

# Appendix C

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## Transportation Studies

Prepared by:

K2 Traffic Engineering, Inc.

April 2020

September 2013

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# TRAFFIC IMPACT STUDY

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## Malibu Inn Motel

22959 Pacific Coast Highway, Malibu

Date: April 29, 2020

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Traffic Impact Study for Malibu Inn Motel  
22959 Pacific Coast Highway, Malibu



Prepared under the supervision of

A handwritten signature in black ink, appearing to read "Jende Kay Hsu".

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Jende Kay Hsu, P.E., T. E.  
California License # T2285

## **EXECUTIVE SUMMARY**

The purpose of this study is to evaluate traffic impact of the proposed Malibu Inn Motel located at 22959 Pacific Coast Highway in the City of Malibu. The site is currently used for parking and the proposed development will construct a new 20-room motel.

The project is expected to generate 14 trips in the AM peak hour, including 6 inbound and 8 outbound trips, 16 trips in the PM peak hour, including 6 inbound and 10 outbound trips, and 180 daily trips. The project does not generate any significant impact at study intersections. Therefore, mitigation measure is not required.

The primary site access is provided by a new driveway on Pacific Coast Highway. Since shared parking will be provided between the subject motel and the adjacent restaurant, an internal access to the adjacent restaurant is provided so that shared parking operations do not require entering Pacific Coast Highway. "Right Turn Only" signs (R3-5R) and pavement arrow markings will be installed to prohibit left-turn egress at project driveway as well as the restaurant driveway adjacent to the property line.

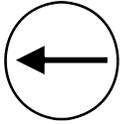
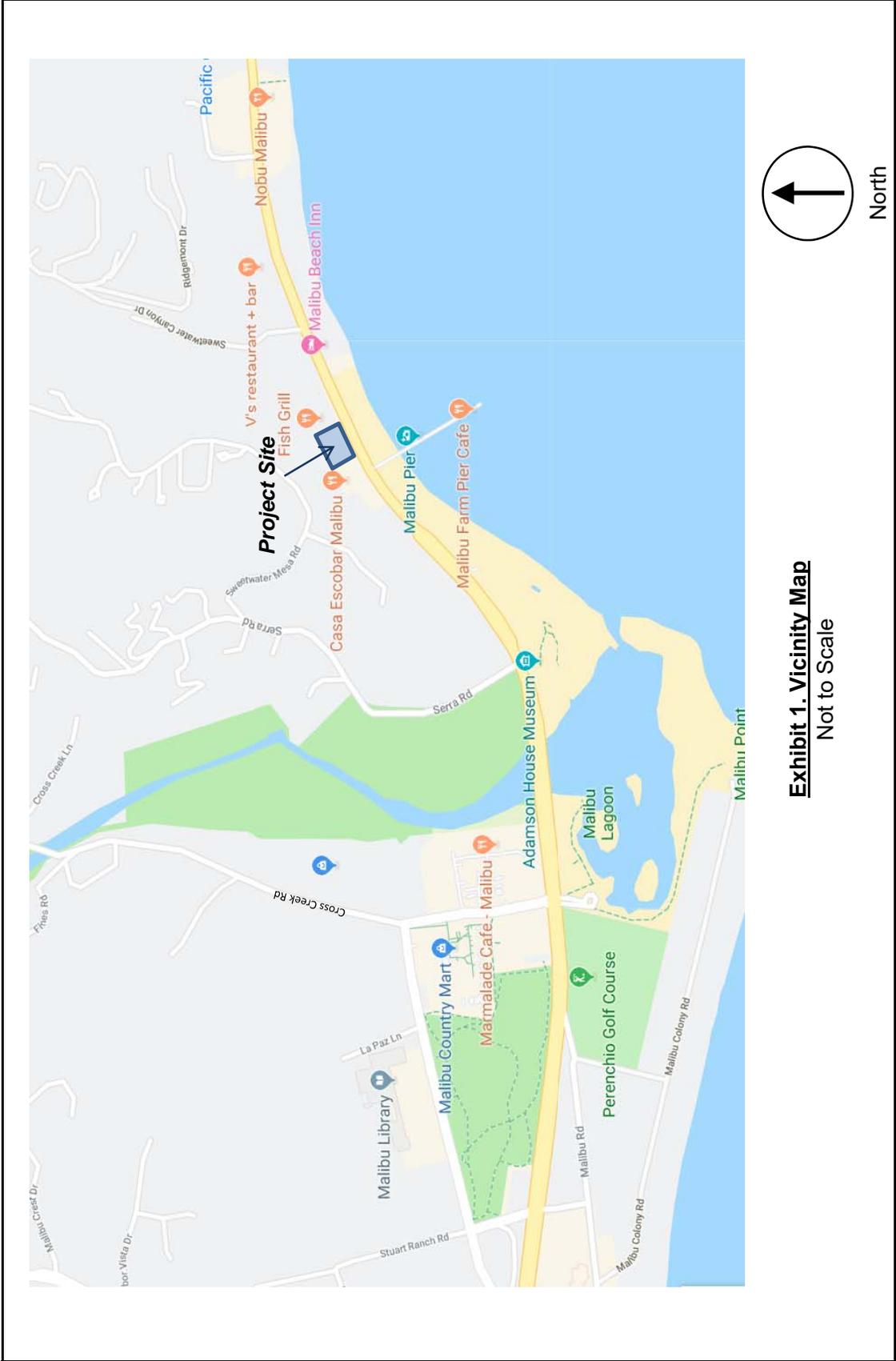
Public transit is served by bus stops located within 300 feet in both directions for Metro Bus Route 534 which operates along Pacific Coast Highway between Malibu and Santa Monica. The project should not have a significant impact on pedestrian facilities. Pacific Coast Highway is a designated bicycle route as a Class III facility consisting of an on-road signed route without separate lanes. The project is not expected to affect or modify the bicycle route.

The subject hotel development is expected to generate very few truck traffic on a regular basis, if any, expect during the construction period. The construction traffic would generally avoid rush hour traffic therefore not generate any significant traffic impact. Nonetheless, a construction management plan, including a traffic control plan and construction parking plan, shall be submitted for review and approval by the Public Works Department and Building Official prior to the issuance of a demolition, grading or building permit.

## **INTRODUCTION**

The purpose of this study is to evaluate traffic impact of the proposed Malibu Inn Motel located at 22959 Pacific Coast Highway in the City of Malibu. The site is currently used for parking and the proposed development will construct a new three-story motel building. The ground floor of the building consists of the lobby and a valet parking garage. The main and upper floors accommodate 20 motel rooms and suites. Vicinity map is shown in **Exhibit 1**. The proposed site plan is shown in **Exhibit 2**.

The development proposes to construct a new driveway on Pacific Coast Highway at the east end of the site. Left-turn egress will be restricted for this proposed driveway. However, U turn is allowed at the adjacent traffic signal intersection 100 feet to the west Egress. Site access is independent from the adjacent restaurant although the parking lots are connected for patrons' convenience.



North

**Exhibit 1. Vicinity Map**

Not to Scale



## **STUDY SCENARIOS**

In compliance with the “City of Malibu Traffic Impact Analysis Guidelines” (dated August, 2012) and the scoping agreement (see **Appendix "A"**), this study includes the following scenarios:

- i. Existing Conditions
- ii. Existing With Project Conditions
- iii. Opening Year (2021) Without Project Conditions
- iv. Opening Year (2021) With Project Conditions
- v. Future (2035) Without Project Conditions
- vi. Future (2035) With Project Conditions

This study includes traffic counts and level of service (LOS) analysis for the following intersections:

1. Pacific Coast Highway at Cross Creek Road (Signalized)
2. Pacific Coast Highway at Malibu Pier (Signalized)
3. Project Driveway at Pacific Coast Highway (to be constructed)

The proposed project driveway will also be analyzed for the scenarios of project completion.

## ANALYSIS METHODOLOGY

In compliance with the “City of Malibu Traffic Impact Analysis Guidelines” (dated August, 2012), the Level of Service (LOS) analysis for signalized intersections is based on Intersection Capacity Utilization (ICU) methodology. **Table 1** provides the definition for LOS associated with values of volume-to-capacity ratios (V/C).

**Table 1. LOS Definition for ICU Methodology – Signalized Intersections**

LOS	V/C Ratio	Definition	
A	0.000 – 0.600	Excellent	No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	Very Good	An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	Good	Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	Fair	Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901- 1.000	Poor	Represents the most vehicles intersection approaches can accommodate; may be long line of waiting vehicles through several signal cycles.
F	> 1.000	Failure	Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

For un-signalized intersections, the LOS analysis is performed using SYNCHRO software based on the methodologies prescribed in the Highway Capacity Manual (HCM 2010). **Table 2** provides the definition for LOS associated with average control delay.

**Table 2. LOS Definition for HCM Methodology – Unsignalized Intersections**

LOS	HCM (seconds/vehicle) Average Control Delay
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

## EXISTING CONDITIONS

The site address is 22959 Pacific Coast Highway in the City of Malibu. The project site is situated on the north side of Pacific Coast Highway, bounded by a restaurant to the west and commercial uses to the east. The project site is currently a public parking lot and can be accessed only via the adjacent restaurant, Casa Escobar Malibu.

Pacific Coast Highway is an undivided major arterial running east-westerly in the project vicinity with two lanes in each direction and two-way-left-turn lane in the middle. Left-turn lanes are provided at major intersections. The speed limit is 45 mph in the project vicinity.

The intersection of Pacific Coast Highway at Malibu Pier is signalized to ensure pedestrian crossing safety and allow left turns to and from the restaurant Casa Escobar Malibu. It is noted that the south approach at this intersection which is one of the driveway entrances to Malibu Pier parking lot has been permanently closed. However, U turns are still allowed for the westbound left-turn lane.

AM and PM peak hour turning movements were collected on Tuesday, June 4, 2019. Lane configurations and traffic volumes at the study intersections are shown in **Exhibit 3** and **4**, respectively. Complete traffic data can be found in **Appendix "B"**.

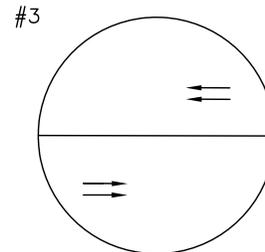
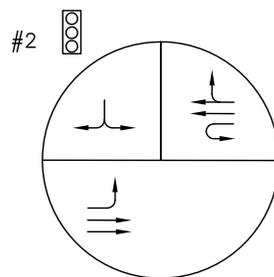
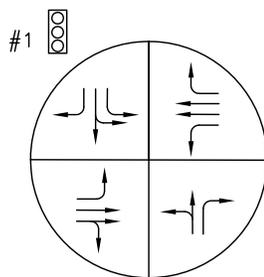
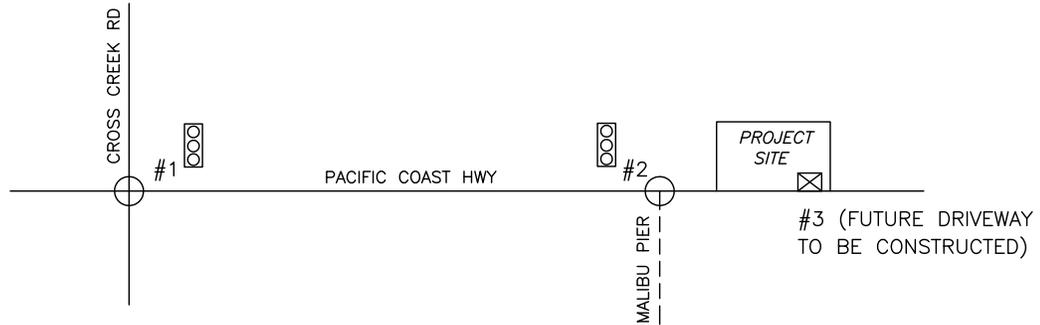
The V/C ratios, delay values and the corresponding LOS for existing traffic conditions were shown in **Table 3**. For the existing conditions, all study intersections are currently operating at acceptable LOS C or better during AM and PM peak hours. The analysis worksheets can be found in **Appendix "C"**

**Table 3. Existing Traffic Conditions**

No.	Intersection	Control Type	AM		PM		
			LOS	V/C or Delay	LOS	V/C or Delay	
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.540	B	0.699	
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.527	B	0.622	
3	Project Driveway at Pacific Coast Hwy	To be constructed					



NORTH  
NOT TO SCALE



LEGEND:

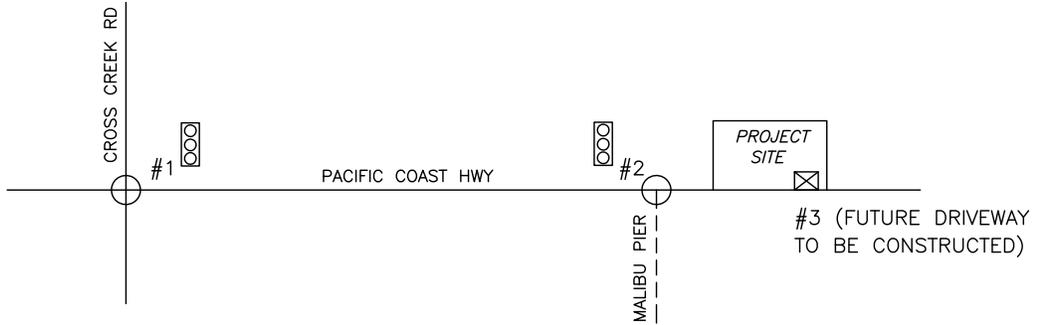
-  INTERSECTION
-  TRAFFIC SIGNAL
-  DRIVEWAY

EXISTING LANE CONFIGURATION

MALIBU INN MOTEL  
22959 PACIFIC COAST HIGHWAY



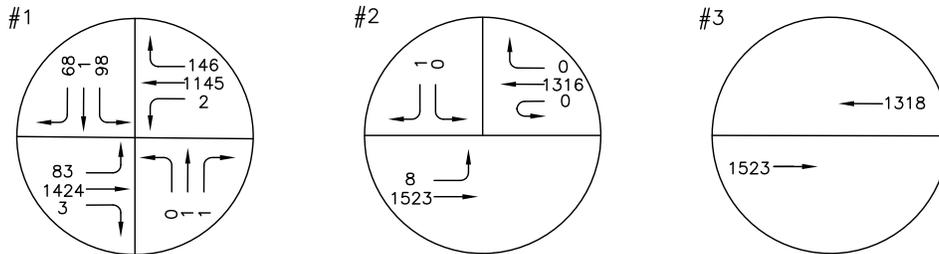
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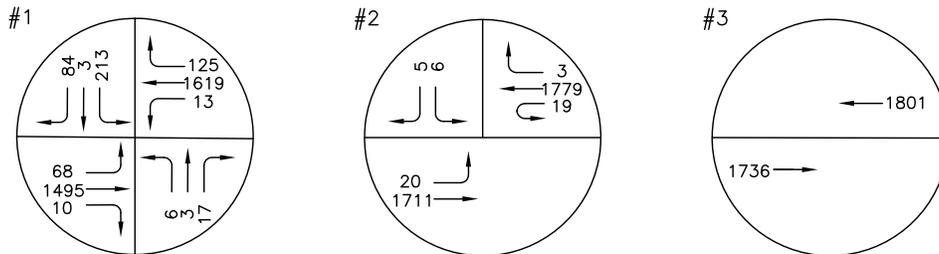
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



MALIBU INN MOTEL  
22959 PACIFIC COAST HIGHWAY

EXISTING TRAFFIC VOLUMES

## TRIP GENERATION

Trip generation represents the amount of traffic attracted and produced by the project development. Based upon the recommendations from SANDAG “Not So Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region”, dated April 2002, project related trip generation rates are shown in **Table 4**.

**Table 4. Trip Generation Rate**

Land Use	Unit	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Motel	Room	9	0.72	40%	60%	0.81	40%	60%

The project is expected to have a trip generation of 14 trips in the AM peak hour, including 6 inbound and 8 outbound trips, 16 trips in the PM peak hour, including 6 inbound and 10 outbound trips, and 180 daily trips. The projected trips associated with the project are provided in **Table 5**.

**Table 5. Project Trip Generation**

Land Use	Unit	Quantity	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Motel	Room	20	14	6	8	16	6	10	180

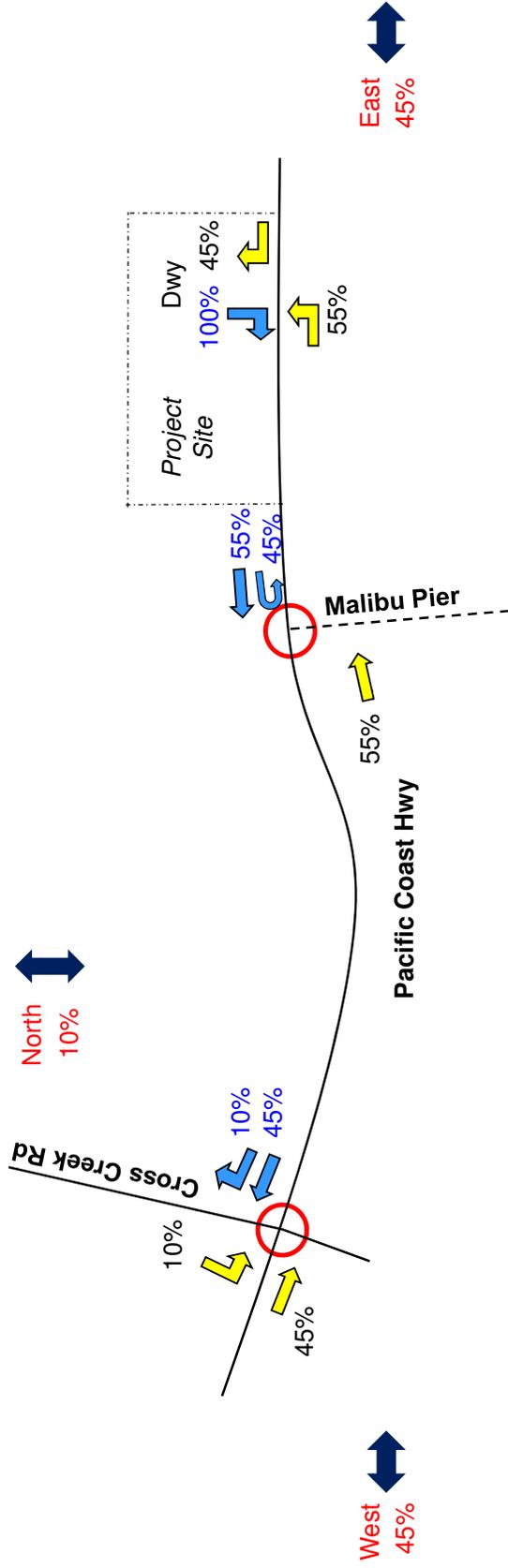
## **TRIP DISTRIBUTION**

Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The proposed driveway will prohibit left-turn egress due to heavy traffic volumes on Pacific Coast Highway. All left-turn out traffic will go through the nearby signalized intersection. The trip distribution pattern for the project is illustrated in **Exhibit 5**.

## **TRAFFIC ASSIGNMENT**

The traffic assignment to and from the Site has been based upon the results of trip generation, trip distribution, and access layouts. **Exhibit 6** illustrates the traffic assignment of the proposed project for the AM and PM peak hours.

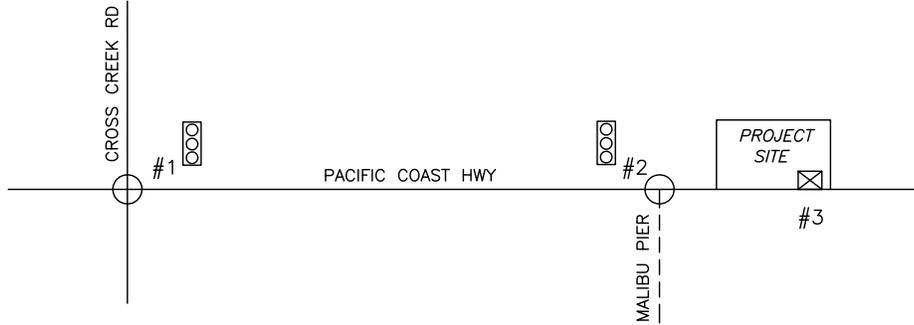
**EXHIBIT 5. TRIP DISTRIBUTION**



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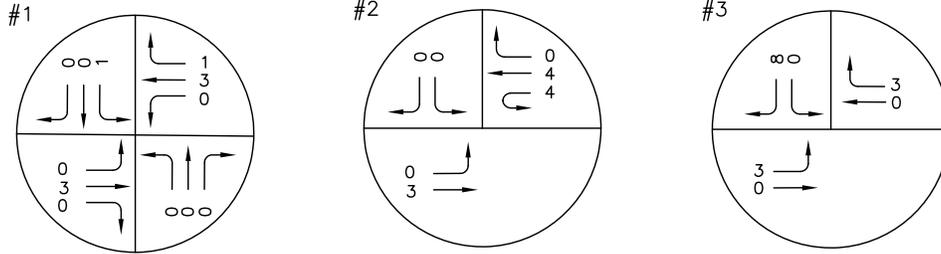
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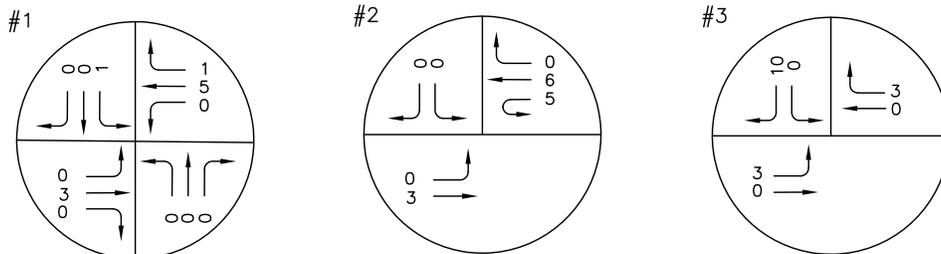
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



## EXISTING WITH PROJECT CONDITIONS

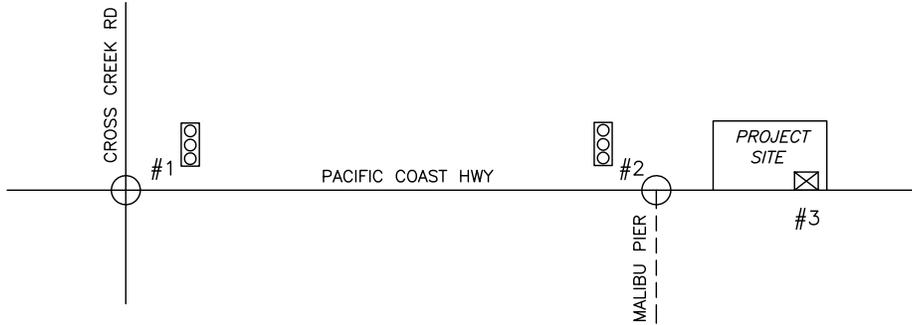
Traffic volumes of the existing condition plus project traffic are shown in **Exhibit 7**. The level of services, V/C ratios and delay values at study intersections are shown in **Table 6**. All study intersections will operate at acceptable LOS C or better for the AM and PM peak hours.

**Table 6. Existing with Project Conditions**

No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.541	C	0.702
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.531	B	0.624
3	Proposed Driveway on Pacific Coast Hwy	Unsignalized	B	14.9 sec	C	20.1 sec



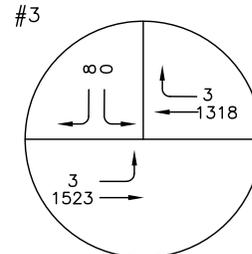
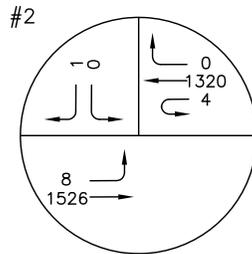
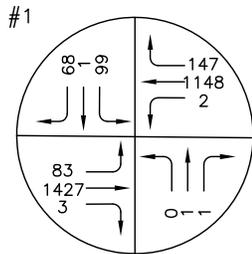
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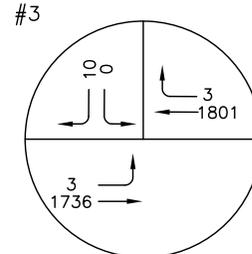
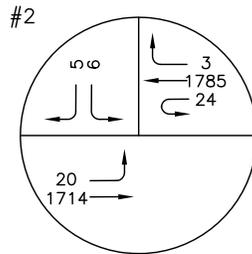
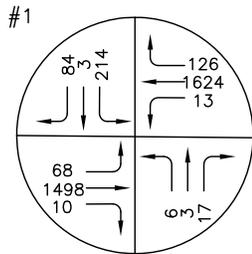
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



MALIBU INN MOTEL  
22959 PACIFIC COAST HIGHWAY

EXISTING (2019) WITH PROJECT CONDITIONS

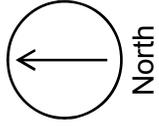
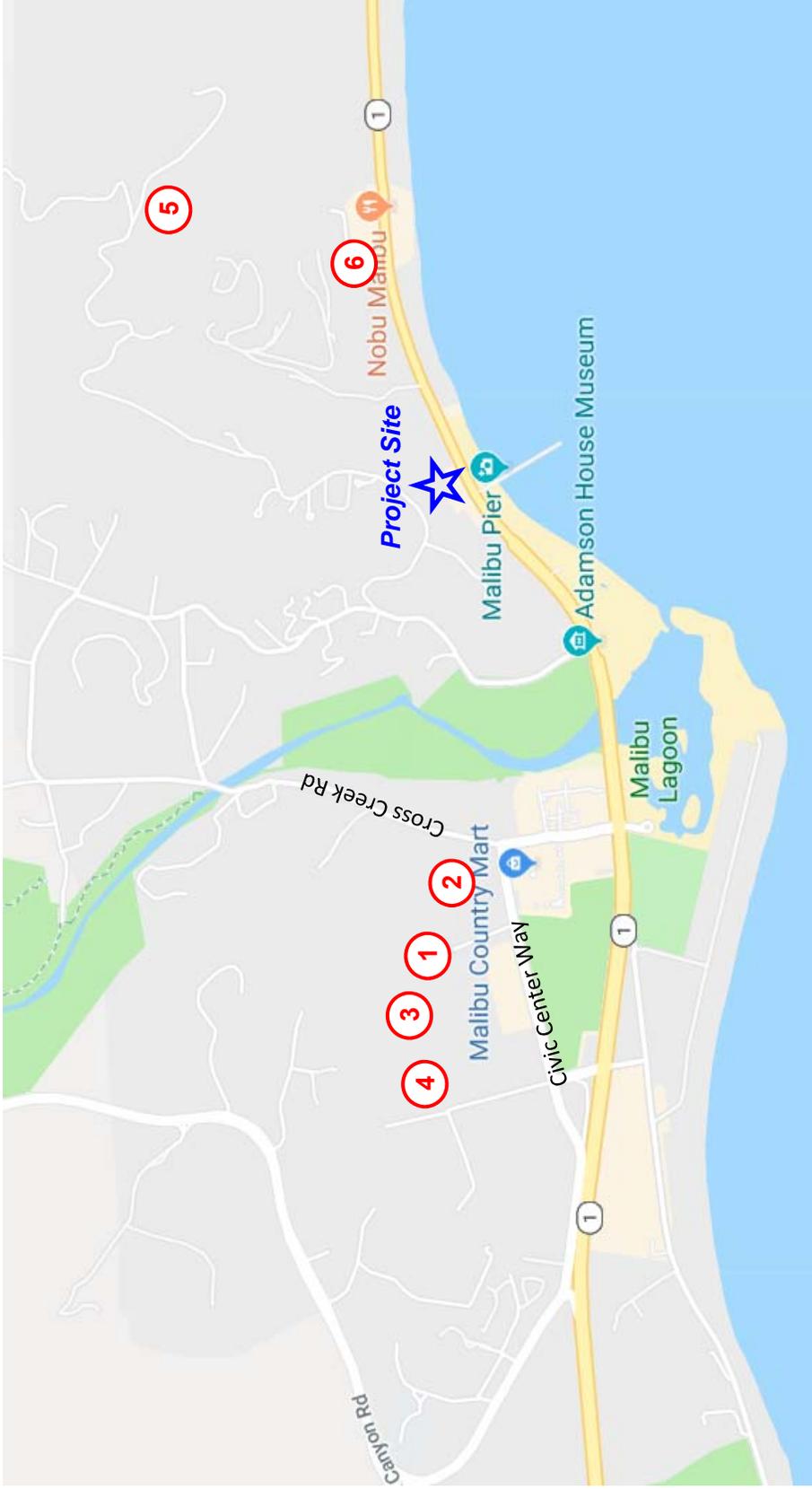
## CUMULATIVE DEVELOPMENTS

Other approved developments within one mile radius were taken into consideration for the opening year conditions. Based on the information provided by the Planning Department of the City of Malibu, cumulative developments are listed in **Table 7**.

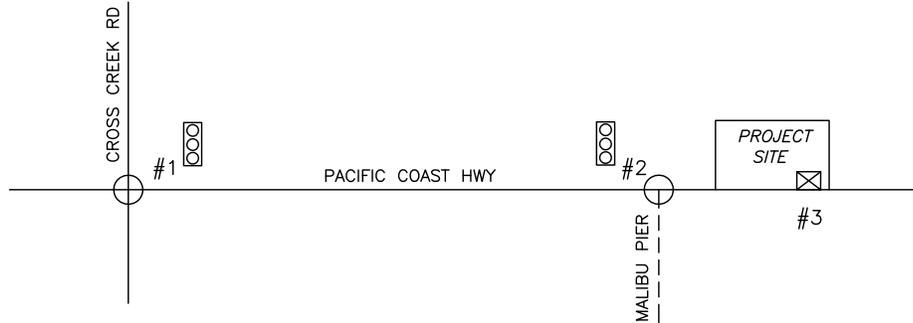
Location map of the cumulative development projects listed in **Table 7** is illustrated on **Exhibit 8**. **Exhibit 9** illustrates the traffic generated by these cumulative developments at study intersections.

**Table 7. Cumulative Development Projects**

#	Project Name	Location	Project Description
1	La Paz Shopping Center	23465 Civic Center Way	New retail, office (totaling 112,058 SF) and institutional (20, 000 SF) development.
2	Whole Foods Shopping Center	23401 Civic Center Way	New retail development including grocery (25, 000 SF), retail/commercial (14,839 SF, up to 4, 000 SF restaurant).
3	Santa Monica College	23525 Civic Center Way	New satellite campus, +/- 25, 000 SF building to replace vacant County Sheriff facility.
4	Malibu Sycamore Village	23575 Civic Center Way	Two project alternatives submitted: 1) 76,000 sf retail, restaurant, and office space; 2) 60,000 sf of retail, restaurant, and office space with 300 parking spaces; project site is a 10 acre commercial parcel and both alternatives include outdoor exhibition space.
5	Lunch Properties	2930 Sweetwater Mesa	5 new single-family residential houses ranging from 7,540 to 14,343 SF.
6	N/A	22729 Pacific Coast Hwy	New office of 2,499 SF with 32 parking spaces.

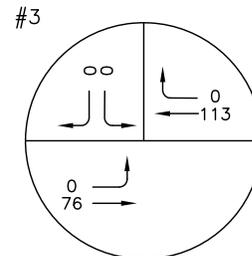
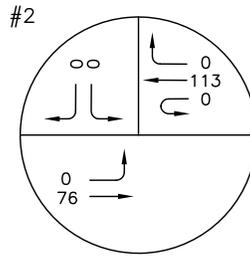
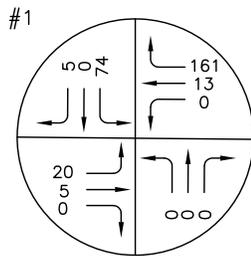


**EXHIBIT 8. LOCATION OF CUMULATIVE PROJECT**  
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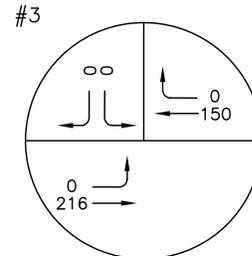
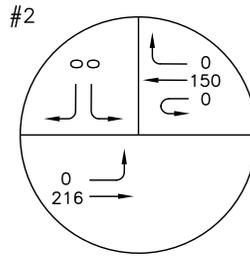
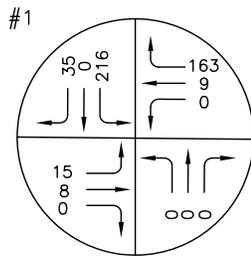


- LEGEND:**
- INTERSECTION
  - TRAFFIC SIGNAL
  - DRIVEWAY

AM PEAK



PM PEAK



MALIBU INN MOTEL  
22959 PACIFIC COAST HIGHWAY

**CUMULATIVE PROJECTS  
TRAFFIC VOLUME**

**OPENING YEAR (2021) WITHOUT PROJECT CONDITIONS**

For the opening year 2021, the annual growth rate of 1.5% is used. The factor represents traffic increases resulting from regional growth. Traffic volumes for the project opening year with cumulative developments are shown in **Exhibit 10**.

For opening year with cumulative developments without project conditions, the level of services, V/C ratios and delay values at study intersections are shown in **Table 8**. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

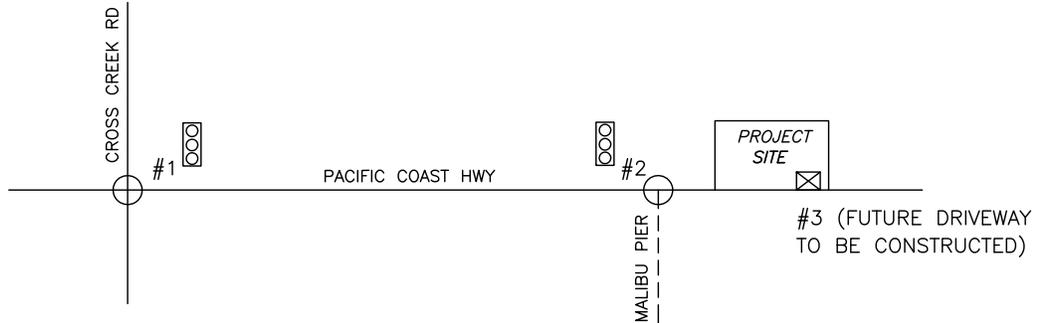
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

**Table 8. Opening Year (2021) Without Project Conditions**

No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.586	D	0.820
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.565	B	0.686
3	Project Driveway at Pacific Coast Hwy	To be constructed				



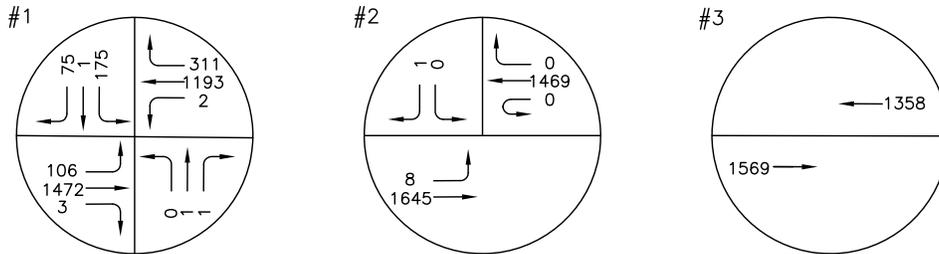
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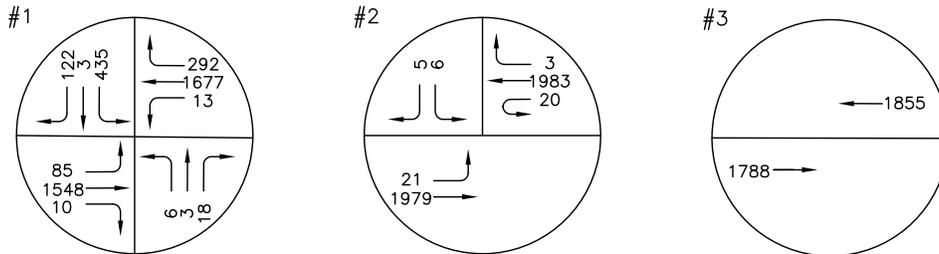
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



MALIBU INN MOTEL  
22959 PACIFIC COAST HIGHWAY

OPENING YEAR (2021)  
WITHOUT PROJECT CONDITIONS

**OPENING YEAR (2021) WITH PROJECT CONDITIONS**

Traffic volumes for the project opening year with cumulative developments plus project traffic are shown in **Exhibit 11**.

For opening year with cumulative developments plus project conditions, the level of services, V/C ratios and delay values at study intersections are shown in **Table 9**. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

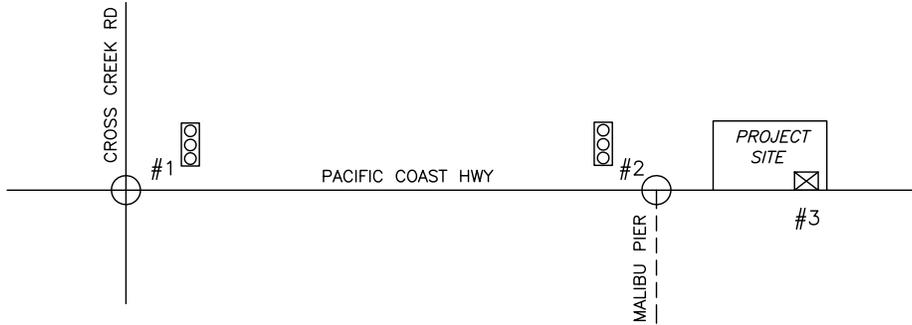
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

**Table 9. Opening Year (2021) With Project Conditions**

No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	A	0.588	D	0.823
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.569	B	0.688
3	Proposed Driveway on Pacific Coast Hwy	Unsignalized	C	15.3 sec	C	20.8 sec



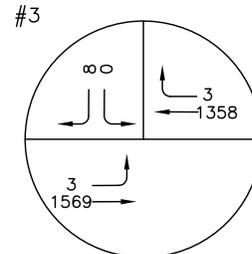
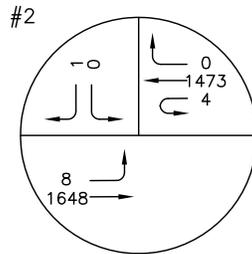
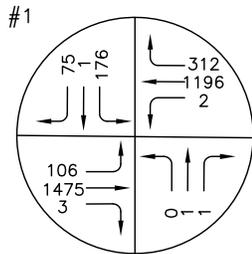
NORTH  
NOT TO SCALE



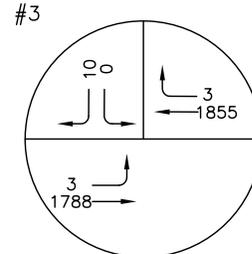
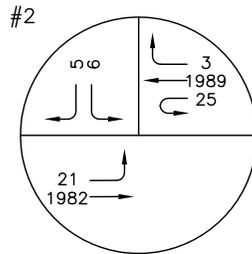
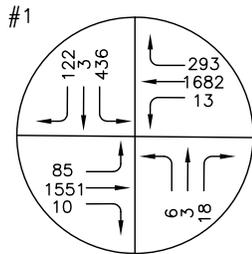
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



MALIBU INN MOTEL  
22959 PACIFIC COAST HIGHWAY

OPENING YEAR (2021)  
WITH PROJECT CONDITIONS

**FUTURE (2035) WITHOUT PROJECT CONDITIONS**

For the future year 2035, the annual growth rate of 0.5% is used. The factor represents traffic increases resulting from regional growth. Traffic volumes for the future (2035) without project conditions are shown in **Exhibit 12**.

**Table 10** shows the project’s level of service, V/C ratios, and delay values for future (2035) without project conditions. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

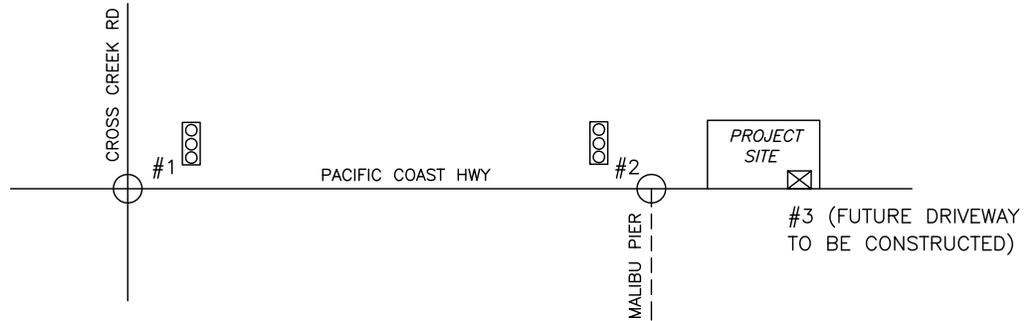
- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

**Table 10. Future (2035) without Project Conditions**

No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	B	0.611	D	0.855
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.590	C	0.716
3	Project Driveway at Pacific Coast Hwy	To be constructed				



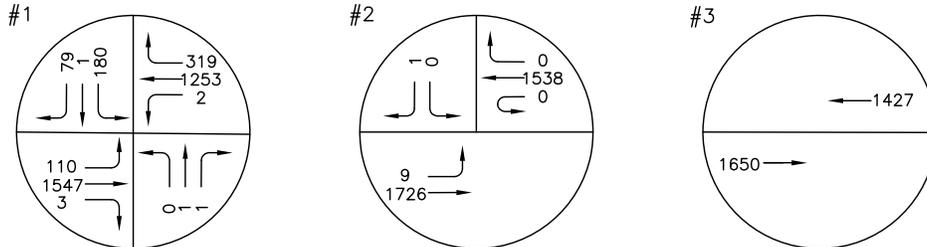
NORTH  
NOT TO SCALE



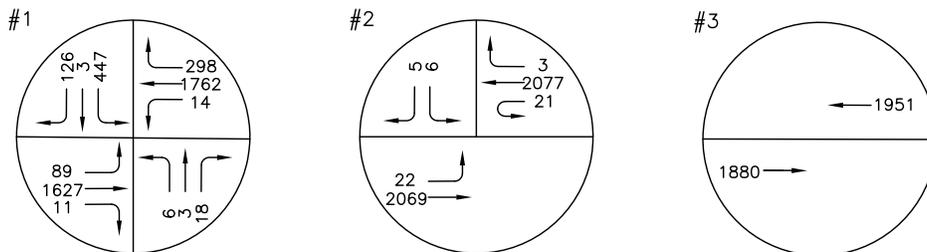
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



## FUTURE (2035) WITH PROJECT CONDITIONS

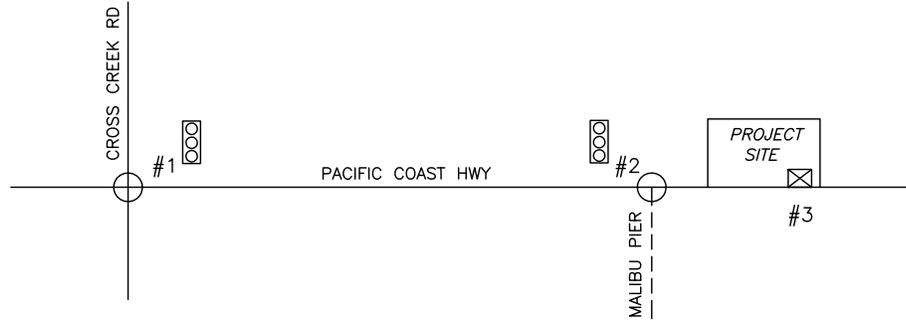
Traffic volumes for the future year (2035) plus project traffic are shown in **Exhibit 13**.

**Table 11** shows the project's level of service, V/C ratio, and delay values for future (2035) with project conditions. All study intersections will operate at acceptable LOS C or better during AM and PM peak hours, except the following conditions.

- Intersection #1 Pacific Coast Highway at Cross Creek Road operates at LOS D during PM peak hour.

**Table 11. Future (2035) With Project Conditions**

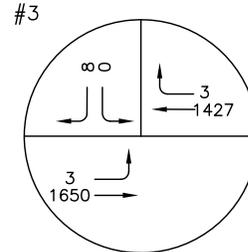
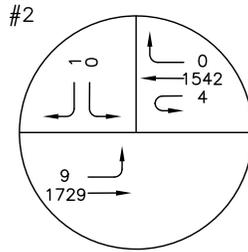
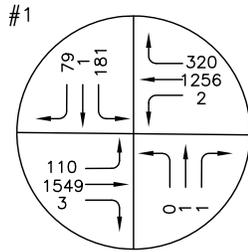
No.	Intersection	Control Type	AM		PM	
			LOS	V/C or Delay	LOS	V/C or Delay
1	Pacific Coast Hwy at Cross Creek Rd	Signalized	B	0.613	D	0.857
2	Pacific Coast Hwy at Malibu Pier	Signalized	A	0.594	C	0.718
3	Proposed Driveway on Pacific Coast Hwy	Unsignalized	C	15.9 sec	C	22.2 sec



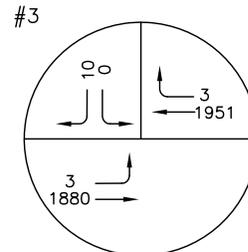
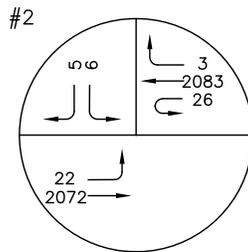
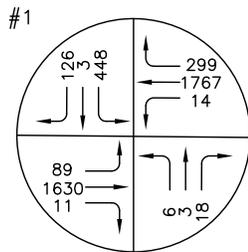
LEGEND:

- INTERSECTION
- TRAFFIC SIGNAL
- DRIVEWAY

AM PEAK



PM PEAK



## SIGNIFICANT TRANSPORTATION IMPACT THRESHOLD

According to “Traffic Impact Analysis Guidelines” of the City of Malibu, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

1. Degrades operations at a signalized intersection as follows:

Pre-Project		Project Related Increase in V/C
LOS	V/C	
C	0.71 - 0.80	0.04 or more
D	0.81 - 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

2. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or
3. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
4. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection or
5. increase the volume-to-capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

The traffic impacts of the proposed project based on existing conditions are shown in **Table 12**. The project does not have significant traffic impacts at any of the study intersections, and mitigation measure, is therefore, not required.

**Table 12. Project Intersection Impact Analysis – Existing Conditions**

No.	Intersection	W/O Project		With Project		Acceptable Level (LOS C or better)	Project Increase in V/C or Delay	Significant Impact
		LOS	V/C or Delay	LOS	V/C or Delay			
<b>AM PEAK</b>								
1	Pacific Coast Hwy at Cross Creek Rd	A	0.540	A	0.541	Yes	0.001	No
2	Pacific Coast Hwy at Malibu Pier	A	0.527	A	0.529	Yes	0.002	No
3	Project Driveway at Pacific Coast Hwy	n/a		B	14.8	Yes	n/a	No
<b>PM PEAK</b>								
1	Pacific Coast Hwy at Cross Creek Rd	B	0.699	B	0.702	Yes	0.003	No
2	Pacific Coast Hwy at Malibu Pier	B	0.622	B	0.625	Yes	0.003	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	19.8	Yes	n/a	No

The traffic impacts of the proposed project based on project opening year (2021) are shown in **Table 13**. The project does not have significant traffic impacts at any of the three study intersections, and mitigation measure, is therefore, not required.

**Table 13. Project Intersection Impact Analysis – Opening Year (2021)**

No.	Intersection	W/O Project		With Project		Acceptable Level (LOS C or better)	Project Increase in V/C or Delay	Significant Impact
		LOS	V/C or Delay	LOS	V/C or Delay			
<b>AM PEAK</b>								
1	Pacific Coast Hwy at Cross Creek Rd	A	0.586	A	0.588	Yes	0.002	No
2	Pacific Coast Hwy at Malibu Pier	A	0.565	A	0.567	Yes	0.002	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	15.7	Yes	n/a	No
<b>PM PEAK</b>								
1	Pacific Coast Hwy at Cross Creek Rd	D	0.820	D	0.823	No	0.003	No
2	Pacific Coast Hwy at Malibu Pier	B	0.686	B	0.690	Yes	0.004	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	21.9	Yes	n/a	No

The traffic impacts of the proposed project based on future (2035) conditions are shown in **Table 14**. The project does not have significant traffic impacts at any of the three study intersections, and mitigation measure, is therefore, not required.

**Table 14. Project Intersection Impact Analysis – Future (2035)**

No.	Intersection	W/O Project		With Project		Acceptable Level (LOS C or better)	Project Increase in V/C or Delay	Significant Impact
		LOS	V/C or Delay	LOS	V/C or Delay			
<b>AM PEAK</b>								
1	Pacific Coast Hwy at Cross Creek Rd	B	0.611	B	0.613	Yes	0.002	No
2	Pacific Coast Hwy at Malibu Pier	A	0.590	A	0.592	Yes	0.002	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	15.7	Yes	n/a	No
<b>PM PEAK</b>								
1	Pacific Coast Hwy at Cross Creek Rd	D	0.855	D	0.857	No	0.002	No
2	Pacific Coast Hwy at Malibu Pier	C	0.716	C	0.719	Yes	0.003	No
3	Project Driveway at Pacific Coast Hwy	n/a		C	21.9	Yes	n/a	No

### MITIGATION MEASURES

This study concluded that the project does not generate significant traffic impacts for all the scenarios including existing conditions, project opening year (2021) and future (2035) conditions. Therefore, mitigation measure is not required.

## **SITE ACCESS**

The primary site access is provided by a new driveway on Pacific Coast Highway. Since shared parking will be provided between the subject motel and the adjacent restaurant, an internal access to the adjacent restaurant is provided so that shared parking operations do not require entering Pacific Coast Highway. "Right Turn Only" signs (R3-5R) and pavement arrow markings will be installed to prohibit left-turn egress at project driveway as well as the restaurant driveway adjacent to the property line.

## **ON-SITE CIRCULATION**

Driveway analysis has demonstrated that the primary access driveway will not result in adverse traffic condition even if 100% of project trips are distributed through. The study has evaluated a few alternatives in regards to on-site circulation associated with internal access to the adjacent site:

ALTERNATIVE ONE will close the internal access with the restaurant by installing physical barriers. In this scenario, shared parking would become impractical due to lack of two-way access between two adjacent sites. This alternative will result in negative impacts to parking availability and create additional traffic conflicts on Pacific Coast Highway. Alternative One is not recommended.

ALTERNATIVE TWO will restrict the internal access by imposing advisory circulation measures such as mountable traffic island, directional signs, and/or pavement marking. This alternative will be difficult to enforce and ineffective due to obvious contradictions with the shared parking operations. This alternative is also not recommended.

ALTERNATIVE THREE will maintain the internal access at all times with no access restriction between two adjacent sites. In this scenario the shared parking operations can function properly without negatively impacting Pacific Coast Highway. The egress volume migrated through the adjacent restaurant driveway is deemed to have no or less than significant impact, e.g. no more than 8 and 10 trips in the AM and PM peak hours, respectively. **Alternative Three is recommended** as the pros clearly outweigh the cons.

Parking operators should continue monitoring on-site circulation and provide effective guidance to ensure no blockage and bottleneck. The site plan is subject to review and final approval by the Fire, Planning, Public Works Departments and Traffic Engineer.

### **TRANSIT, PEDESTRIAN, AND BICYCLE**

Public transit is served by bus stops located within 300 feet in both directions for Metro Bus Route 534 which operates along Pacific Coast Highway between Malibu and Santa Monica. The project should not have a significant impact on pedestrian facilities. Pacific Coast Highway is a designated bicycle route throughout the City of Malibu. Bicycle routes are a Class III facility consisting of an on-road signed route without separate lanes. The project is not expected to affect or modify the bicycle route.

### **TRUCK TRAFFIC**

The subject hotel development is expected to generate very few truck traffic on a regular basis, if any, expect during the construction period. The construction traffic would generally avoid rush hour traffic therefore not result in any significant traffic impact. Nonetheless, a construction management plan, including **a traffic control plan and construction parking plan**, shall be submitted for review and approval by the Public Works Department and Building Official prior to the issuance of a demolition, grading or building permit.

## **APPENDIX A**

### **SCOPING AGREEMENT**



# City of Malibu

23825 Stuart Ranch Rd., Malibu, California CA 90265-4804  
(310) 456-2489 FAX (310) 456-7650

RECEIVED  
MAY 21 2019  
PLANNING DEPT.

## PUBLIC WORKS REVIEW FOR TRAFFIC REFERRAL SHEET

TO: Public Works Department

DATE: ~~6/11/2018~~

FROM: Planning Division

PROJECT NUMBER: CDP 09-067

JOB ADDRESS: 22959 PACIFIC COAST HWY

APPLICANT / CONTACT: Joseph Lezama, Burdge and Associates Architect

APPLICANT ADDRESS: 24911 Pacific Coast Highway  
Malibu, CA 90265

APPLICANT PHONE #: (310) 456-5905

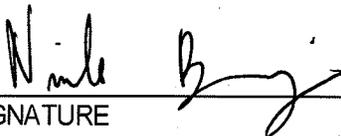
APPLICANT FAX #:

PROJECT DESCRIPTION: New Motel, Grading, Retaining Walls, NAOWTS.  
Previously proposed as a new commercial building.

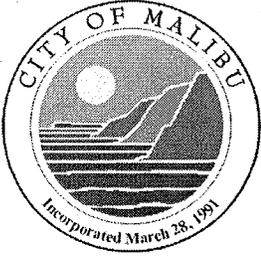
TO: Planning Division and/or Applicant

FROM: Public Works Department Traffic Engineering

- The following items described on the attached memorandum shall be addressed and resubmitted.
- The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the planning process
- The project does require a parking study.
- The project does not require a parking study.
- The project requires a traffic impact analysis.
- A site circulation plan is required.
- A parking plan is required.

  
SIGNATURE

5/28/19  
DATE



# City of Malibu

## MEMORANDUM

To: Joseph Lezama

From: Public Works Department  
Nicole Benyamin, Assistant Civil Engineer *NB*

Date: May 28, 2019

Re: 22959 Pacific Coast Highway CDP 09-067 Memorandum No.4 Proposed Motel (Traffic)

---

The Public Works Department has begun its review of this application and cannot recommend approval at this time.

1. The scoping memo is acceptable and the applicant may move forward with the TIA. The next item to be submitted for review is the TIA.

Until these issues are revised the Public Works Department cannot recommend approval for the project.



**CITY OF MALIBU**  
**SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS**

The analysis follows the City of Malibu Traffic Impact Analysis Guidelines published August, 2012.

Project Name: Malibu Inn Motel  
 Project Address: 22959 Pacific Coast Highway  
 Project Description: Construct a new 20-room motel with a parking garage

<u>Consultant</u>	<u>Developer</u>
Name: <u>Kay Hsu, PE, TE (K2 Traffic Engineering)</u>	<u>Steven Hakim (Surfrider Plaza, LLC.)</u>
Address: <u>1442 Irvine Blvd, Ste 210, Tustin, CA 92780</u>	<u>1541 Ocean Ave, Ste 200, Santa Monica, CA 90401</u>
Phone: <u>714-832-2116</u>	<u>310-908-7300</u>
Email: <u>kay@k2traffic.com</u>	<u>steven@hakimholdings.com</u>

**A. Trip Generation Source:** San Diego Traffic Generators published by SANDAG

Current Land Use	<u>Parking</u>	Proposed Land Use	<u>Motel</u>
Current Zoning	<u>Community Commercial</u>	Proposed Zoning	<u>Community Commercial</u>
Total Daily Trips	<u>180</u>		

	In	Out	Total	<b>See Exhibit 2 Trip Generation</b>
AM Trips	<u>6</u>	<u>8</u>	<u>14</u>	
PM Trips	<u>6</u>	<u>10</u>	<u>16</u>	

Internal Trip Allowance  Yes  No  
 Pass-By Trip Allowance  Yes  No

**B. Trip Geographic Distribution:** See Exhibit 3

**C. Background Traffic**

Project Completion Year: 2021  
 Annual Ambient Growth Rate: 1.5% for opening year (2021), 0.5% for future year (2035)  
 Other area projects to be analyzed: See Appendix A for cumulative projects  
 Model/Forecast methodology if required n/a

**D. Build-out Studies:** Does this project require a Build-out Study  Yes  No

**E. Study Intersections:**

1 <u>Pacific Coast Hwy at Malibu Pier</u>	3 <u>Pacific Coast Hwy at Both Project Driveways</u>
2 <u>Pacific Coast Hwy at Cross Creek Rd</u>	4 _____



• **EXISTING PARKING FOR 22959 PCH MALIBU INN RESTAURANT PER C.U.P.**  
 EXISTING ON-SITE = 22 TOTAL PARKING SPACES  
 PER C.U.P. OFF-SITE ON THE ADJACENT PROPERTY (22959 PCH) OF THE SAME OWNER = 31 SPACES

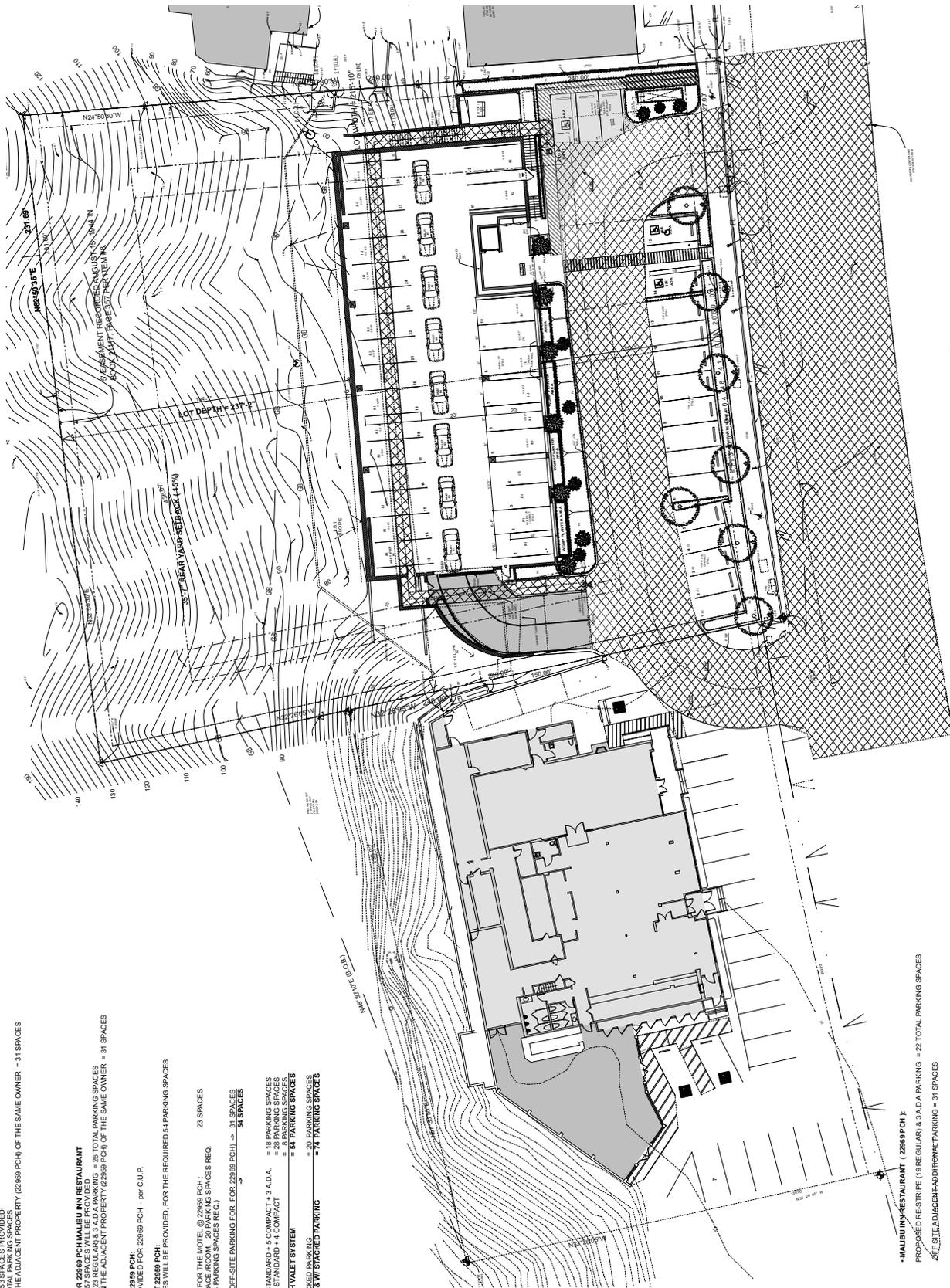
• **PROPOSED PARKING FOR 22959 PCH MALIBU INN RESTAURANT**  
 PROPOSED RESTRIPE (20 REGULAR & 3 A.D.A. PARKING) = 20 TOTAL PARKING SPACES  
 PER C.U.P. OFF-SITE ON THE ADJACENT PROPERTY (22959 PCH) OF THE SAME OWNER = 31 SPACES

• **EXISTING PARKING AT 22959 PCH:**  
 31 PARKING SPACES PROVIDED FOR 22959 PCH - PER C.U.P.  
 TOTAL 74 PARKING SPACES WILL BE PROVIDED FOR THE REQUIRED 54 PARKING SPACES

• **PROPOSED PARKING AT 22959 PCH:**  
 PARKING REQUIREMENT FOR THE MOTEL @ 22959 PCH = 25 SPACES  
 + 3 HOTEL EMPLOYEES, 3 PARKING SPACES REQ.  
 PER C.U.P. CARRY OVER (OFF-SITE PARKING FOR 22959 PCH) = 31 SPACES  
**TOTAL REQUIRED = 54 SPACES**

• **PROPOSED PARKING**  
 INTERIOR PARKING = 18 PARKING SPACES  
 EXTERIOR PARKING = 24 STANDARD + 4 COMPACT  
 = 28 PARKING SPACES  
**PROPOSED PARKING WITH VALET SYSTEM = 44 PARKING SPACES**  
 10 SPACES EXTRA W/VALET PARKING  
**TOTAL PROPOSED VALET & W/ STACKED PARKING = 74 PARKING SPACES**

• **MALIBU INN RESTAURANT ( 22959 PCH )**  
 PROPOSED RESTRIPE (19 REGULAR) & 3 A.D.A. PARKING = 22 TOTAL PARKING SPACES  
 SEE SITE ADJACENT-ADDITIONAL PARKING = 31 SPACES



**EXHIBIT 1. SITE PLAN**

PROPOSED SITE PLAN

SCALE: 1/8" = 1'-0"

1

A-0.1

PROPOSED SITE PLAN

**BURDGE & ASSOCIATES ARCHITECTS**

MALIBU INN MOTEL  
 22959 PACIFIC COAST HIGHWAY

MARK	DATE	DESCRIPTION

THE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF BURDGE & ASSOCIATES ARCHITECTS AND SHALL NOT BE USED ON ANY OTHER WORK WITHOUT THE WRITTEN AGREEMENT WITH THE ARCHITECT. CONSULTORS SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THEM AT THE COMMENCEMENT OF ANY WORK.

**EXHIBIT 2. TRIP GENERATION**

**TABLE 1. TRIP GENERATION RATE**

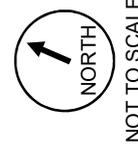
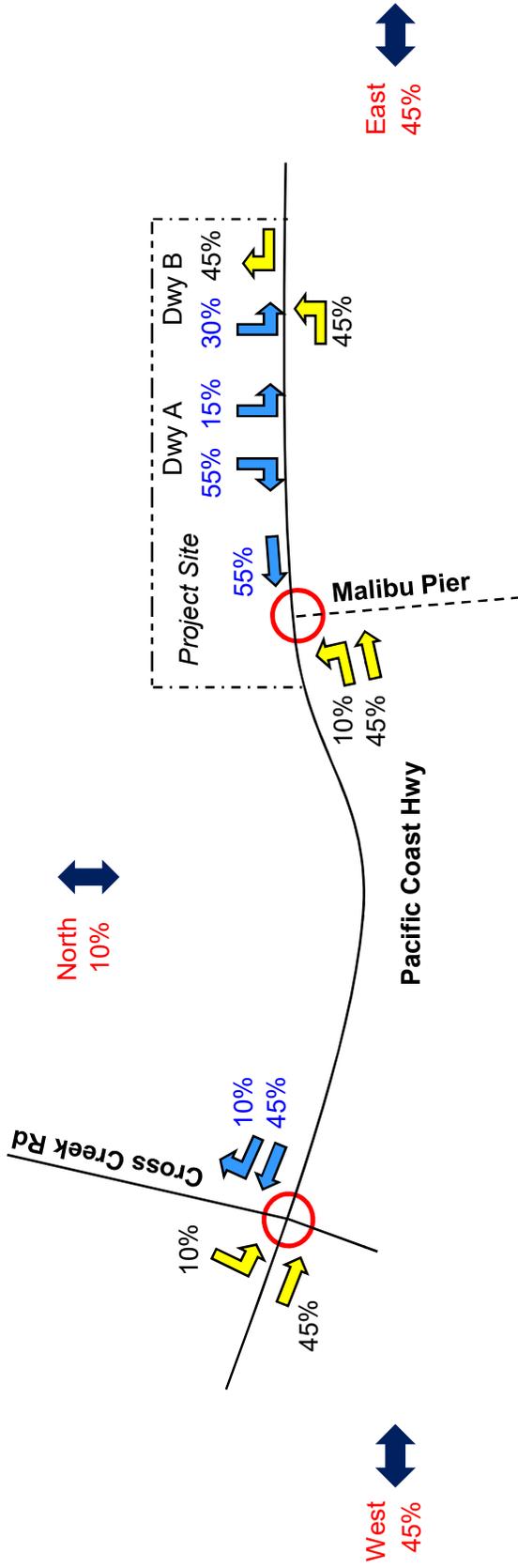
Land Use	Unit	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Motel	Room	9	0.72	40%	60%	0.81	40%	60%

Source: SANDAG "Not So Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region", dated April 2002

**TABLE 2. PROJECT TRIP GENERATION**

Land Use	Unit	Quantity	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Motel	Room	20	14	6	8	16	6	10	180

**EXHIBIT 3. TRIP DISTRIBUTION**



**Legend:**

- Inbound Trips
- Outbound Trips
- Directional Distribution

**Acronyms**

CCC = California Coastal Commission

CDP = coastal development permit

LLA = Lot Line Adjustment

MCR = Malibu Canyon Road

NSFR = New single-family residence

PCH = Pacific Coast Highway

SF = square feet

TDSF = Total Development Square Footage

**APPENDIX A. CUMULATIVE PROJECTS**

**West Malibu**

Project Name	Brief Description	Location	Status	Size	Planner
SMMC Lechuza Beach Public Access Improvements	Several public access improvements along the areas of East Sea Level, West Sea Level and Bunnie Lane, including stairways	31720.5 PCH	Under Planning Review	Beach access stairways, view platforms, public restroom and 4 ADA parking spaces	A. Fernandez
Sea Star Estates	6 NSFRs (infill)	6282, 6285, 6380, and 6333 Sea Star Dr	Under Planning Review	4 NSFRs on 4 existing parcels	L. Rudolph, C. Contreras, and R. Mollica
Malibu High and Middle School Campus Improvement Project	New admin building, remodel existing buildings, new parking area and site improvements	30215 Morning View Drive	Under Construction	35,315 sf of new construction, 12,509 sf of renovation/modernization of existing buildings, new 150 space parking lot, various parking and site improvements	Pending Assignment
Broad Beach Restoration Project	Beachwide rock revetment, off-shore sand dredging, sand nourishment, dune restoration, extensive sand import via truck possible	Broad Beach Road (addressed as 30710.5 Broad Beach Road)	Permit not issued	Westward terminus of Zuma Beach to 6525 Point Lechuza	CA State Lands Commission / Coastal Commission; R. Mollica
28811 PCH Subdivision	3 lot subdivision	28811 PCH	Planning Approval Issued; Final Map Process	Potential development for each lot equals a maximum TDSF of 8,620 sf, 8,342 sf, and 8,470 sf	A. Fernandez
Galahad Subdivision	5 lot subdivision; 4 buildable lots and 1 open space lot	6061 Galahad Rd	Final Map recorded; Development is pending	Potential development for each lot equals a maximum TDSF of 7,044 sf, 7,142 sf, 7,234 sf, and 8,414 sf	A. Fernandez
Trancas Highlands Water Assessment District	Water tank/line, booster pump station and NSFR	31537 Anacapa View Dr, Anacapa View Dr and Trancas Canyon Road	Planning Approval Issued	500,000 gallon water tank, +/- 12,400 linear feet of trenching, assessment district (+/- 66 existing lots), one NSFR +/- 11,000 sf	B. Blue
Sea Level	2 NSFR (infill)	31864 and 31866 Sea Level Dr	Under Planning Review	2,185 sf and 1,925 sf	A. Fernandez
N/A	2-lot LLA and 2 NSFR	5905 and 5909 Latigo Canyon Rd	Under Planning Review	Lot line adjustment and construction of 2 NSFR - 8,223 sf and 5,935 sq. respectively	A. Fernandez
Puerto Canyon Road Extension	Road extension	3500 Puerto Canyon Rd	Under Planning Review	3,500 linear feet of road extension to provide access to 7 residentially zoned lots (1 City lot/6 County lots)	Pending Assignment
Broad Beach/Sea Level Access	Widen access to W Sea Level Dr to 20' to meet Emergency Ingress and Egress requirements (with property at 31885 W Sea Level Drive)	31848 Broad Beach	Under Planning Review	130 linear feet of road widening (Sea Level Dr) provides fire dept. excess for 5 vacant lots	A. Fernandez

**Civic Center Area**

Project Name	Brief Description	Location	Status	Size	Planner
The Case (aka Crummer Site)	7 lot subdivision (5 for residential)	24120 PCH	Under Construction	(Preliminary) 5 NSFRs; expanded parking for Bluffs Park; 1.74 acre dedication to City for recreation use	A. Fernandez
Towing Subdivision	7 lot subdivision (4 for residential)	23915 Malibu Rd	Under Construction	4 NSFRs	R. Mollica
Rancho Malibu Memorial Park	Chapel and memorial park	4000 Malibu Canyon Rd	Planning Approval Issued	6,000 square foot chapel, basement, subterranean and surface parking spaces and memorial park on approximately 21 acres	A. Fernandez
La Paz Shopping Center	New retail, office and institutional development	23465 Civic Center Way	Planning Approval Issued. Under Substantial Conformance Review	112,068 sf retail and office; 20,000 sf institutional; 543 parking spaces	R. Mollica
Whole Foods Shopping Center	New retail development	23401 Civic Center Way	Under Construction	25,000 sf grocery; 14,839 sf retail/commercial (up to 4,000 sf restaurant); 220 parking spaces	L. Rudolph
City of Malibu Civic Center Wastewater Treatment Facility	Wastewater treatment and treated water recycling facility	24000 Civic Center Way	Under Construction; operations in November 2018	Under construction to serve first phase of Civic Center (commercial parcels)	B. Blue
Santa Monica College	New satellite campus on 2.94 acre ground lease site out of 9.18 acre County Civic Center parcel	23525 Civic Center Way (APN 4458-022-904, lease area addressed as 23555 by County)	Planning Approval Issued	+/- 25,000 sf building to replace vacant County Sheriff facility; will serve +/- 200 FTE; 2 classrooms, 3 lab/studios, multipurpose room, 2,100 sf lecture hall, 5,700 sf sheriff substation, interpretive center	Pending Assignment
Housing Element Overlay	Overlay to allow up to 20 dwelling units per acre on three sites	28455 PCH, 28401 Pacific Coast Highway, 3700 La Paz Lane (APNs 4458-022-023 and 4458-022-024)	Pending LCPA certification by the CCC	5.12, 3.25 and 2.3 ac sites -> change from allowing 6 units per ac up to 20 units per ac	R. Mollica
Malibu Sycamore Village	New non-residential mixed use commercial project	23575 Civic Center Way (APN 4458-022-011); addressed as 23789 Stuart Ranch Rd per LA County Assessor	Under Planning Review	Two project alternatives submitted: 1) 76,000 sf retail, restaurant, and office space with a public benefit of a 5,000 sf urgent care facility, and 380 parking spaces; 2) 60,000 sf of retail, restaurant, and office space with 300 parking spaces; project site is a 10 acre commercial parcel and both alternatives include outdoor exhibition space.	Pending Assignment
Malibu Jewish Center & Synagogue	Removal of 4 modular buildings and construction of a new religious school, office, chapel and subterranean parking	24855 PCH	Under Planning Review	16,410 sf school and administration building with a 2,685 sf 1st and 2nd level basement and 9,777 sf subterranean parking, and 2,013 sf chapel building with a 2,134 sf basement	A. Fernandez

**Los Angeles County**

LA County Waterworks District No. 29 Capital Improvement Projects Lunch Properties	The project includes the demolition and construction of tank reservoirs in unincorporated area of Topanaga and 5 NSFRs	Citywide 2930 Sweetwater Mesa	NOP issued for EIR for priority projects Approved by CCC	The demolition of 2 water tanks and construction of 1 tank reservoir in the unincorporated area of Topanaga and in the City of Malibu; the 5 NSFRs ranging from 7,540 to 14,343 sf, on reconfigured existing lots ranging from 14 to 48 acres, each limited to a 10,000 sf development area; and a new 2,000 ft. access road that will connect to a 1,700 new access road that goes through City (lots are in County).	LA County Waterworks District No. 29 County of Los Angeles Regional Planning; A. Fernandez
Pepperdine Campus	Project would develop and re-develop property within an existing approximately 365 acre area on the Pepperdine campus through a two-phase development program that will take 12 years	24255 PCH	Under Construction	Six components of proposed development include approximately 394,137 sf of net new development comprised of the following: 1) Student Housing Rehabilitation; 2) Athletics and Events Center and Parking Structure; 3) Upgraded NCAA Soccer Field and Maintenance Facilities; 4) Town Square and Welcome Center over Subterranean Parking; 5) Enhanced Recreation Center Area; and 6) School of Law Parking Structure.	County of Los Angeles Regional Planning; Pending Assignment

**East Malibu**

Project Name	Brief Description	Location	Status	Size	Planner
Surfrider Plaza	New office and retail	22959 PCH	Under Planning Review	2,630 sf office; 4,517 sf retail; 31 parking spaces	A. Fernandez
N/A	New office	22729 PCH	Permit Expired; Time Extension Appealed	2,499 sf office with 32 parking spaces	L. Rudolph
N/A	Parcel rezone and new hotel	22729 PCH	Under Planning Review	Zone Change from Community Commercial to Commercial Visitor Serving (CV-2) and new 36-room hotel	L. Rudolph
N/A	Existing office building	22741 PCH	Under Planning Review	Zone Change from Community Commercial to Commercial Visitor Serving (CV-2) and new 36-room hotel	L. Rudolph
N/A	Rezone	5603 Tuna Canyon	Under Litigation	Rezone 4 Public Open Spaces (POS) lots to Rural Residential (RR)	R. Mollica
N/A	LLA and 3 NSFRs	18805, 18807 & 18809 PCH	Under Construction	9,559 sf, 9,141 sf, and 7,429 sf	R. Mollica
N/A	LLA and 2 NSFRs	21997 and 22003 PCH	Under Planning Review	9,818 sf and 8,542 sf	A. Fernandez
N/A	2 NSFR	20624 and 20630 PCH	Under Construction	2,911 sf and 2,911 sf	R. Mollica
Seaboard	4 lot LLA and 1 NSFR, and 1 NSFR and 1 Detached Second Residential Unit	21100 and 21298 Seaboard Rd	Under Planning Review	10,517 sf and 11059 sf NSFRs and improve 3,200 linear feet of roadway (including 610 linear feet for 21298 Seaboard Rd). Proposed lot sizes for the lots involved in the lot line adjustment are 7.6, 1.3, 2.0 and 2.6 acres.	A. Fernandez

**West Malibu**

Project Name	Brief Description	Location	Status	Size	Planner
SMMC Lechuza Beach Public Access Improvements	Several public access improvements along the areas of East Sea Level, West Sea Level and Bunnie Lane, including stairways	31720.5 PCH	Under Planning Review	Beach access stairways, view platforms, public restroom and 4 ADA parking spaces	A. Fernandez
Sea Star Estates	6 NSFRs (infill)	6282, 6285, 6380, and 6333 Sea Star Dr	Under Planning Review	4 NSFRs on 4 existing parcels	L. Rudolph, C. Contreras, and R. Mollica
Malibu High and Middle School Campus Improvement Project	New admin building, remodel existing buildings, new parking area and site improvements	30215 Morning View Drive	Under Construction	35,315 sf of new construction, 12,509 sf of renovation/modernization of existing buildings, new 150 space parking lot, various parking and site improvements	Pending Assignment
Broad Beach Restoration Project	Beachwide rock revetment, off-shore sand dredging, sand nourishment, dune restoration, extensive sand import via truck possible	Broad Beach Road (addressed as 30710.5 Broad Beach Road)	Permit not issued	Westward terminus of Zuma Beach to 6525 Point Lechuza	CA State Lands Commission / Coastal Commission; R. Mollica
28811 PCH Subdivision	3 lot subdivision	28811 PCH	Planning Approval Issued; Final Map Process	Potential development for each lot equals a maximum TDSF of 8,620 sf; 8,342 sf; and 8,470 sf	A. Fernandez
Galahad Subdivision	5 lot subdivision; 4 buildable lots and 1 open space lot	6061 Galahad Rd	Final Map recorded; Development is pending	Potential development for each lot equals a maximum TDSF of 7,044 sf, 7,142 sf, 7,234 sf, and 8,414 sf	A. Fernandez
Trancas Highlands Water Assessment District	Water tank/line, booster pump station and NSFR	31537 Anacapa View Dr, Anacapa View Dr and Trancas Canyon Road	Planning Approval Issued	500,000 gallon water tank, +/- 12,400 linear feet of trenching, assessment district (+/- 66 existing lots), one NSFR +/- 11,000 sf	B. Blue
Sea Level	2 NSFR (infill)	31864 and 31866 Sea Level Dr	Under Planning Review	2,185 sf and 1,925 sf	A. Fernandez
N/A	2-lot LLA and 2 NSFR	5905 and 5909 Latigo Canyon Rd	Under Planning Review	Lot line adjustment and construction of 2 NSFR - 8,223 sf and 5,935 sq. respectively	A. Fernandez
Puerto Canyon Road Extension	Road extension	3500 Puerto Canyon Rd	Under Planning Review	3,500 linear feet of road extension to provide access to 7 residentially zoned lots (1 City lot/6 County lots)	Pending Assignment
Broad Beach/Sea Level Access	Widen access to W Sea Level Dr to 20' to meet Emergency Ingress and Egress requirements (with property at 31885 W Sea Level Drive)	31848 Broad Beach	Under Planning Review	130 linear feet of road widening (Sea Level Dr) provides fire dept. excess for 5 vacant lots	A. Fernandez

**Civic Center Area**

Project Name	Brief Description	Location	Status	Size	Planner
The Case (aka Crummer Site)	7 lot subdivision (5 for residential)	24120 PCH	Under Construction	(Preliminary) 5 NSFRs; expanded parking for Bluffs Park; 1.74 acre dedication to City for recreation use	A. Fernandez
Towing Subdivision	7 lot subdivision (4 for residential)	23915 Malibu Rd	Under Construction	4 NSFRs	R. Mollica
Rancho Malibu Memorial Park	Chapel and memorial park	4000 Malibu Canyon Rd	Planning Approval Issued	6,000 square foot chapel, basement, subterranean and surface parking spaces and memorial park on approximately 21 acres	A. Fernandez
La Paz Shopping Center	New retail, office and institutional development	23465 Civic Center Way	Planning Approval Issued. Under Substantial Conformance Review	112,068 sf retail and office; 20,000 sf institutional; 543 parking spaces	R. Mollica
Whole Foods Shopping Center	New retail development	23401 Civic Center Way	Under Construction	25,000 sf grocery; 14,839 sf retail/commercial (up to 4,000 sf restaurant); 220 parking spaces	L. Rudolph
City of Malibu Civic Center Wastewater Treatment Facility	Wastewater treatment and treated water recycling facility	24000 Civic Center Way	Under Construction; operations in November 2018	Under construction to serve first phase of Civic Center (commercial parcels)	B. Blue
Santa Monica College	New satellite campus on 2.94 acre ground lease site out of 9.18 acre County Civic Center parcel	23525 Civic Center Way (APN 4458-022-904, lease area addressed as 23555 by County)	Planning Approval Issued	+/- 25,000 sf building to replace vacant County Sheriff facility; will serve +/- 200 FTE; 2 classrooms, 3 lab/studios, multipurpose room, 2,100 sf lecture hall, 5,700 sf sheriff substation, interpretive center	Pending Assignment
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**Los Angeles County**

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**East Malibu**

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N/A	Rezone	5603 Tuna Canyon	Under Litigation	Rezone 4 Public Open Spaces (POS) lots to Rural Residential (RR)	R. Mollica
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Seaboard	4 lot LLA and 1 NSFR, and 1 NSFR and 1 Detached Second Residential Unit	21100 and 21298 Seaboard Rd	Under Planning Review	10,517 sf and 11059 sf NSFRs and improve 3,200 linear feet of roadway (including 610 linear feet for 21298 Seaboard Rd). Proposed lot sizes for the lots involved in the lot line adjustment are 7.6, 1.3, 2.0 and 2.6 acres.	A. Fernandez

## **APPENDIX B**

### **TRAFFIC COUNT DATA**

## INTERSECTION TURNING MOVEMENT COUNTS

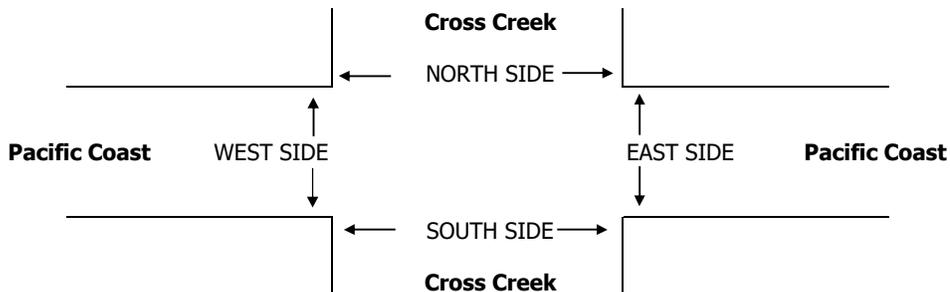
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Jun 4, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Malibu Cross Creek Pacific Coast	PROJECT #: SC LOCATION #: 1 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▼	▲ N E ▶
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LANES:	NORTHBOUND Cross Creek			SOUTHBOUND Cross Creek			EASTBOUND Pacific Coast			WESTBOUND Pacific Coast			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	1	1.5	0.5	1	1	2	0	1	2	1	

<b>AM</b>	7:00 AM	0	0	0	24	0	4	15	436	0	0	199	25	703
	7:15 AM	0	0	0	22	0	8	13	344	0	0	237	35	659
	7:30 AM	0	0	0	14	0	15	17	387	0	2	237	31	703
	7:45 AM	1	0	0	23	0	9	11	350	1	0	223	34	652
	8:00 AM	0	0	0	22	0	12	21	366	0	1	244	28	694
	8:15 AM	0	0	0	25	0	18	24	380	0	0	269	35	751
	8:30 AM	0	0	0	21	1	14	18	358	1	0	343	33	789
	8:45 AM	0	1	1	30	0	24	20	320	2	1	289	50	738
	VOLUMES	1	1	1	181	1	104	139	2,941	4	4	2,041	271	5,689
	APPROACH %	33%	33%	33%	63%	0%	36%	5%	95%	0%	0%	88%	12%	
APP/DEPART	3	/	408	286	/	7	3,084	/	3,125	2,316	/	2,149	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	1	1	98	1	68	83	1,424	3	2	1,145	146	2,972	
APPROACH %	0%	50%	50%	59%	1%	41%	5%	94%	0%	0%	89%	11%		
PEAK HR FACTOR	0.250			0.773			0.934			0.860			0.942	
APP/DEPART	2	/	229	167	/	6	1,510	/	1,523	1,293	/	1,214	0	
<b>PM</b>	4:00 PM	3	1	5	59	1	38	36	320	0	7	348	36	854
	4:15 PM	3	0	2	37	1	33	29	351	2	3	416	44	921
	4:30 PM	1	1	3	36	1	30	14	327	1	6	408	32	860
	4:45 PM	0	0	1	38	0	23	25	299	1	2	446	26	861
	5:00 PM	1	0	1	70	1	26	15	344	1	3	358	25	845
	5:15 PM	0	2	8	53	1	23	20	399	2	6	433	33	980
	5:30 PM	2	1	4	41	0	20	18	366	4	1	430	30	917
	5:45 PM	3	0	4	49	1	15	15	386	3	3	398	37	914
	VOLUMES	13	5	28	383	6	208	172	2,792	14	31	3,237	263	7,152
	APPROACH %	28%	11%	61%	64%	1%	35%	6%	94%	0%	1%	92%	7%	
APP/DEPART	46	/	436	597	/	50	2,978	/	3,204	3,531	/	3,462	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	6	3	17	213	3	84	68	1,495	10	13	1,619	125	3,656	
APPROACH %	23%	12%	65%	71%	1%	28%	4%	95%	1%	1%	92%	7%		
PEAK HR FACTOR	0.650			0.773			0.934			0.931			0.933	
APP/DEPART	26	/	196	300	/	26	1,573	/	1,725	1,757	/	1,709	0	



## INTERSECTION TURNING MOVEMENT COUNTS

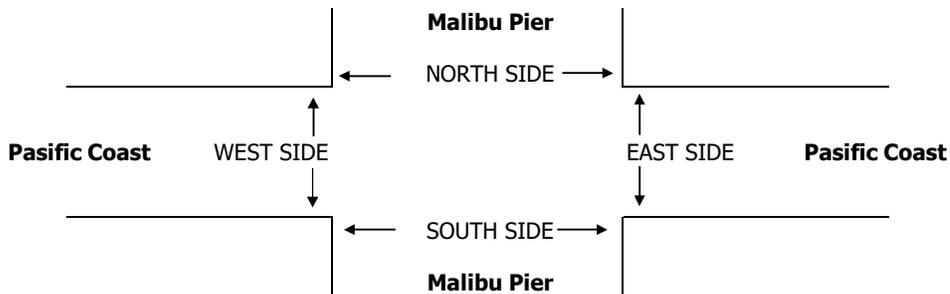
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Jun 4, 19	LOCATION: NORTH & SOUTH: EAST & WEST:	Malibu Malibu Pier Pasific Coast	PROJECT #: SC LOCATION #: 2 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Malibu Pier			Malibu Pier			Pasific Coast			Pasific Coast			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	0	X	0	1	2	X	1	2	0	

<b>AM</b>	7:00 AM	0	0	0	0	0	0	1	444	0	0	244	0	689
	7:15 AM	0	0	0	0	0	2	1	354	0	0	277	0	634
	7:30 AM	0	0	0	0	0	0	1	415	0	0	279	0	695
	7:45 AM	0	0	0	0	0	0	0	330	0	0	263	0	593
	8:00 AM	0	0	0	0	0	0	0	401	0	0	257	0	658
	8:15 AM	0	0	0	0	0	0	3	374	0	0	333	0	710
	8:30 AM	0	0	0	0	0	0	1	398	0	0	399	0	798
	8:45 AM	0	0	0	0	0	1	4	350	0	0	327	0	682
	VOLUMES	0	0	0	0	0	3	11	3,066	0	0	2,379	0	5,459
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	7	3	/	0	3,077	/	3,066	2,379	/	2,386	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	0	0	1	8	1,523	0	0	1,316	0	2,848	
APPROACH %	0%	0%	0%	0%	0%	100%	1%	99%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.250			0.954			0.825			0.892	
APP/DEPART	0	/	6	1	/	0	1,531	/	1,523	1,316	/	1,319	0	
<b>PM</b>	4:00 PM	0	0	0	1	0	0	3	396	0	2	429	0	831
	4:15 PM	0	0	0	1	0	1	2	381	0	3	451	2	841
	4:30 PM	0	0	0	1	0	0	2	381	0	4	451	0	839
	4:45 PM	0	0	0	2	0	4	4	331	0	1	465	2	809
	5:00 PM	0	0	0	2	0	0	4	434	0	5	423	1	869
	5:15 PM	0	0	0	0	0	1	5	433	0	2	444	1	886
	5:30 PM	0	0	0	1	0	2	3	439	0	7	492	0	944
	5:45 PM	0	0	0	3	0	2	8	405	0	5	420	1	844
	VOLUMES	0	0	0	11	0	10	31	3,200	0	29	3,575	7	6,863
	APPROACH %	0%	0%	0%	52%	0%	48%	1%	99%	0%	1%	99%	0%	
APP/DEPART	0	/	27	21	/	0	3,231	/	3,240	3,611	/	3,596	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	0	0	0	6	0	5	20	1,711	0	19	1,779	3	3,543	
APPROACH %	0%	0%	0%	55%	0%	45%	1%	99%	0%	1%	99%	0%		
PEAK HR FACTOR	0.000			0.550			0.979			0.902			0.938	
APP/DEPART	0	/	16	11	/	0	1,731	/	1,736	1,801	/	1,791	0	



## **APPENDIX C**

### **LEVEL OF SERVICE ANALYSIS**

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Existing**

Intersection # **1**

Project: **Malibu Inn Motel**

North/South St: **Cross Creek Rd**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600					6	12	0.008		
:Thru	0.5	1600	1	2	0.001		3	6	0.004		
Right:	1.0	1600	1	1	0.001		17	17	0.011	0.011	
Southbound :Left	1.5	1600	98	66	0.041		213	143	0.089	0.089	
:Thru	0.5	1600	1	2	0.001		3	6	0.004		
Right:	1.0	1600	68	68	0.043	0.043	84	84	0.053		
Eastbound :Left	1.0	1600	83	83	0.052		68	68	0.043	0.043	
:Thru	2.0	1600	1424	714	0.446	0.446	1495	753	0.470		
Right:		1600	3				10				
Westbound :Left	1.0	1600	2	2	0.001	0.001	13	13	0.008		
:Thru	2.0	1600	1145	573	0.358		1619	810	0.506	0.506	
Right:	1.0	1600	146	146	0.091		125	125	0.078		
Sum of Critical V/C Ratios							0.490				0.649
Adjustments for Lost Time							0.05				0.05
<b>Intersection Capacity Utilization (ICU)</b>							<b>0.540</b>				<b>0.699</b>
<b>Level of Service (LOS)</b>							<b>A</b>				<b>B</b>

**NOTES:**

**Level of Service (LOS)**

- A 0.00 ~ 0.60
- B 0.601 ~ 0.70
- C 0.701 ~ 0.80
- D 0.801 ~ 0.90
- E 0.901 ~ 1.00
- F 1.00+

**Critical Lane Flow Factors**

- 0.5 Lanes: 2.00
- 1 Lane: 1.00
- 1.5 Lanes: 0.67
- 2 Lanes: 0.50
- 2.5 Lanes: 0.40
- 3 Lanes: 0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Existing + Project**

Intersection # **1**

Project: **Malibu Inn Motel**

North/South St: **Cross Creek Rd**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour					
			Volumes				Volumes					
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C		
Northbound :Left	0.5	1600					6	12	0.008			
Northbound :Thru	0.5	1600	1	2	0.001		3	6	0.004			
Northbound :Right	1.0	1600	1	1	0.001		17	17	0.011	0.011		
Southbound :Left	1.5	1600	99	66	0.041		214	143	0.090	0.090		
Southbound :Thru	0.5	1600	1	2	0.001		3	6	0.004			
Southbound :Right	1.0	1600	68	68	0.043	0.043	84	84	0.053			
Eastbound :Left	1.0	1600	83	83	0.052		68	68	0.043	0.043		
Eastbound :Thru	2.0	1600	1427	715	0.447	0.447	1498	754	0.471			
Eastbound :Right		1600	3				10					
Westbound :Left	1.0	1600	2	2	0.001	0.001	13	13	0.008			
Westbound :Thru	2.0	1600	1149	575	0.359		1624	812	0.508	0.508		
Westbound :Right	1.0	1600	147	147	0.092		126	126	0.079			
Sum of Critical V/C Ratios							0.491				0.652	
Adjustments for Lost Time							0.05				0.05	
<b>Intersection Capacity Utilization (ICU)</b>							<b>0.541</b>				<b>0.702</b>	
<b>Level of Service (LOS)</b>							<b>A</b>				<b>C</b>	

**NOTES:**

*Level of Service (LOS)*

- A 0.00 ~ 0.60
- B 0.601 ~ 0.70
- C 0.701 ~ 0.80
- D 0.801 ~ 0.90
- E 0.901 ~ 1.00
- F 1.00+

*Critical Lane Flow Factors*

- 0.5 Lanes: 2.00
- 1 Lane: 1.00
- 1.5 Lanes: 0.67
- 2 Lanes: 0.50
- 2.5 Lanes: 0.40
- 3 Lanes: 0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Opening Year (2021) without Project Conditions**

Intersection # **1**

Project: **Malibu Inn Motel**

North/South St: **Cross Creek Rd**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600					6	12	0.008		
:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004		
Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011	
Southbound :Left	1.5	1600	175	117	0.073	0.073	435	291	0.182	0.182	
:Thru	0.5	1600	1	2	0.001		3	6	0.004		
Right:	1.0	1600	75	75	0.047		122	122	0.076		
Eastbound :Left	1.0	1600	106	106	0.066		85	85	0.053	0.053	
:Thru	2.0	1600	1472	738	0.461	0.461	1548	779	0.487		
Right:		1600	3				10				
Westbound :Left	1.0	1600	2	2	0.001	0.001	13	13	0.008		
:Thru	2.0	1600	1193	597	0.373		1677	839	0.524	0.524	
Right:	1.0	1600	311	311	0.194		292	292	0.183		
Sum of Critical V/C Ratios							0.536				0.770
Adjustments for Lost Time							0.05				0.05
<b>Intersection Capacity Utilization (ICU)</b>							<b>0.586</b>				<b>0.820</b>
<b>Level of Service (LOS)</b>							<b>A</b>				<b>D</b>

**NOTES:**

**Level of Service (LOS)**

- A 0.00 ~ 0.60
- B 0.601 ~ 0.70
- C 0.701 ~ 0.80
- D 0.801 ~ 0.90
- E 0.901 ~ 1.00
- F 1.00+

**Critical Lane Flow Factors**

- 0.5 Lanes: 2.00
- 1 Lane: 1.00
- 1.5 Lanes: 0.67
- 2 Lanes: 0.50
- 2.5 Lanes: 0.40
- 3 Lanes: 0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Opening Year (2021) with Project Conditions**

Intersection # **1**

Project: **Malibu Inn Motel**

North/South St: **Cross Creek Rd**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600					6	12	0.008		
:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004		
Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011	
Southbound :Left	1.5	1600	176	118	0.074	0.074	436	292	0.183	0.183	
:Thru	0.5	1600	1	2	0.001		3	6	0.004		
Right:	1.0	1600	75	75	0.047		122	122	0.076		
Eastbound :Left	1.0	1600	106	106	0.066		85	85	0.053	0.053	
:Thru	2.0	1600	1475	739	0.462	0.462	1551	781	0.488		
Right:		1600	3				10				
Westbound :Left	1.0	1600	2	2	0.001	0.001	13	13	0.008		
:Thru	2.0	1600	1197	599	0.374		1682	841	0.526	0.526	
Right:	1.0	1600	312	312	0.195		293	293	0.183		
Sum of Critical V/C Ratios							0.538				0.773
Adjustments for Lost Time							0.05				0.05
<b>Intersection Capacity Utilization (ICU)</b>							<b>0.588</b>				<b>0.823</b>
<b>Level of Service (LOS)</b>							<b>A</b>				<b>D</b>

**NOTES:**

Level of Service (LOS)	
A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Future (2035) without Project Conditions**

Intersection # **1**

Project: **Malibu Inn Motel**

North/South St: **Cross Creek Rd**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600					6	12	0.008		
Northbound :Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004		
Northbound :Right	1.0	1600	1	1	0.001		18	18	0.011	0.011	
Southbound :Left	1.5	1600	180	121	0.075	0.075	447	299	0.187	0.187	
Southbound :Thru	0.5	1600	1	2	0.001		3	6	0.004		
Southbound :Right	1.0	1600	79	79	0.049		126	126	0.079		
Eastbound :Left	1.0	1600	110	110	0.069		89	89	0.056	0.056	
Eastbound :Thru	2.0	1600	1547	775	0.484	0.484	1627	819	0.512		
Eastbound :Right		1600	3				11				
Westbound :Left	1.0	1600	2	2	0.001	0.001	14	14	0.009		
Westbound :Thru	2.0	1600	1253	627	0.392		1762	881	0.551	0.551	
Westbound :Right	1.0	1600	319	319	0.199		298	298	0.186		
Sum of Critical V/C Ratios							0.561				0.805
Adjustments for Lost Time							0.050				0.050
<b>Intersection Capacity Utilization (ICU)</b>							<b>0.611</b>				<b>0.855</b>
<b>Level of Service (LOS)</b>							<b>B</b>				<b>D</b>

**NOTES:**

**Level of Service (LOS)**

- A 0.00 ~ 0.60
- B 0.601 ~ 0.70
- C 0.701 ~ 0.80
- D 0.801 ~ 0.90
- E 0.901 ~ 1.00
- F 1.00+

**Critical Lane Flow Factors**

- 0.5 Lanes: 2.00
- 1 Lane: 1.00
- 1.5 Lanes: 0.67
- 2 Lanes: 0.50
- 2.5 Lanes: 0.40
- 3 Lanes: 0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Future (2035) with Project Conditions**

Intersection # **1**

Project: **Malibu Inn Motel**

North/South St: **Cross Creek Rd**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600					6	12	0.008		
:Thru	0.5	1600	1	2	0.001	0.001	3	6	0.004		
Right:	1.0	1600	1	1	0.001		18	18	0.011	0.011	
Southbound :Left	1.5	1600	181	121	0.076	0.076	448	300	0.188	0.188	
:Thru	0.5	1600	1	2	0.001		3	6	0.004		
Right:	1.0	1600	79	79	0.049		126	126	0.079		
Eastbound :Left	1.0	1600	110	110	0.069		89	89	0.056	0.056	
:Thru	2.0	1600	1550	777	0.485	0.485	1630	821	0.513		
Right:		1600	3				11				
Westbound :Left	1.0	1600	2	2	0.001	0.001	14	14	0.009		
:Thru	2.0	1600	1257	629	0.393		1767	884	0.552	0.552	
Right:	1.0	1600	320	320	0.200		299	299	0.187		
Sum of Critical V/C Ratios							0.563				0.807
Adjustments for Lost Time							0.050				0.050
<b>Intersection Capacity Utilization (ICU)</b>							<b>0.613</b>				<b>0.857</b>
<b>Level of Service (LOS)</b>							<b>B</b>				<b>D</b>

**NOTES:**

**Level of Service (LOS)**

- A 0.00 ~ 0.60
- B 0.601 ~ 0.70
- C 0.701 ~ 0.80
- D 0.801 ~ 0.90
- E 0.901 ~ 1.00
- F 1.00+

**Critical Lane Flow Factors**

- 0.5 Lanes: 2.00
- 1 Lane: 1.00
- 1.5 Lanes: 0.67
- 2 Lanes: 0.50
- 2.5 Lanes: 0.40
- 3 Lanes: 0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Existing**  
 Intersection # **2**  
 Project: **Malibu Inn Motel**  
 North/South St: **Malibu Pier**  
 East/West St: **Pacific Coast Hwy**

Date: 9/5/19  
 By: KH

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600									
Northbound :Thru	0.5	1600									
Northbound Right:	1.0	1600									
Southbound :Left	1.5	1600				6	4	0.003	0.003		
Southbound :Thru	0.5	1600									
Southbound Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003		
Eastbound :Left	1.0	1600	8	8	0.005		20	20	0.013	0.013	
Eastbound :Thru	2.0	1600	1523	762	0.476	0.476	1711	856	0.535		
Eastbound Right:		1600									
Westbound :Left	1.0	1600				19	19	0.012			
Westbound :Thru	2.0	1600	1316	658	0.411		1779	890	0.556	0.556	
Westbound Right:	1.0	1600				3	3	0.002			
Sum of Critical V/C Ratios						0.477			0.572		
Adjustments for Lost Time						0.05			0.05		
<b>Intersection Capacity Utilization (ICU)</b>						<b>0.527</b>			<b>0.622</b>		
<b>Level of Service (LOS)</b>						<b>A</b>			<b>B</b>		

**NOTES:**

Level of Service (LOS)	
A	0.00 ~ 0.600
B	0.601 ~ 0.700
C	0.701 ~ 0.800
D	0.801 ~ 0.900
E	0.901 ~ 1.000
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Existing + Project**

Intersection # **2**

Project: **Malibu Inn Motel**

North/South St: **Malibu Pier**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600									
Northbound :Thru	0.5	1600									
Northbound Right:	1.0	1600									
Southbound :Left	1.5	1600					6	4	0.003	0.003	
Southbound :Thru	0.5	1600									
Southbound Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003		
Eastbound :Left	1.0	1600	8	8	0.005		20	20	0.013	0.013	
Eastbound :Thru	2.0	1600	1526	763	0.477	0.477	1714	857	0.536		
Eastbound Right:		1600									
Westbound :Left	1.0	1600	4	4	0.003	0.003	24	24	0.015		
Westbound :Thru	2.0	1600	1320	660	0.413		1785	893	0.558	0.558	
Westbound Right:	1.0	1600					3	3	0.002		
Sum of Critical V/C Ratios						0.481				0.574	
Adjustments for Lost Time						0.05				0.05	
<b>Intersection Capacity Utilization (ICU)</b>						<b>0.531</b>				<b>0.624</b>	
<b>Level of Service (LOS)</b>						<b>A</b>				<b>B</b>	

**NOTES:**

Level of Service (LOS)	
A	0.00 ~ 0.600
B	0.601 ~ 0.700
C	0.701 ~ 0.800
D	0.801 ~ 0.900
E	0.901 ~ 1.000
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Opening Year (2021) without Project Conditions**

Intersection # **2**

Project: **Malibu Inn Motel**

North/South St: **Malibu Pier**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600									
:Thru	0.5	1600									
Right:	1.0	1600									
Southbound :Left	1.5	1600				6	4	0.003	0.003		
:Thru	0.5	1600									
Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003		
Eastbound :Left	1.0	1600	8	8	0.005		21	21	0.013	0.013	
:Thru	2.0	1600	1645	823	0.514	0.514	1979	990	0.618		
Right:		1600									
Westbound :Left	1.0	1600				20	20	0.013			
:Thru	2.0	1600	1469	735	0.459		1983	992	0.620	0.620	
Right:	1.0	1600				3	3	0.002			
Sum of Critical V/C Ratios						0.515			0.636		
Adjustments for Lost Time						0.05			0.05		
<b>Intersection Capacity Utilization (ICU)</b>						<b><u>0.565</u></b>			<b><u>0.686</u></b>		
<b>Level of Service (LOS)</b>						<b>A</b>			<b>B</b>		

**NOTES:**

Level of Service (LOS)	
A	0.00 ~ 0.600
B	0.601 ~ 0.700
C	0.701 ~ 0.800
D	0.801 ~ 0.900
E	0.901 ~ 1.000
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Opening Year (2021) with Project Conditions**

Intersection # **2**

Project: **Malibu Inn Motel**

North/South St: **Malibu Pier**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	0.5	1600								
:Thru	0.5	1600								
Right:	1.0	1600								
Southbound :Left	1.5	1600				6	4	0.003	0.003	
:Thru	0.5	1600								
Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003	
Eastbound :Left	1.0	1600	8	8	0.005		21	21	0.013	
:Thru	2.0	1600	1648	824	0.515	0.515	1982	991	0.619	0.619
Right:		1600								
Westbound :Left	1.0	1600	4	4	0.003	0.003	25	25	0.016	0.016
:Thru	2.0	1600	1473	737	0.460		1989	995	0.622	
Right:	1.0	1600					3	3	0.002	
Sum of Critical V/C Ratios						0.519			0.638	
Adjustments for Lost Time						0.05			0.05	
<b>Intersection Capacity Utilization (ICU)</b>						<b>0.569</b>			<b>0.688</b>	
<b>Level of Service (LOS)</b>						<b>A</b>			<b>B</b>	

**NOTES:**

Level of Service (LOS)	
A	0.00 ~ 0.600
B	0.601 ~ 0.700
C	0.701 ~ 0.800
D	0.801 ~ 0.900
E	0.901 ~ 1.000
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Future (2035) without Project Conditions**

Intersection # **2**

Project: **Malibu Inn Motel**

North/South St: **Malibu Pier**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600									
:Thru	0.5	1600									
Right:	1.0	1600									
Southbound :Left	1.5	1600				6	4	0.003	0.003		
:Thru	0.5	1600									
Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003		
Eastbound :Left	1.0	1600	9	9	0.006		22	22	0.014	0.014	
:Thru	2.0	1600	1726	863	0.539	0.539	2069	1035	0.647		
Right:		1600									
Westbound :Left	1.0	1600				21	21	0.013			
:Thru	2.0	1600	1538	769	0.481		2077	1039	0.649	0.649	
Right:	1.0	1600				3	3	0.002			
Sum of Critical V/C Ratios						0.540			0.666		
Adjustments for Lost Time						0.050			0.050		
<b>Intersection Capacity Utilization (ICU)</b>						<b>0.590</b>			<b>0.716</b>		
<b>Level of Service (LOS)</b>						<b>A</b>			<b>C</b>		

**NOTES:**

Level of Service (LOS)	
A	0.00 ~ 0.600
B	0.601 ~ 0.700
C	0.701 ~ 0.800
D	0.801 ~ 0.900
E	0.901 ~ 1.000
F	1.00+

Critical Lane Flow Factors		
0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

**Intersection Capacity Utilization Analysis (ICU)**

Traffic Scenario: **Future (2035) with Project Conditions**

Intersection # **2**

Project: **Malibu Inn Motel**

North/South St: **Malibu Pier**

East/West St: **Pacific Coast Hwy**

Date: **9/5/19**

By: **KH**

Movement	No. of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour				
			Volumes				Volumes				
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C	
Northbound :Left	0.5	1600									
:Thru	0.5	1600									
Right:	1.0	1600									
Southbound :Left	1.5	1600				6	4	0.003	0.003		
:Thru	0.5	1600									
Right:	1.0	1600	1	1	0.001	0.001	5	5	0.003		
Eastbound :Left	1.0	1600	9	9	0.006		22	22	0.014	0.014	
:Thru	2.0	1600	1729	865	0.540	0.540	2072	1036	0.648		
Right:		1600									
Westbound :Left	1.0	1600	4	4	0.003	0.003	26	26	0.016		
:Thru	2.0	1600	1542	771	0.482		2083	1042	0.651	0.651	
Right:	1.0	1600					3	3	0.002		
Sum of Critical V/C Ratios						0.544			0.668		
Adjustments for Lost Time						0.050			0.050		
<b>Intersection Capacity Utilization (ICU)</b>						<b>0.594</b>			<b>0.718</b>		
<b>Level of Service (LOS)</b>						<b>A</b>			<b>C</b>		

NOTES:

*Level of Service (LOS)*

- A 0.00 ~ 0.600
- B 0.601 ~ 0.700
- C 0.701 ~ 0.800
- D 0.801 ~ 0.900
- E 0.901 ~ 1.000
- F 1.00+

*Critical Lane Flow Factors*

- 0.5 Lanes: 2.00
- 1 Lane: 1.00
- 1.5 Lanes: 0.67
- 2 Lanes: 0.50
- 2.5 Lanes: 0.40
- 3 Lanes: 0.33

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕		↕↘	
Traffic Vol, veh/h	3	1569	1358	3	0	8
Future Vol, veh/h	3	1569	1358	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1705	1476	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1479	0	-	0	2337 740
Stage 1	-	-	-	-	1478 -
Stage 2	-	-	-	-	859 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	451	-	-	-	31 359
Stage 1	-	-	-	-	176 -
Stage 2	-	-	-	-	375 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	451	-	-	-	31 359
Mov Cap-2 Maneuver	-	-	-	-	31 -
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	375 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	451	-	-	-	359
HCM Lane V/C Ratio	0.007	-	-	-	0.024
HCM Control Delay (s)	13	-	-	-	15.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕		↘	
Traffic Vol, veh/h	3	1736	1801	3	0	10
Future Vol, veh/h	3	1736	1801	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1887	1958	3	0	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1961	0	0 2910 981
Stage 1	-	-	- 1960 -
Stage 2	-	-	- 950 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	293	-	- 12 249
Stage 1	-	-	- 96 -
Stage 2	-	-	- 336 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	293	-	- 12 249
Mov Cap-2 Maneuver	-	-	- 12 -
Stage 1	-	-	- 95 -
Stage 2	-	-	- 336 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	293	-	-	-	249
HCM Lane V/C Ratio	0.011	-	-	-	0.044
HCM Control Delay (s)	17.4	-	-	-	20.1
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕		↘	
Traffic Vol, veh/h	3	1523	1318	3	0	8
Future Vol, veh/h	3	1523	1318	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1655	1433	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1436	0	-	0	2269 718
Stage 1	-	-	-	-	1435 -
Stage 2	-	-	-	-	834 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	469	-	-	-	34 371
Stage 1	-	-	-	-	186 -
Stage 2	-	-	-	-	387 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	469	-	-	-	34 371
Mov Cap-2 Maneuver	-	-	-	-	34 -
Stage 1	-	-	-	-	185 -
Stage 2	-	-	-	-	387 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	469	-	-	-	371
HCM Lane V/C Ratio	0.007	-	-	-	0.023
HCM Control Delay (s)	12.7	-	-	-	14.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕		↘	
Traffic Vol, veh/h	3	1880	1951	3	0	10
Future Vol, veh/h	3	1880	1951	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2043	2121	3	0	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2124	0	-	0	3151 1062
Stage 1	-	-	-	-	2123 -
Stage 2	-	-	-	-	1028 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	253	-	-	-	8 220
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	306 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	253	-	-	-	8 220
Mov Cap-2 Maneuver	-	-	-	-	8 -
Stage 1	-	-	-	-	77 -
Stage 2	-	-	-	-	306 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	253	-	-	-	220
HCM Lane V/C Ratio	0.013	-	-	-	0.049
HCM Control Delay (s)	19.4	-	-	-	22.2
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↕↕	↕↕		↘	
Traffic Vol, veh/h	3	1650	1427	3	0	8
Future Vol, veh/h	3	1650	1427	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1793	1551	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1554	0	0	2456	777
Stage 1	-	-	-	1553	-
Stage 2	-	-	-	903	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	422	-	-	25	340
Stage 1	-	-	-	160	-
Stage 2	-	-	-	356	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	422	-	-	25	340
Mov Cap-2 Maneuver	-	-	-	25	-
Stage 1	-	-	-	159	-
Stage 2	-	-	-	356	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	422	-	-	-	340
HCM Lane V/C Ratio	0.008	-	-	-	0.026
HCM Control Delay (s)	13.6	-	-	-	15.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗		↘	
Traffic Vol, veh/h	3	1788	1855	3	0	10
Future Vol, veh/h	3	1788	1855	3	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1943	2016	3	0	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2019	0	-	0	2996 1010
Stage 1	-	-	-	-	2018 -
Stage 2	-	-	-	-	978 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	278	-	-	-	11 238
Stage 1	-	-	-	-	89 -
Stage 2	-	-	-	-	325 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	278	-	-	-	11 238
Mov Cap-2 Maneuver	-	-	-	-	11 -
Stage 1	-	-	-	-	88 -
Stage 2	-	-	-	-	325 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	278	-	-	-	238
HCM Lane V/C Ratio	0.012	-	-	-	0.046
HCM Control Delay (s)	18.1	-	-	-	20.8
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



September 20, 2013

Alex Hakim  
SKA Group  
1541 Ocean Ave, Ste 200  
Santa Monica, CA 90401

**Re: Shared Parking Study – Malibu Inn and Surfrider Plaza  
22969 and 22959 Pacific Coast Highway, Malibu**

Dear Alex,

Per your request, we have conducted a shared parking study for Malibu Inn Restaurant and Surfrider Plaza at 22959 Pacific Coast Highway in the City of Malibu. This letter presents our methodology, findings, and recommendations in regards to on-site parking.

### **EXISTING CONDITIONS**

Malibu Inn is an existing restaurant at 22969 Pacific Coast Highway in Malibu with a service area that totals 2,474 sq. ft. (comprised of 1,184 sq. ft. indoor service area, 751 sq. ft. service area on the outdoor patio, and 539 sq. ft. in the banquet room). According to its Conditional Use Permit, a total of 53 parking spaces were required for the restaurant use, including 22 parking spaces onsite and a joint use agreement to provide for the remaining 31 parking spaces on the adjacent property of the same owner. The restaurant serves breakfast, lunch, dinner, and live entertainments in the afternoon and evening.

A portion of the Malibu Inn Restaurant building is permitted as real estate offices (565 sq. ft.). The real estate office has been vacant since August 1, 2013.

### **PROPOSED DEVELOPMENT**

The real estate office in Malibu Inn will be converted and expanded into a retail store of 1,586 sq. ft. Such conversion will decrease the restaurant's service area to

1,935 sq. ft. Three additional parking spaces will be added on the lot of Malibu Inn to provide for a total of 25 parking spaces.

On the adjacent vacant lot of 22959 Pacific Coast Highway, the proposed Surfrider Plaza will construct retail/office buildings (6,849 sq. ft.) with 43 standard parking spaces and 15 tandem spaces. As shown in **Exhibit 1**, both adjacent lots will share 83 parking spaces, including four accessible spaces.

**PARKING REQUIREMENT**

Based on Municipal Codes of the City of Malibu, calculation of parking demand can be found in **Table 1**. According to Municipal Codes, 76.2 parking spaces should be provided for the proposed developments at Malibu Inn and Surfrider Plaza.

**Table 1. Parking Requirements**

Business Name	Land Use	Parking Requirement per Municipal Codes	Sq. Ft.	Parking Per Municipal Codes
<b>Existing</b>				
Malibu Inn	Restaurant	1 space per 50 sq.ft. Service Area	2,474	49.5
Real Estate Office	Office	1 space per 250 sq.ft. GFA	565	2.3
			<b>TOTAL</b>	<b>51.7</b>
<b>Proposed</b>				
Malibu Inn	Restaurant	1 space per 50 sq.ft. Service Area	1,935	38.7
Retail at Malibu Inn	Retail	1 space per 225 sq.ft. GFA	1,586	7.0
Retail at Surfrider Plaza	Retail	1 space per 225 sq.ft. GFA	6,849	30.4
			<b>TOTAL</b>	<b>76.2</b>

## **PARKING SURVEY**

The study has conducted field surveys to observe actual parking demand of the existing operations at Malibu Inn. Parked vehicles were counted hourly between noon and 11 pm on Friday, July 19, 2013 and Saturday, July 20, 2013. During the time of survey, live entertainments were scheduled and performed at 10:00 pm Friday, and at 2:00 pm and 10:00 pm Saturday.

Our observations found that peak parking occurred when 63 spaces were occupied at 10:00 pm Friday and 68 spaces at 11:00 pm Saturday. Complete survey data can be found in **Appendix A**.

## **SHARED PARKING ANALYSIS**

The concept of shared parking considers the variations in the accumulation of vehicle by time-of-day, and the relationships among land uses that result in visiting multiple land uses on the same auto trip. Based on "Shared Parking" published by the Urban Land Institute, various time-of-day factors for proposed uses for Friday and Saturday are shown in **Exhibit 2 and 3**, respectively.

The time-of-day factors are multiplied by the number of parking spaces required by the municipal codes to obtain the parking demand of each hour. Parking demands of all proposed uses are illustrated in **Exhibit 4 and 5** on a time-of-day basis for Friday and Saturday, respectively.

The overall peak demand of the shared parking lots is 79 parking spaces at 8:00 pm Friday, as shown in **Exhibit 4**. These charts have shown that retail stores fits in well with the restaurant in terms of parking demand since retail stores use more parking during the day and the restaurant uses more parking in the evening hours.

## SUMMARY

Based on field observations, the study concludes that the combined parking demand (79 parking spaces) of the proposed retail spaces at Surfrider Plaza and Malibu Inn has can be sufficiently accommodated by the shared parking capacity within the two adjacent lot (83 spaces). Parking guidance/assistance should be provided by the owner to ensure proper and efficient usage of 15 tandem parking spaces.

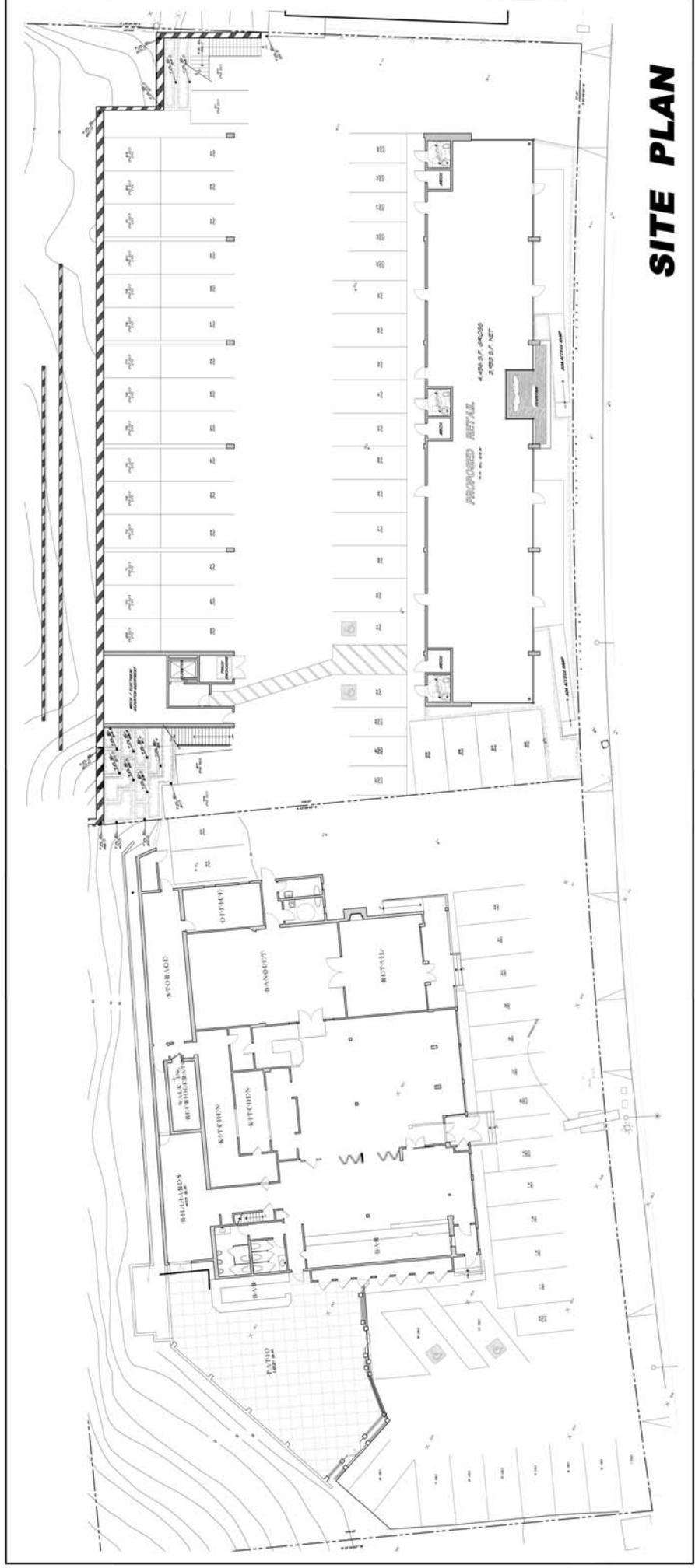
Regards,

*K2 Traffic Engineering, Inc.*



Jende "Kay" Hsu, T.E.  
California Licensed TR2285





**SITE PLAN**

## Exhibit 2. Time-of-Day Parking Demand (Friday)

P6113 - Malibu Inn Parking Study  
 22969 Pacific Coast Highway, Malibu

9/20/2013  
 K2 Traffic Engineering, Inc.

<b>FRIDAY</b>		Parking Demand by the Time of Day											
Land Use	Peak Demand	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
RETAIL		95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%
at Surfrider Plaza	30.4	28.9	30.4	28.9	27.4	27.4	28.9	28.9	28.9	24.3	15.2	9.1	3.0
at Malibu Inn	7	6.7	7.0	6.7	6.3	6.3	6.7	6.7	6.7	5.6	3.5	2.1	0.7
	Sub-total	35.5	37.4	35.5	33.7	33.7	35.5	35.5	35.5	29.9	18.7	11.2	3.7
	Rounded	36	37	36	34	34	36	36	36	30	19	11	4
RESTAURANT		16%	24%	25%	35%	29%	40%	68%	67%	83%	94%	100%	87%
Malibu Inn	63	10	15	16	22	18	25	43	42	52	59	63	55
	TOTAL	46	52	52	56	52	61	79	78	82	78	74	59

### Exhibit 3. Time-of-Day Parking Demand (Saturday)

P6113 - Malibu Inn Parking Study  
 22969 Pacific Coast Highway, Malibu

9/20/2013

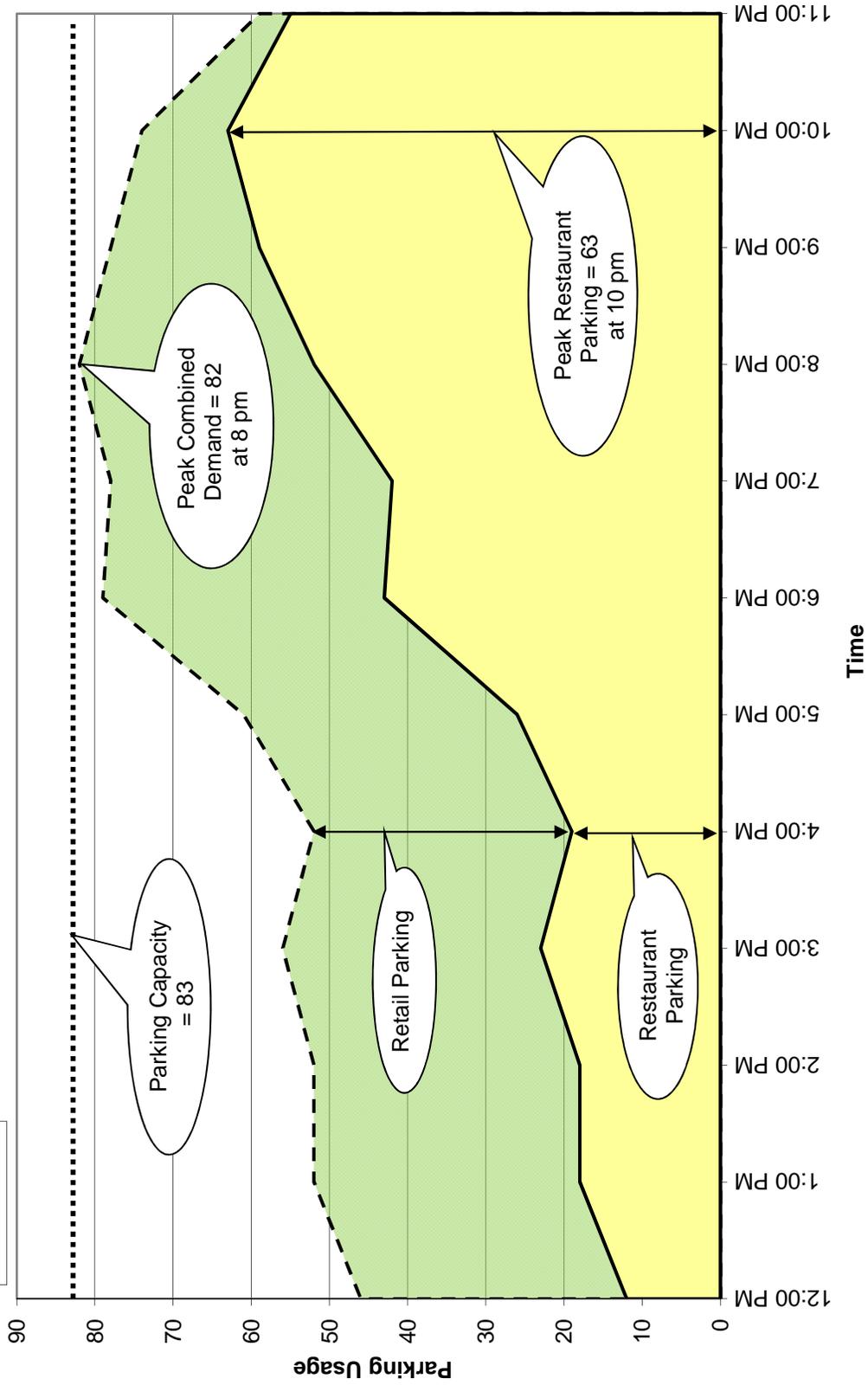
K2 Traffic Engineering, Inc.

<b>SATURDAY</b>		Parking Demand by the Time of Day											
Land Use	Peak Demand	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
RETAIL		80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%
at Surfrider Plaza	30.4	24.3	27.4	30.4	30.4	28.9	27.4	24.3	22.8	19.8	15.2	10.6	4.6
at Malibu Inn	7	5.6	6.3	7.0	7.0	6.7	6.3	5.6	5.3	4.6	3.5	2.5	1.1
	Sub-total	29.9	33.7	37.4	37.4	35.5	33.7	29.9	28.1	24.3	18.7	13.1	5.6
	Rounded	30	34	37	37	36	34	30	28	24	19	13	6
RESTAURANT		41%	62%	56%	62%	49%	49%	29%	31%	57%	82%	96%	100%
Malibu Inn	68	28	42	38	42	33	33	20	21	39	56	65	68
	TOTAL	58	76	75	79	69	67	50	49	63	75	78	74

### Exhibit 4. Parking Demand Chart - Friday

Malibu Inn & Proposed Surfrider Plaza

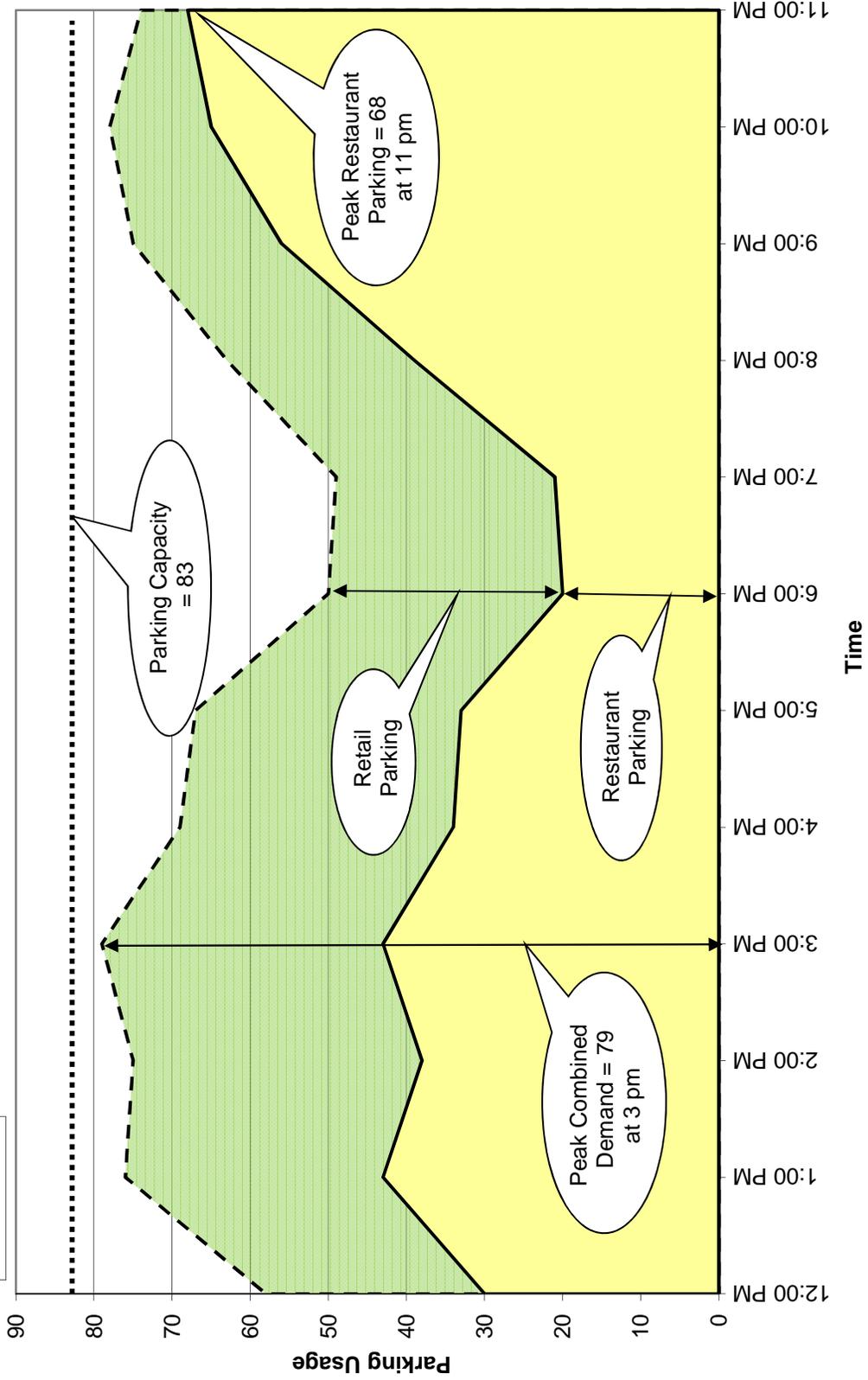
K2 Traffic Engineering, Inc.  
Prepared: 8/23/2013



### Exhibit 5. Parking Demand Chart - Saturday

Malibu Inn & Proposed Surfrider Plaza

K2 Traffic Engineering, Inc.  
Prepared: 8/23/2013



**APPENDIX A. PARKING SURVEY**

P6113 - Malibu Inn Parking Study  
22969 Pacific Coast Highway, Malibu

Date 7/19/2013  
Day Friday  
By William T.

<i>Area</i>	<i>Malibu Inn Restaurant</i>	<i>Real Estate Office</i>	<i>Total</i>
CAPACITY	62	3	65
12:00 PM	10	2	12
1:00 PM	15	3	18
2:00 PM	16	2	18
3:00 PM	22	1	23
4:00 PM	18	1	19
5:00 PM	25	1	26
6:00 PM	43	0	43
7:00 PM	42	0	42
8:00 PM	52	0	52
9:00 PM	59	0	59
10:00 PM	63	0	63 *
11:00 PM	55	0	55
Peak Usage			63

\* Peak usage occurred at 10:00 pm when 63 parking spaces used.

**APPENDIX A. PARKING SURVEY**

P6113 - Malibu Inn Parking Study  
22969 Pacific Coast Highway, Malibu

Date 7/20/2013  
Day Saturday  
By William T.

<i>Area</i>	<i>Malibu Inn Restaurant</i>	<i>Real Estate Office</i>	<i>Total</i>
CAPACITY	62	3	65
12:00 PM	28	2	30
1:00 PM	42	1	43
2:00 PM	38	0	38
3:00 PM	42	1	43
4:00 PM	33	1	34
5:00 PM	33	0	33
6:00 PM	20	0	20
7:00 PM	21	0	21
8:00 PM	39	0	39
9:00 PM	56	0	56
10:00 PM	65	0	65
11:00 PM	68	0	68 *
Peak Usage			68

\* Peak usage occurred at 11:00 pm when 68 parking spaces used.