic yards of grading, this will consist of the removal and recompaction of the soils so import or export of dirt is not required and the number of truck trips can be limited. Non-exempt grading for the roadway and the residence combined will result in a net export of 535 cubic yards. The applicant's engineer, Mark Wilson, has indicated that, based on common engineering practices, there would actually be a loss of material due to compaction of the fill, and the extra 535 cubic yards would be used as fill elsewhere on the site, resulting in a balanced site. Grading associated with the project is not anticipated to cause any significant impacts to air quality.

In addition, fugitive dust may be generated by construction activities. These emissions and dust would be temporary in nature and carried out in accordance with the City of Malibu's Best Management Practices (BMPs) which limit construction activities to 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction would occur on Sundays or Local, State or Federal Holidays, thus limiting the amount of cumulative effects on air quality. Any odors generated by the proposed project would be short-term in nature and limited to exhaust fumes from construction equipment and other possible construction related odors. All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, as a result of the required adherence to standard conditions of approval, the proposed project is not anticipated to have any air quality impacts.

Recommended Mitigation Measures:

No air quality impacts are proposed and no mitigation measures are required.

Residual Impacts:

The project will not have an impact on air quality in the project area or in the vicinity.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Malibu Local Coastal Program, Land Use Plan and Local Implementation Plan, September 13, 2002; Biological Assessment prepared by Steven G. Nelson, April 2, 2005; Final Fuel Modification and Landscape Plan approved by County of Los Angeles Fire Department, 2007

Impact Discussion:

- 1-2 According to the LCP ESHA Maps, portions of the subject parcels contain mapped ESHA. The purpose of the ESHA Overlay zones is to protect and preserve areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and development. Areas defined as ESHA include: 1) habitats that are rare or especially valuable from a local, regional, or statewide basis; 2) habitats that contribute to the viability of plant or animal species that are designated or are candidates for listing as rare, threatened, or endangered under State or Federal law; 3) habitats that contribute to the viability of species that are designated "fully protected" or "species of special concern" under State law; 4) habitats that support species for which there is substantial evidence of rarity; 5) designated Areas of Biological Significance or Marine Protected Areas; and 6) streams.

A Biological Assessment was conducted by Consulting Biologist, Steven G. Nelson, on April 2, 2005 and the ESHA areas were further evaluated in order to determine the physical extent of the habitat meeting the definition of ESHA on the project site. The Consulting Biologist determined that the site contained coastal sage scrub, however many portions of the site (including the proposed building pad) were clear of ESHA and exist in a disturbed condition. The predominant vegetation in those areas consists of non-native grasslands. The area where the proposed residence and its associated development are proposed was determined to be clear of ESHA. Portions of this area may have been cleared to some extent by a prior owner lawfully preparing to build a single-family residence under a then-existing Calvo exclusion. Moreover, the proposed residence, tennis court, and pool area are set back approximately 100 feet from any ESHA, as required by LIP Section 4.6.1. The approved Final Fuel Modification and Landscape Plan shows that the fuel modification boundaries have been adjusted to run alongside the ESHA boundary as determined by the Consulting Biologist. This prevents the fuel modification zones from encroaching into ESHA. Alternative siting of the proposed residence would encroach into ESHA setbacks, require additional grading, be over steeper slopes and thus in conflict with applicable hillside standards, or violate open space requirements.

Additionally, the access road has been designed to traverse the various parcels without impacting ESHA resources (to the extent possible) as defined by the Consulting Biologist. Some disturbance of ESHA (approximately 0.046 acres) is necessary as a result of widening the road to conform to Fire Department standards. Since access roadways are not included in the development area, the project is still consistent with LIP Section 4.7.1.

The proposed LLA locates future building pads close to the proposed access road. In addition to minimizing impacts to ESHA by reducing the need for new road cuts, the LLA clusters future development together and minimizes impacts to onsite ESHA present on the other three lots (there is no ESHA present on the building pad for the proposed

project). As demonstrated by the Consulting Biologist, future development of the other three lots with single-family residences will result in a total ESHA disturbance of 5.33 acres, for fuel modification. Any future development proposed on the other three lots will be subject to environmental review.

During the course of the Biological Assessment, no special status species were observed. Additionally, the Consulting Biologist stated that sensitive species are not expected to use the site as habitat vital to their area wide populations. Further, the incremental loss of any habitat as a result of the proposed project would not result in a significant impact.

- 3 The site is mountainous and characterized by various gradients of slope. The Biological Assessment did not identify any wetlands on the site that would meet the definition established in Section 404 of the Clean Water Act. Nevertheless, standard conditions applied to projects in the City require a Storm Water Pollution Prevention Plan (SWPP) prior to the issuance of grading permits for the project. A Water Quality Mitigation Plan (WQMP), also known as Standard Urban Storm water Management Plan (SUSMP) is also required. As a result of these standard conditions, residual impacts to wetlands or other jurisdictional features would be less than significant.
- 4 The proposed LLA and proposed residential development are not expected to substantially interfere with the movement of any native resident or migratory fish or wildlife species. The site has not been identified to be a migratory corridor or identified as a native wildlife nursery site. The consulting biologist did not observe any special status species during the course of the Biological Assessment. In addition, the Consulting Biologist determined that sensitive species are not expected to use the site as habitat vital to their area wide populations. With the incorporation of standard biological conditions, it is not anticipated that the project would substantially interfere with migratory wildlife or nesting areas, and therefore the project will result in less than significant impacts.
- 5 The Native Tree Protection Ordinance preserves and protects native trees including alder, California walnut, oak, toyon and western sycamore. Trees protected by the ordinance must have at least one trunk with a diameter measuring six-inches or more or a combination of two trunks with diameters totaling eight-inches or more as measured four and one-half feet above the natural grade. The Biological Assessment conducted by Steven G. Nelson, April 2, 2005, determined that no trees were found onsite that require protection under the Native Tree Protection Ordinance. No impacts to native trees are expected as a result of this project.
- 6 The proposed project is not expected to conflict with any Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other local or regional conservation plans, as no conservation plans specifically protect the subject site.

Overall, the proposed development is designed to be compatible with the biotic resources present onsite by locating the proposed building pads (both for the current project and for any future development) on existing disturbed areas and utilizing existing roads, therefore minimizing impacts to native scrub. The proposed LLA allows for the clustering of building pads around the existing access road, which will be improved as part of this project. Should future development of the proposed building pads encroach

into ESHA, those projects will be subject to Section 4.8.1.C of the LIP which requires an in-lieu fee for ESHA impacts to native scrub habitat resulting from fuel modification requirements. As shown in the applicant's exhibits, the location of the potential building pads on these lots will result in the disturbance of 5.33 acres of ESHA due to fuel modification requirements. Required in-lieu fees shall be paid into the Habitat Impact Mitigation Fund, administered by the Santa Monica Mountains Conservancy. The accumulated fees shall be used for the acquisition or permanent preservation of natural habitat areas within the Santa Monica Mountains Coastal Zone. With the implementation of in-lieu fees, potential impacts from future development would be reduced to less than significant levels. In addition, any future development that is proposed will be required to undergo its own independent environmental review.

Recommended Mitigation Measures:

No mitigation measures are required regarding Biological Resources.

Residual Impacts: The project will have less than significant impacts to Biological Resources in the project area or in the project vicinity.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, September 13, 2002; City of Malibu Cultural Resources Sensitivity Maps; Phase I Archaeological Study prepared by Robert J. Wlodarski, January 2005.

Impact Discussion:

- 1-4 According to the City's Cultural Resource Sensitivity Maps, the area around and adjacent to the proposed project site and future building pads has a very low potential of

containing cultural resources. A Phase I Archaeological Study was prepared by Robert J. Wlodarski in 2005, which determined, based in part on a field inspection, that there was no evidence of prehistoric or historic archaeological resources within the surveyed area. The Phase I Archaeological Study also concluded that any proposed improvements or modifications within the area of the access road (the study area) would have no adverse impacts on known cultural resources.

Additionally, the project will be subject to the City's standard condition of approval which requires that should unanticipated cultural resource remains be found in the course of construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature and significance of the resources and until the Planning Division Manager can review this information. If human bone is discovered during construction, work shall immediately cease and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed including notification of a coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed. Thereafter, the procedures contained in Chapter 11 of the LIP and those in Section 17.54.040(D)(4)(b) of the City of Malibu Municipal Code shall be followed. In accordance with LIP Section 11.3, the aforementioned conditions are standard conditions applied to all projects.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein; therefore, the project is not anticipated to impact cultural resources.

Recommended Mitigation Measures:

No mitigation measures are required regarding Cultural Resources.

Residual Impacts:

The proposed project will have no impacts to Cultural Resources in the project area or in the project vicinity.

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| b. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Result in substantial soil erosion, or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2001), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002; City of Malibu Geologist Referrals dated: February 2, 2006 and August 8, 2006; Evans, Colbaugh and Associates, Inc. Supplemental Data regarding Your Property at 21100 Seaboard road, September 11, 2001; GeoConcepts, Inc. Preliminary Geologic and Soils Engineering Investigation, October 28, 2004; GeoConcepts, Inc. Preliminary Geologic and Soils Engineering Investigation, December 13, 2004; GeoConcepts, Inc. Preliminary Geologic and Soils Engineering Investigation, March 23, 2005; GeoConcepts, Inc. Addendum Report No. 1, October 13, 2005; and GeoConcepts, Inc. Addendum Report No. 5, April 4, 2006

Impact Discussion:

- 1 As concluded by the Geotechnical Consultants, GeoConcepts, the project will not expose people or structures to adverse impacts related to earthquake faults, seismic ground shaking or liquefaction due to the dense nature of the bedrock in the area. While the nearby Anacapa and Malibu Coast Faults are believed to be capable of producing intense ground shaking at the subject site, these faults are not located in the immediate vicinity of the proposed building pads. The property is not located within an Earthquake Fault Zone, and no known active fault is anticipated to daylight beneath either the proposed residence or the

proposed access road. According to the geotechnical consultants, the proposed building site is not located within any mapped landslide hazard zone. Proposed construction will not serve to increase the seismic related activity at the site of the proposed development.

- 2 The project has been designed so that it does not increase soil erosion in the area. The proposed residence is located on a relatively flat portion of land that is not located within a landslide area. During the course of construction the owner will be required to utilize best management practices for construction. These actions will prevent soil erosion and mud flows during the construction period of the project, therefore the project will not have an impact on soil erosion or loss of top soil.
- 3 The parcels involved in this project are not located in a landslide area. Early geotechnical reports stated that landslides existed on the property. In a geotechnical report prepared by Evans, Colbaugh and Associates Incorporated (ECA), September 11, 2001, it was stated that a landslide exists on slopes near the proposed building pad. This firm based their conclusion on an earlier report prepared by Bing Yen and Associates (BYA) and the results of a test boring. The ECA report was unable to identify the methods used by BYA to determine that a landslide existed. However, since one of the four test pits drilled showed evidence of a past landslide, it was presumed a landslide did exist on the slope adjacent to the proposed building pad.

Further investigations and test drillings conducted more recently have determined that the landslide identified by both ECA and BYA was mapped in error. GeoConcepts re-evaluated the site conditions to gather more information about the landslide. GeoConcepts implored a subsurface exploration program consisting of several boring and backhoe pits that were geologically logged, detailed field mapping, and a review of historical aerial photographs. This research determined that the project site was clear of landslides. GeoConcepts documented that no bedrock landslide debris was encountered during the subsurface exploration or exposed on the surface to justify the determinations made by BYA. GeoConcepts determined that the borings which demonstrated faulting reflected past tectonic forces and not to a landslide. Thus, GeoConcepts concluded that the bedrock slope is stable.

GeoConcepts concluded that even though a portion of the site is located within a landslide hazard zone as depicted on the State of California Seismic Hazard Map, the proposed building site is located outside that mapped area. In addition, the geotechnical research determined that no landslides exist on the property. Based on this work, it was determined that the proposed development will not be affected by landslide activity. The movement of the lot lines as part of the LLA will not lead to the creation of building pads located in an active or past landslide.

Seaboard Road, which is located outside of the project site and subject parcels, is in a landslide. The project has been reviewed and designed to a standard that will not further aggravate the existing landslide condition that exists along Seaboard Road. In addition, the LLA will cluster development so that the future building pads will be located further west of the Seaboard landslide. The project as proposed will have no impacts on soil stability onsite or in the surrounding area.

The Geotechnical Consultants also determined that the proposed widening of the existing, unpaved access road to 20 feet, in compliance with Fire Department standards, will not

create instability. This road provides the only legal access to the site, and presents the only feasible means of access to the project site. The creation of a new access road across the steep slopes towards PCH does not appear possible given the area's topography, including the nearly vertical nature of the slopes in some locations. The Geotechnical Consultants determined that the current access road meets the required factor of safety.

In July 2005, the Geotechnical Consultants revisited the site to determine if that year's heavy rainfall had an impact on the site. It was determined that the rainfall did not change the existing site conditions and no gross instability of the site was exhibited.

- 4 The Geotechnical Consultants concluded that the proposed development, including the LLA, will be safe from hazards such as landslides, settlement or slippage, and that the proposed development will not have an adverse effect on the stability of the subject site or immediate vicinity, provided their recommendations are made part of the development plans and are implemented during construction. This development, like others, must conform to the City's standard conditions of approval and the LCP provisions. All geologic data collected to date for the project site does not indicate potentially unstable geologic conditions. Therefore, as a result of the proposed design, and required adherence to standard conditions of approval, the proposed project will have a less than significant impact to geology and soils.
5. The proposed project includes the installation of an AOWTS. The City Environmental Health Administrator and City Geologist have both reviewed and approved the proposed AOWTS. It has also been demonstrated by the geotechnical reports that the existing soils in the area of each of the three potential building pads can support an AOWTS. Therefore, no impacts are expected to occur to soil due to the addition of AOWTS.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in a less than significant impact in terms of geology.

Recommended Mitigation Measures:

No mitigation measures are required regarding Geology and Soils.

Residual Impacts:

The project will not have significant impacts to Geology and Soils in the project area or in the project vicinity.

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| 7. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Sources: City of Malibu General Plan Safety and Health Element; City of Malibu Municipal Code; City of Malibu Local Coastal Program, September 13, 2002; Los Angeles County Fire Department (LACFD) letter, July 5, 2007; Final Fuel Modification and Landscape Plan approved by County of Los Angeles Fire Department, 2007

Impact Discussion:

- 1-6 The proposed project includes a LLA and the construction of a single-family residence on a residentially zoned parcel and will not require the use, transport of, or disposal of materials which are significantly flammable or hazardous. Operation and maintenance of the residence will not require the use of materials which are significantly flammable or hazardous. The structure will not emit any significant hazardous materials or odors and would not require the daily use of chemicals, nor emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or wastes within one-quarter mile of an existing or proposed school. The project site has never been used as a hazardous waste disposal site. Therefore, no impacts concerning hazardous waste disposal are expected to occur as a result of the project. Additionally, the project site is not located within two miles of a public airport, and is not included within an airport land use plan. Therefore, no impacts to airport safety hazards are expected as a result of the project.
- 7 The proposed project involves the construction of a single-family residence and a LLA in a residentially zoned area that will not block any public roads. The existing, unpaved road which begins at the end of the private portion of Seaboard Road is proposed to be improved and widened to 20 feet within in the existing 40 foot wide right-of-way to comply with Fire Department standards. The existing, paved portion of Seaboard Road which is privately owned and is less than 20 feet wide, is not required to be widened to 20 feet. Three wider areas to accommodate Fire Department turnarounds are proposed along the length of the existing road. As such, the improvement of the access road would facilitate emergency access to the lots. The project would not impact or interfere with any emergency response plans or evacuation routes, and therefore there would be no significant impacts.
- 8 The City of Malibu is served by the Los Angeles County Fire Department (LACFD), as well as the California Department of Forestry, if needed. In the event of major fires, the County has "mutual aid agreements" with cities and counties throughout the state so that additional personnel and fire fighting equipment can augment the

LACFD. The proposed improvements to the existing access road (widening to 20 feet within the existing 40 foot right-of-way, three wider areas to accommodate Fire Department turnarounds) will facilitate emergency access in the event of a fire. The Final Fuel Modification and Landscape Plan, approved by the LACFD, also reflects that the residence will be surrounded by fuel modification zones to protect the residence. Additionally, the swimming pool will have pump connections so that the Fire Department can easily draft water in an emergency. The proposed project as conditioned will reduce the exposure of people or structures to loss, injury or death involving wild land fires. In addition, the LACFD issued an approval for a new single-family dwelling located at 21100 Seaboard Road in its letter dated July 5, 2007.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in a less than significant impact to hazards and hazardous materials and no additional mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required regarding Hazards and Hazardous Material.

Residual Impacts:

The project will not have significant impacts to Hazards and Hazardous Materials in the project area or in the project vicinity.

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| 4. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. | Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. | Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. | Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program, 2002; Flood Hazard Boundary Map; City of Malibu Public Works Referrals, September 1, 2005 and December 27, 2005; Biological Assessment prepared by Steven G. Nelson, April 2, 2005; GeoConcepts, Inc. Preliminary Geologic and Soils Engineering Investigation, October 28, 2004; GeoConcepts, Inc. Preliminary Geologic and Soils Engineering Investigation, December 13, 2004

Impact Discussion

- 1-2 The proposed project will not violate any water quality standards or waste discharge requirements. The proposed project will be in compliance with the Storm Water Pollution Prevention Plan and the Storm Water Management Plan as conditioned by the City of Malibu Public Works Department. These plans will prevent storm water runoff, drainage patterns, drainage systems and prevent erosion, dust and significant impacts to

water quality standards and waste discharge requirements. BMPs will be undertaken in accordance with the design of the project to ensure proper drainage in both pre-development and post-development stages. In addition, the City of Malibu Public Works Department has reviewed and approved the proposed project in terms of proper drainage and storm water control. The Geotechnical Consultants have determined that the project will have no impact on water quality or ground water. The Consulting Geologist, GeoConcepts, found no active surface groundwater seeps or springs on the site, and subsurface exploration did not encounter groundwater to a depth of 60 feet.

- 3-6 The proposed project site does not contain any rivers or blue-line streams as depicted on United States Geologic Survey (USGS) topographic maps, and does not propose or require the alteration of a water course. The proposed project will be consistent with the Storm Water Pollution Prevention Plan and the Storm Water Management Plan as conditioned by the City of Malibu Public Works Department. These plans will control storm water runoff, maintain natural drainage patterns and drainage systems, prevent erosion, dust and significant impacts to water quality, and meet all applicable waste discharge requirements. BMPs will be undertaken to ensure proper drainage in both pre-development and post-development stages. The project will have a less than significant impact on existing site drainage and no impacts are anticipated to off site drainage or planned stormwater drainage systems in the area.
- 7-9 The proposed project, including the LLA, proposed residence, and designation of future building pads, are not located within a 100-year flood hazard area as determined by the Flood Hazard Boundary Map. There are no dams or levees in the area, upslope of the project site, thus the site is not susceptible to loss of property or life in the event of a failure of these devices. Therefore, impacts involving flood hazards are not expected as a result of the project.
10. The proposed project is not expected to add to or be inundated by any seiche, tsunami or mudflow. Due to the elevation of the subject property, there is very little threat of inundation of the site by an earthquake induced tsunami. There are no lakes or land-locked water bodies in the vicinity, thus there is no threat of an earthquake induced seiche. Therefore, significant impacts involving seiche, tsunami or mudflow are highly unlikely as a result of the project.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in a less than significant impact to hydrology and water quality and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required regarding Hydrology and Water Quality.

Residual Impacts:

The project will not have significant impacts to Hydrology and Water Quality in the project area or in the project vicinity. As a result, no residual impacts would occur.

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the Comprehensive Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002

Impact Discussion:

1 The LLA shifts existing property boundaries and results in changing the respective parcel sizes. The LLA does not create additional lots and would not intensify permitted development in that each existing parcel could presently be developed with a single-family dwelling. The project also includes the construction of a single-family residence, improvements of an existing access road, and associated development on vacant parcels designated and zoned for residential uses.

The proposed LLA and residential structure will not divide an established community. The project site is surrounded by residential development. The residential lots south of the site are fully developed between PCH and the ocean, and therefore no impacts are expected.

2 The LLA does not change the zoning of the land, and the proposed construction of a new single-family residence and associated development will not conflict with land use policy. All four parcels, including the site of the proposed residence are currently vacant. These parcels are zoned RR-20, and would continue to be zoned as such after the project. The project complies with the City of Malibu zoning codes and ordinances as well as all other City requirements. This project does not conflict with any other code, policy, or procedure listed in the Local Implementation Plan. Moreover, the project is consistent with the certified LCP, including policies therein related to ESHA, as detailed in the above sections of this Initial Study. Specifically, the project minimizes disturbance to ESHA while still complying with the required fuel modification zones, in accordance

with LIP Section 3.10.2(A). In addition, the project is sited to minimize (and in fact avoid) impacts to views from scenic highways or public viewing areas, in compliance with LIP Section 6.5. Since the access road is not included in development area, the project is also consistent with LIP Section 4.7.1. Therefore the proposed project results in no impacts to land use and planning.

- 3 The proposed project is not expected to conflict with any Habitat Conservation Plan, Natural Community Conservation Plan or other local or regional conservation plans, as no conservation plans specifically protect the subject site, and the site is under private ownership and is zoned residential. The proposed development is designed to be compatible with biotic resources present onsite by locating proposed building pads (both for the current project and for any future development) on existing disturbed areas and utilizing an existing access road. This design will minimize future impacts to native scrub. The proposed LLA clusters the building pads around the existing access road therefore minimizing the need for additional access roads or site disturbance. Therefore, no impacts to any conservation plans are expected as a result of the proposed project.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in no impacts to land use planning and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Land Use and Planning.

Residual Impacts:

The project will not have significant impacts to Land Use and Planning in the project area or in the project vicinity. As a result, no residual impacts would occur.

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local Comprehensive Plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002

Impact Discussion:

1-2 Sand and gravel resources are the only mineral resources that have been mapped in areas of Los Angeles County. These resources have not been mapped in the Malibu area, and the presence of numerous canyons and drainages indicate that these resources are not likely to occur in the vicinity. The proposed development would not preclude access to or result in a loss of the availability of any regionally or locally important mineral resources. No impacts to mineral resources are expected.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in less than significant impacts to mineral resources and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Mineral Resources.

Residual Impacts:

The project will have no impacts to Mineral Resources in the project area or in the project vicinity. As a result, no residual impacts would occur.

K. NOISE

Would the proposed project result in:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Exposure of people to excessive ground borne vibration or noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

in the project area to excessive noise levels?

6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Sources: City of Malibu General; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002; Memorandum from Mark Wilson, Bedrock Engineering, October 9, 2007; Construction Management Plan letter, January 14, 2008

Impact Discussion:

- 1-4 Short-term construction noise will be audible to residents closest to the project site. In addition to the noise located on the construction site, noise may be a factor for those living along Seaboard Road due to construction equipment traveling along the road. It is expected that one or more of the following pieces of equipment will be required: bulldozer, excavator, flatbed delivery vehicles, concrete mixer, dump truck, generator, compactor, and miscellaneous power and hand tools during the construction phase of the project. The applicant has proposed to stage construction equipment onsite to the extent feasible to reduce the number of necessary truck trips. 35,000 cubic yards of removal and recompaction will be required for the access road. The applicant's engineer, Mark Wilson, has indicated that there will be a loss of material due to compaction of the fill. Any excess material from the road will be kept onsite and therefore will not be exported off site. The project design reduces the need for truck trips, and will reduce possible short-term noise impacts.

Nonetheless, a temporary or periodic increase in ambient noise levels is likely to occur during the construction phase of the proposed project. However, the duration of construction activities on the proposed site would be short-term. In addition, the construction activities associated with the development of this project would be carried out in accordance with the City of Malibu's Noise Ordinance, which limits construction activities to normal working hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted to occur on Sundays or Local, State or Federal Holidays. Therefore, no impacts are likely to occur as a result of the project in terms of permanent increase in ambient noise levels. Any temporary or periodic increase in ambient noise levels or ground borne vibrations in the project vicinity above levels existing without the project will be less than significant.

Given the proposed single-family residential use, operation of the project will not result in any exposure of persons to noise in excess of applicable standards, exposure to vibration, or a cognizable increase in ambient noise levels. As any noise related to the operational use of the project can be expected to be that of everyday activities (vehicle ignitions starting, human conversation, doors closing). The project will not result in any long-term noise impacts.

- 5-6 The subject property is not located within two miles of an airport or near an airstrip; therefore, no impacts are likely to occur.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in no impacts with the exception of a less than significant impact regarding temporary noise generation. No mitigation is required as part of the proposed development.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Noise.

Residual Impacts:

The project will not have significant impacts to Noise in the project area or in the project vicinity. As a result, no residual impacts would occur.

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002

Impact Discussion:

- 1 The construction of the proposed single-family residence will create a new housing opportunity on vacant land, however this land is already zoned for residential use (RR-20) and thus development is allowed. The LLA will not create new parcels and therefore will not affect housing opportunities. Currently each of the four lots involved in the LLA can be developed with a single-family residence. The proposed improvements to the access road are designed to accommodate growth and are not considered growth inducing. The proposed project would not significantly generate or exceed official regional or local population projections, nor those analyzed in the General Plan and Land Use Plan.

2-3 The proposed project will occur on a vacant site and will not remove any existing housing or displace residents. Therefore, no impacts will occur.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in a less than significant impact to population and housing growth and not result in impacts leading to the displacement of people or housing and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Population and Housing.

Residual Impacts:

As proposed, the project will not have significant impacts to Population and Housing in the project area or in the project vicinity. As a result, no residual impacts would occur.

M. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other Public Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2006; Biological Assessment prepared by Steven G. Nelson, April 2, 2005

Impact Discussion:

1-5 The addition of a single-family residence does marginally add to the number of residents currently served by the existing emergency service providers, schools, parks and other public services. However, current zoning in area provides for a house to be built on each of the four lots. The LLA will not modify the number of single-family residences that can be built. The General Plan and Local Coastal Program have designated this

area for single-family uses and this development would not result in adverse physical impacts to Public Services. In addition, this project does not require new facilities, or cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives relating to fire and police protection, schools, parks or other public services.

Additionally, the proposed improvements to the existing access road (widening it to 20 feet within the existing 40 foot right-of-way, three wider areas along the existing portion of Seaboard Road to accommodate Fire Department turnarounds) will facilitate emergency personnel access in the event of a fire. Also, the proposed swimming pool will have pump connections so that the Fire Department can easily draft water in an emergency.

Parkland development fees (Quimby fees) are assessed by the City of Malibu for each new residential development project in order to address the impact of an increased population use on parks and recreation programs. This project will pay its fair share of such fees.

School Facility Fees are assessed on any residential development for the purpose of funding construction or reconstruction of schools or school facilities. This project will be required to pay an appropriate School Facility Fee.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the proposed project will have no impacts on the public services in the City of Malibu.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Public Services.

Residual Impacts:

As proposed, the project will have no impacts to Public Services in the project area or in the project vicinity. As a result, no residual impacts would occur.

N. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the project include recreational facilities or require the construction of expansion of recreational facilities, which might have an adverse physical effect on	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

the environment?

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002

Impact Discussion:

- 1 The impact on recreation resources as a result of this project would not be significant enough to create substantial physical deterioration of City or regional recreational facilities. The proposed project would not cause acceleration in the deterioration of any existing recreational facilities or programs. No impacts are expected to occur in relation to recreational facilities as a result of this project.
- 2 Parkland development fees (Quimby fees) are assessed by the City of Malibu for each new residential development project in order to address the impact of an increased population on park and recreation programs.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in no impacts to recreation and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Recreation.

Residual Impacts:

As proposed, the project will not have impacts on Recreation in the project area or in the project vicinity. As a result, no residual impacts would occur.

O. TRANSPORTATION/TRAFFIC

Would the proposed project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Result in a change in air traffic patterns, including either an increase in traffic levels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

or a change in location that results in substantial safety risks?

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 4. | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. | Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. | Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. | Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program 2002, County of Los Angeles Fire Department letter, July 5, 2007; Memorandum from Mark Wilson, Bedrock Engineering, October 9, 2007; Construction Management Plan letter, January 14, 2008

Impact Discussion:

1-2 A negligible long-term increase in traffic may occur as a result of the development. The proposed project would result in four reconfigured lots, and the construction of one single-family residence. The increased number of trips associated with the development of potentially four single-family residences is not expected to exceed the level of service standard established by the county congestion management plan. Currently the site contains four legal lots that could be developed without the approval of the LLA.

A temporary increase in traffic will result from the construction activities. The applicant has proposed to stage construction equipment onsite to the extent feasible to reduce construction traffic. Additionally, to reduce disturbance to neighbors, the applicant proposes a balanced cut and fill for all grading activities. The proposed grading activities will result in an excess of 535 cubic yards of soil. The applicant's engineer, Mark Wilson, has indicated that, based on common engineering practices, there would actually be a loss of material due to compaction of the required fill, and the extra 535 cubic yards would be used as fill, resulting in a balanced site. This will eliminate dirt hauler traffic along Seaboard Road during construction of the proposed structure, and therefore no impacts are expected.

3 The potential development of four single-family residences will not cause or result in a change in air traffic patterns as there is not an airport in the vicinity. Furthermore, the City of Malibu is not located within an airport approach or take-off zone. The proposed project will not result in impacts to air traffic levels or traffic.

4 Access to the realigned lots would be provided by an existing private access road that originates from the western end of Seaboard Road. No new intersections are required for the proposed project. The project proposes residential development on a site that is

designated for residential uses. There are not any anticipated incompatible uses associated with the proposed project. Therefore, the project will not increase hazards to users of Seaboard Road. The proposed lot configurations cluster development so that it can utilize a common access road which will allow for improved fire access. The proposed project design will not result in hazard impacts.

- 5 The existing, unpaved road which begins at the end of the private portion of Seaboard Road is proposed to be improved and widened to 20 feet within in the existing 40 foot wide right-of-way to comply with Fire Department standards. Three wider areas to accommodate Fire Department turnarounds are proposed along the length of Seaboard Road. The improvement of the existing access road would facilitate emergency personnel access to the lots. The proposed project was reviewed by the Los Angeles County Fire Department and on July 5, 2007, a determination was made that the project meets the requirements of the Fire Department. The proposed project is not anticipated to impact emergency access.
- 6 The proposed project design allocates a minimum of two covered and two uncovered parking spaces for the proposed residence in accordance with the Malibu Local Implementation Plan. Therefore, no impacts are expected to occur in relation to parking capacity.
- 7 The proposed project consists of a new single-family residence, associated development, and a LLA on currently vacant lots. The subject property is not part of any plan involving alternative transportation. The project will not impact adopted policies, plans, or programs supporting alternative transportation.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in no impacts to transportation/traffic and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Transportation/Traffic.

Residual Impacts:

As proposed, the project will not impact Transportation/Traffic in the project area or in the project vicinity. As a result, no residual impacts would occur.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

construction of which could cause significant environmental effects?

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 3. | Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. | Result in a determination by the wastewater treatment provider, which serves or may serve the projects that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program 2002; City of Malibu Department of Public Works Referrals, September 1, 2005 and December 27, 2005, City of Malibu Environmental Health Specialist Approval, January 26, 2006

Impact Discussion:

- 1,2 & 5 The proposed project includes an AOWTS for the proposed residential dwelling. When future residences are proposed on the other lots, those too will each require an AOWTS. The potential development of four single-family residences will not exceed applicable Regional Water Quality Control Board requirements or standards. The future building pads have been reviewed by the City of Malibu Environmental Health Administrator. The proposed AOWTS design will provide adequate capacity to serve the project's projected demand, therefore no impacts are expected as a result of this project.
- 3 Storm drainage improvements are required as a condition of approval to offset the increased runoff generated by the proposed development. The applicant shall have a choice of one method specified within LIP Section 17.4.2.B.2. No drainage features are proposed that could have significant environmental effects.

4 The proposed project is located within the jurisdiction of the Los Angeles County Waterworks District No. 29. Water system improvements will be installed by the applicant subject to the requirements set by the Fire Department and the Los Angeles County Waterworks District No. 29. The proposed project does not include any request for onsite water wells; therefore, it is not anticipated that the proposed project would deplete existing groundwater supplies. Furthermore, the project is designed to accommodate storm water runoff onsite, thus, the proposed development will not substantially interfere with the groundwater recharge process.

6-7 In accordance with the City of Malibu General Plan, an integrated waste management program will be implemented during the development of the site. This program is administered through Solid Waste Solutions Inc. (contracted by the City of Malibu). The company will coordinate the disposal of solid waste generated by any construction activities related to development of the lots. Furthermore, the project will be conditioned to contract with a City approved refuse hauler to facilitate the recycling of all recoverable/recyclable construction material. Recoverable material shall include but not be limited to: asphalt, dirt and earthen material, lumber, concrete, glass, metals, and drywall. A standard condition of approval applied to all projects requires that prior to the issuance of the Certificate of Occupancy; the applicant will provide the City Public Works Department with a Final Waste Reduction and Recycling Report. This report will designate all materials broken down by material types that were land filled and/or recycled. The final report will be approved by the City Public Works Department. The proposed project, with the outlined conditions, will have no impacts to solid waste.

Daily solid waste generated from the residential development will be disposed of through a private solid waste company. Standard recycling measures are available to the occupants of the proposed residential dwelling.

All development projects in the City of Malibu must conform to the LCP provisions detailed herein. Therefore, the project as proposed will result in no impacts to utilities and service systems and no mitigation is required.

Recommended Mitigation Measures:

No mitigation measures are required pertaining to Utilities and Service Systems.

Residual Impacts:

As proposed, the project will result in no impacts to Utilities and Service Systems in the project area or in the project vicinity. As a result, no residual impacts would occur.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the project have impacts that are individually limited, but cumulatively considerable (<i>"Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Malibu General Plan; City of Malibu Municipal Code; City of Malibu Local Coastal Program Land Use Plan and Local Implementation Plan, 2002

Impact Discussion:

1 The LLA will modify the size of the four existing parcels. The LLA does not create additional lots and would not intensify permitted development in that each existing parcel could presently be developed with a single-family dwelling. In addition, the project proposes the development of a single-family residence, associated development, and the improvement of an existing access road on vacant parcels designated and zoned for residential uses.

ESHA in the form of coastal sage scrub occurs on the four existing lots and the four realigned parcels would also include ESHA. According to LIP Section 15.5.B.4, LLAs cannot be approved when the development of the resulting lots would result in greater impacts to ESHA than already exists.

If development on each of the four lots was proposed at this time without a LLA, the impacts to ESHA would be greater than the impacts after the LLA. The proposed reconfigured lots relocate the four building pads closer together; this not only reduces impacts to ESHA caused by fuel modification, but also reduces disturbance caused by access requirements. The reconfigured building pads are located closer to the shared access driveway thereby reducing ESHA impacts. The proposed single-family residence does not impact ESHA. The required fuel modification plan for the proposed residence avoids all onsite ESHA by limiting development to disturbed areas, thus minimizing impacts to the greatest extent feasible.

Given the discussion above and the analysis contained in this Initial Study, the proposed LLA and subsequent residential development does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, less than significant impacts are expected on the environment.

- 2 Since the proposed development and LLA is consistent with the General Plan designation and surrounding land uses, no cumulative impacts are expected. A single-family residence can be built on each of the four lots associated with this project. The LLA and proposed access road are growth accommodating rather than growth inducing. Furthermore, there is only one parcel to the west of the subject parcels that can be served by the improved access road; this parcel is also zoned for development of a single-family residence and therefore the road would not be growth inducing. The potential combined development of five single-family residences (when including the lot to the west) would not lead to a cumulative impact. The proposed project would site development in locations that would reduce ESHA impacts, minimize the amount of access roads required, and minimize the amount of landform alteration required for development. Therefore, the project's contribution to cumulative impacts is negligible and a less than significant impact is expected.
- 3 The proposed project consists of a new single-family residence, associated development, a LLA and, as previously stated in this Initial Study, will not cause substantial adverse effects on human beings, either directly or indirectly.

Recommended Mitigation Measures:

Due to conditions of approval placed on the project and conformance with all Municipal Code requirements and Local Coastal Program requirements, no mitigation measures are required pertaining to Mandatory Findings of Significance.

Residual Impacts:

As proposed and conditioned, the project will not create any potentially significant impacts in the project area or vicinity. As a result, no residual impacts are expected to occur.

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