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October 15, 2015

Mr. Bruce McBride  
Project Delivery Analysts, LLC  
14342 Shawnee Street  
Moorpark, CA 93021

RE: Technical Review for Reduced Malibu Memorial Park Project  
(4000 Malibu Canyon Road)

Dear Mr. McBride,

Overland Traffic Consultants, Inc. has reviewed the new proposal for the smaller Malibu Memorial Park project. The purpose of this letter is to document the expected changes to the project's potential traffic impacts based on the recent site plan modifications: to reduce the size of the Malibu Memorial Park from 27.8 acres to 21.0 acres with the Chapel, related parking and entry driveway essentially the same as the previous Memorial Park concept.

Overland Traffic Consultants prepared the traffic impact report for the Malibu Memorial Park for review by the City of Malibu on January 2015. That study analyzed a chapel with supporting parking located on 27.8 acres at the northeast corner of Pacific Coast Highway and Malibu Canyon Road in the City of Malibu. The address of the site is 4000 Malibu Canyon Road.

This assessment focuses on evaluating the current site plan revisions and determining whether the modified project remains consistent with the original traffic study conclusions. Our consistency evaluation includes an assessment of the current project's traffic generation, project access and associated traffic impacts based on the previous traffic impact study.

#### Traffic Generation

Summary Findings: The revised project traffic generates less traffic than the prior project by 37 weekday daily trips, 1 fewer weekday morning trips, 6 less weekday



afternoon trips, 45 fewer Saturday daily trips and 24 fewer Saturday mid-day vehicle trips.

Table 1 contains a comparison of the revised and original traffic generation using the land use trip rates shown in Table 2. The supporting trip calculations for the revised and original project are contained in Tables 3 and 4, respectively.

Table 1  
Comparison of Project Trip Generation

	Daily	AM Peak Hour			PM Peak Hour			Saturday	Mid - day		
	<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Reduced Project	176	9	6	3	23	8	15	213	95	54	41
<u>Original Project</u>	<u>213</u>	<u>10</u>	<u>6</u>	<u>4</u>	<u>29</u>	<u>10</u>	<u>19</u>	<u>258</u>	<u>119</u>	<u>67</u>	<u>52</u>
Change	-37	-1	-	-1	-6	-2	-4	-45	-24	-13	-11

Table 2  
Project Trip Generation Rates  
(Weekday and Saturday)

<u>Land Use</u>	ITE <u>Code</u>	Weekday <u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Church per 1,000 square feet	560	9.11	0.56	0.35	0.21	0.55	0.26	0.29
Cemetery per Acre	566	4.73	0.17	0.12	0.05	0.84	0.28	0.56

<u>Land Use</u>	Saturday <u>Daily</u>	<u>Mid-day Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
Church per 1,000 square feet	10.37	3.54	2.51	1.03
Cemetery per Acre	5.94	3.09	1.58	1.51

Table 3  
Reduce Project Traffic Generation  
(Weekday AM, PM and Saturday Mid-day Peak Hours)

<u>Proposed Land Use</u>	<u>Weekday Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
8,500 s.f. Church	77	5	3	2	5	2	3
21 Acres	99	4	3	1	18	6	12
	176	9	6	3	23	8	15

<u>Proposed Land Use</u>	<u>Saturday Traffic</u>	<u>Saturday Mid-day</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
8,500 s.f. Church	88	30	21	9
21 Acres	125	65	33	32
	213	95	54	41

Table 4  
Original Project Traffic Generation  
(Weekday AM, PM and Saturday Mid-day Peak Hours)

<u>Proposed Land Use</u>	<u>Weekday Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
8,500 s.f. Church	77	5	3	2	5	2	3
28.7 Acres	136	5	3	2	24	8	16
	213	10	6	4	29	10	19

<u>Proposed Land Use</u>	<u>Saturday Traffic</u>	<u>Saturday Mid-day</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
8,500 s.f. Church	88	30	21	9
28.7 Acres	170	89	46	43
	258	119	67	52

Project Site Access

Summary Findings: The on-site circulation and access plans are consistent with the prior project. The revised site plan is shown in Figure 1.

The only modification to the project access was to shift the entrance / exit slightly towards Pacific Coast Highway. No changes to the vehicular movements; All public vehicular access to the site is provided by a split driveway located on Malibu Canyon Road (entrance approximately 500 feet north of the Pacific Coast Highway centerline with the exit located approximately 600 feet north).

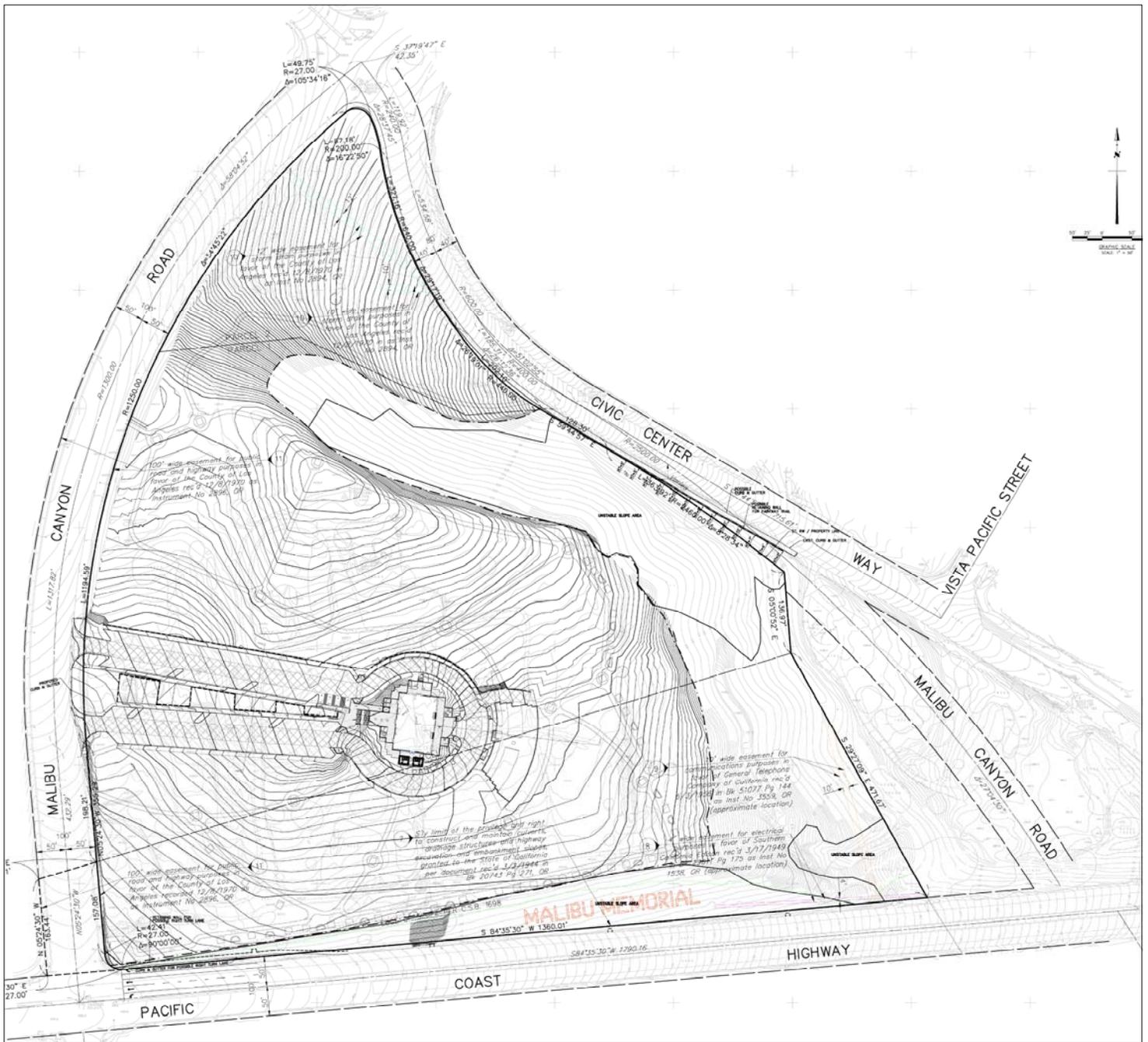


FIGURE 1

10/2015

REVISED SITE PLAN



Overland Traffic Consultants, Inc.

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The project entrance and exit are located on the inside curvature of Malibu Canyon Road which restricts the sight distance for vehicles exiting the site. For this reason, right turn egress only is recommended, i.e., no left turns exiting the site. However, left-turn entering the site will be allowed at the entrance provided that Malibu Canyon Road is restriped to provide a left-turn pocket for the site.

#### Project Traffic Impacts

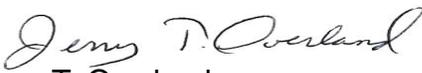
The prior study analyzed 10 intersections and determined that one of the study intersections would be significantly impacted by the project traffic; on a Saturday afternoon in the future year 2030 due to the estimated cumulative growth. No project traffic impacts were identified for existing conditions or for study year 2016.

The reduced project will reduce impacts at all study intersections, however, the significant traffic impact previously identified at the intersection of Pacific Coast Highway and Webb Way in study year 2030 will remain. The cumulative impact of traffic growth in 2030 will push the intersection into a LOS E at which the increases from project traffic on Saturday mid-day are deemed significant using the City of Malibu's threshold of significance. The mitigation that the City has approved for other development in the Civic Center would mitigate the Malibu Memorial Park's impact.

Pacific Coast Highway and Webb Way - The impact of project traffic on the intersection of Pacific Coast Highway and Webb Way could be mitigated by installing eastbound dual left-turn lanes.

Please call me if you have questions.

Sincerely,

  
Jerry T. Overland