

MALIBU COASTAL ACCESS PUBLIC WORKS PLAN

Initial Study

December 2019

Prepared by
**Mountains Recreation and
Conservation Authority and
State Coastal Conservancy**

Mountains Recreation &
Conservation Authority



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ENVIRONMENTAL CHECKLIST

Initial Study

Purpose for Initial Study

The Mountains Recreation and Conservation Authority and the State Coastal Conservancy (as co-Lead Agencies) have analyzed the project proposal described herein and have determined that the project could have a potential significant impact on the environment.

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) statute (Pub. Res. Code §21000) and implementing regulations (the “CEQA Guidelines”) (14 Cal Code of Regs. §15000, et seq.). Section 15063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study are to:

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

Initial Study Environmental Checklist Form

1. **Project Title:** Malibu Coastal Access Public Works Plan
2. **Project Location:** See Figure 1
3. **Project Description:** See Figure 1
4. **Lead Agency Name and Address:** Mountains Recreation and Conservation Authority
26800 Mulholland Highway
Calabasas, California 91302

State Coastal Conservancy
1515 Clay Street, 10th Floor
Oakland, California 94612
5. **Contact Person and Phone Number:** Jessica Nguyen, Project Analyst
26800 Mulholland Highway
Calabasas, California 91302
310.589.3230 ext. 125
6. **Project Sponsor's Name and Address:** Mountains Recreation and Conservation Authority
State Coastal Conservancy
7. **General Plan and Local Coastal Program Zoning:** See Section 2
8. **Malibu Municipal Code and Local Coastal Program Zoning:** See Section 2
9. **Surrounding Land Uses and Setting:** See Section 2
10. **Other Public Agencies Whose Approval Is Required:** California Department of Fish and Wildlife
California Department of Transportation
California Coastal Commission
State Lands Commission
11. **California Native American Tribes Traditionally and Culturally Affiliated with the Project Area:** See Section XVIII
12. **Tribal Consultation Plan:** See Section XVIII

1. Project Description

Project Background

In a collaborative effort to increase public access and recreational opportunities along beaches in the City of Malibu, the State Coastal Conservancy (SCC) and the Mountains Recreation and Conservation Authority (MRCA) are developing the Malibu Coastal Access Public Works Plan (PWP). The proposed PWP will be reviewed and considered for approval by the California Coastal Commission pursuant to 14 Cal. Code of Regs. §13350 et seq. A draft of the proposed PWP will be attached to the draft Environmental Impact Report (EIR) for public review and comment.

The proposed PWP includes 17 publicly-owned sites along the coast in the City of Malibu. The proposed PWP consists of development plans and policies for up to seven public beach accessways and management policies for those accessways. The PWP also includes ten accessways that are currently open and managed by MRCA or are in the process of being developed by MRCA for public beach access. The proposed PWP includes the following elements that cover design to the implementation and management of the beach accessways:

- Site constraints and opportunities for each site that is proposed to be developed in the PWP;
- Proposed improvements for each site proposed to be developed in the PWP;
- Objectives and policies related to development, public access and recreation, and resource protection consistent with the California Coastal Act (Coastal Act) and the City of Malibu Local Coastal Program (LCP); and
- Management policies to provide for the operation and maintenance of the public beach accessways proposed to be managed in the PWP.

The PWP also addresses the statutory environmental elements for developing the plan, such as those contained in Public Resources Code §30605.

The 17 public beach accessways included in the proposed PWP are identified in Table 1-1. Accessways with site numbers preceded by the letter “D” are proposed to be improved in the PWP and would be subject to the development policies and management policies in the PWP. Accessways with site numbers preceded by the letter “M” are sites that are being developed under an existing local coastal development permit entitlement or are currently open. These sites would be subject to the management policies in the PWP. In Table 1-1, the sites are listed geographically from east to west along the Pacific shoreline. As shown in Figure 1, all but three of the sites (M7, M8, and M10) are bounded by the Pacific Coast Highway (PCH) to the north and the Pacific Ocean to the south. Site M7 is bounded by a large coastal bluff formation to the north topped with residential and park developments, the Pacific Ocean to the south, and residential developments to the west and to the east. Site M8 is bounded by Latigo Shore Drive (also known as Seagull Drive) to the north, residential developments to the west, Dan Blocker County Beach to the east, and the Pacific Ocean to the south. Site M10 is bounded by Broad Beach Road to the north, West Sea Level Drive and East Sea Level Drive at either end, and the Pacific Ocean to the south. See overview map, Figure 1. Collectively, sites D1 through D7 and

sites M1 through M10 (as described in Table 1-1 and shown on Figures 1 to 5) are the “Project Site” for purposes of this Initial Study.

**TABLE 1-1
MALIBU COASTAL ACCESS PWP PUBLIC BEACH ACCESSWAYS**

Site No.	Beach	Site Address and Assessor's Parcel Number (APN)	Type of Public Ownership	Status of Public Access
D1	Las Tunas Beach	19016 Pacific Coast Highway APN 4449-003-077	Vertical access easement and lateral access easement held by MRCA	Unimproved, proposed for development in the PWP
		19020 Pacific Coast Highway APN 4449-003-076	Vertical access deed restriction and lateral access deed restriction in favor of the public	
D2 ¹	Las Tunas Beach	Between 19620 and 19562 Pacific Coast Highway APNs 4449-007-900 through 904	Fee title owned by MRCA	Overlook open (no beach access): Miramar; proposed for development in the PWP
M1 ²	Big Rock Beach	Between 19812 & 19768 Pacific Coast Highway Between APN 4449-008-011 & 012	Fee title owned by SMMC	Overlook open (no beach access): Dolphin View Coastal Overlook
M2 ³	Big Rock Beach	20500 Pacific Coast Highway Between APN 4450-005-086 & 048	Fee title owned by SMMC	Unimproved, approved coastal development permit
M3 ⁴	Las Flores Beach	20802 Pacific Coast Highway APN 4450-007-027	Vertical access easement and lateral access easement held by MRCA	Unimproved, pending coastal development permit
D3	La Costa Beach	21554 Pacific Coast Highway APN 4451-002-010	Vertical access deed restriction and lateral access deed restriction in favor of the public	Unimproved, proposed for development in the PWP
D4	Carbon-La Costa Beach	Between 21746 and 21660 Pacific Coast Highway APNs 4451-003-900, 4451-004-900	Fee title owned by SMMC	Unimproved, proposed for development in the PWP
M4	Carbon Beach	22126 Pacific Coast Highway APN 4451-006-039	Vertical access easement and lateral access easement held by MRCA	Accessway open: Carbon Beach East Access
M5 ⁵	Carbon Beach	22466 Pacific Coast Highway APN 4452-002-021	Vertical access easement held by MRCA and lateral access easement held by SLC	Accessway open: Carbon Beach West Access
M6 ⁶	Surfrider Beach	23000 Pacific Coast Highway APNs 4452-005-901, 902	Fee title property owned by CDPR* and fee title property owned by County of Los Angeles	Accessway open, proposed for new development, pending fee title transfer prior to construction
M7	Amarillo Beach	24038 Malibu Road APN 4458-009-900	Fee title owned by MRCA	Accessway open: Malibu Road East Access
M8	Latigo Beach	26500 Latigo Shore Drive APN 4460-019-146, 147, 148, 149, 150	Vertical access easement and lateral access easement held by MRCA	Accessway open: Latigo Shores Beach Access

**TABLE 1-1
MALIBU COASTAL ACCESS PWP PUBLIC BEACH ACCESSWAYS**

Site No.	Beach	Site Address and Assessor's Parcel Number (APN)	Type of Public Ownership	Status of Public Access
D5	Escondido Beach	27348 & 27400 Pacific Coast Highway APNs 4460-030-042, 4460-030-043	Vertical access easement held by MRCA and lateral access easement held by SLC	Accessway open, proposed for new development in the PWP
M9	Escondido Beach	27420-27428 Pacific Coast Highway APN 4460-030-048	Vertical access easement, public parking easement, and lateral access easement held by MRCA	Accessway open: Escondido Beach Access
D6 ⁷	Escondido Beach	27700 Pacific Coast Highway APN 4460-031-007	Vertical access deed restriction lateral access deed restriction in favor of the public	Unimproved, proposed for development in the PWP
D7	Escondido Beach	27910 & 27920 Pacific Coast Highway APN 4460-032-017, 4460-032-018	Vertical access easement and public parking easement held by SMMC, lateral access deed restriction in favor of the public	Unimproved, proposed for development in the PWP
M10 ⁸	Lechuza Beach	Between the terminus of West Sea Level Drive and the terminus of East Sea Level Drive Numerous APNs ⁹	Pedestrian easements on West Sea Level Drive and East Sea Level Drive held by MRCA, 22 fee title beachfront parcels held by MRCA, land-locked fee title property known as Lot I on Broad Beach Road, across from Bunnie Lane held by MRCA, vertical access easement adjacent to Lot I held by MRCA	Accessway open, proposed for new development, pending final construction plans

NOTES:

MRCA = Mountains Recreation and Conservation Authority; SMMC = Santa Monica Mountains Conservancy;
SLC = State Lands Commission; CDPR = California Department of Parks and Recreation

¹ Site D2 is open as a coastal overlook only.

² Site M1 is open as a coastal overlook only.

³ Site M2 has an approved coastal development permit, pending final construction plans.

⁴ A coastal development permit for Site M3 is pending review by the City of Malibu. Site M3 is currently not improved for public access.

⁵ Site M5 consists of existing lighting along the walls of the accessways. No change is proposed to the existing lighting and no new lighting is proposed for Site M5 in the PWP.

⁶ New public access improvements are proposed for Site M6 under a Consent Cease and Desist Order issued by the California Coastal Commission to the Malibu Inn Hotel for Coastal Act violations. Site M6 consists of one parcel owned by CDPR and one parcel owned by the County of Los Angeles (County). A fee title transfer of the County-owned parcel to the MRCA is necessary prior to the construction of public access improvements at Site M6.

⁷ Site D6 is open for public access.

⁸ A coastal development permit for Site M10 is pending review by the City of Malibu. New public access improvements at Site M10 are pending under a proposed settlement agreement with the homeowners' association.

⁹ 4470-001-900, 4470-024-900, 901, 4470-021-900, 4470-028-900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918

In addition to Coastal Commission approval of the PWP, the accessways proposed for development in the PWP would be subject to authorizations required by other agencies (Responsible Agencies for purposes of CEQA). Permits and approvals that could be required are shown in Table 1-2, *Permits and Approvals for Development Sites*.

**TABLE 1-2
PERMITS AND APPROVALS FOR DEVELOPMENT SITES**

Site No.	Beach	Site Address and Assessor's Parcel Number (APN)	Required Permits and/or Notices	Agencies with Permitting Oversight
D1	Las Tunas Beach	19016 Pacific Coast Highway APN 4449-003-077	NOID ¹	Coastal Commission
		19020 Pacific Coast Highway APN 4449-003-076		
D2	Las Tunas Beach	Between 19620 and 19562 Pacific Coast Highway APNs 4449-007-900 through 904	NOID	Coastal Commission
			Encroachment Permit	Caltrans
D3	La Costa Beach	21554 Pacific Coast Highway APN 4451-002-010	NOID	Coastal Commission
D4	Carbon-La Costa Beach	Between 21746 and 21660 Pacific Coast Highway APNs 4451-003-900, 4451-004-900	NOID	Coastal Commission
			Encroachment Permit	Caltrans
D5	Escondido Beach	27348 & 27400 Pacific Coast Highway APNs 4460-030-042, 4460-030-043	NOID	Coastal Commission
D6 ⁶	Escondido Beach	27700 Pacific Coast Highway APN 4460-031-007	NOID	Coastal Commission
			Encroachment Permit	Caltrans
			Streambed Alteration Agreement	California Department of Fish & Wildlife
D7	Escondido Beach	27910 & 27920 Pacific Coast Highway APN 4460-032-017, 4460-032-018	NOID	Coastal Commission
			Encroachment Permit	Caltrans

NOTES:

¹ NOID=Notice of Impending Development. A NOID prior to implementation would be required as a result of certification of the proposed PWP.

2. Proposed Public Access Improvements

The proposed PWP includes public access improvements for up to seven public beach accessways in the City of Malibu.

Under the City of Malibu LCP, City of Malibu General Plan, and City of Malibu Municipal Code, the sites proposed for development in the PWP consist of the land use and zoning designations as described in Table 2-1.

**TABLE 2-1
LAND USE AND ZONING DESIGNATIONS OF SITES PROPOSED FOR DEVELOPMENT**

Site No.	Beach	Site Address	Land Use Designation	Zoning Code
D1	Las Tunas Beach	19016 & 19020 PCH	Single Family Residential – Medium	SFM
D2	Las Tunas Beach	Between 19620 and 19562 PCH	Single Family Residential – Medium	SFM
D3	La Costa Beach	21554 PCH	Single Family Residential – Medium	SFM
D4	Carbon-La Costa Beach	Between 21746 and 21660 PCH	Single Family Residential – Medium	SFM
D5	Escondido Beach	27348 & 27400 PCH	27348: Single Family Residential – Medium 27400: Commercial Visitor Serving 1	27348: SFM 27400: CV-1
D6	Escondido Beach	27700 PCH	Rural Residential - 2 Acres	RR2
D7	Escondido Beach	27910 & 27920 PCH	Rural Residential - 2 Acres	RR2

Public beach accessways and trails to the shoreline and public parklands are permitted uses in all land use and zoning designations pursuant to Policy 2.7 in the Land Use Plan (LUP) of the LCP. Additionally, public accessways and trails are an allowed use in environmentally sensitive habitat areas pursuant to LUP Policy 2.4. The amenities proposed in the PWP including restrooms, parking, and viewing decks are facilities that complement public access that may be permitted pursuant to the LCP's public access ordinance (Local Implementation Plan [LIP] Policy 12.6.8[G]).

Table 2-2 summarizes the existing land uses adjacent to each public beach accessway proposed for development in the PWP.

**TABLE 2-2
LAND USE AND SCALE/INTENSITY OF SURROUNDING PROPERTIES OF SITES PROPOSED FOR DEVELOPMENT**

Surrounding Properties	Land Use Zoning	Allowable Scale/Intensity of Land Use	Existing Condition/Development
Site D1: 19016 & 19020 Pacific Coast Highway, Las Tunas Beach			
Properties to the north	Open Space	Low-intensity recreational use	Vacant; open space
Properties to the west	Residential	Single-family developments up to 4 dwelling units per acre with lot size of 0.25 acre or larger	Single-family developments
Properties to the east			
Site D2: Between 19620 and 19562 Pacific Coast Highway, Las Tunas Beach			
Properties to the north	Rural Residential	Residential developments up to 1 dwelling unit per 40 acres	Vacant
Properties to the west	Residential	Single-family developments up to 4 dwelling units per acre with lot size of 0.25 acre or larger	Single-family developments
Property adjacent to the east	Residential	Single-family development up to 4 dwelling units per acre with lot size of 0.25 acre or larger	Single-family development
Properties beyond to the east	Open Space	Low-intensity recreational use	Vacant; open space

**TABLE 2-2
LAND USE AND SCALE/INTENSITY OF SURROUNDING PROPERTIES OF SITES PROPOSED FOR DEVELOPMENT**

Surrounding Properties	Land Use Zoning	Allowable Scale/Intensity of Land Use	Existing Condition/Development
Site D3: 21554 Pacific Coast Highway, La Costa Beach			
Properties to the north	Residential	Single-family developments up to 4 dwelling units per acre with lot size of 0.25 acre or larger	Single-family developments of varying sizes
Properties to the west			
Properties to the east			
Site D4: Between 21746 and 21660 Pacific Coast Highway, Carbon-La Costa Beach			
Properties to the north	Rural Residential	Residential developments up to 1 dwelling unit per 2 acres	Single-family developments of varying sizes
	Residential	Single-family developments up to 4 dwelling units per acre with lot size of 0.25 acre or larger	
Properties to the west	Residential	Single-family developments up to 4 dwelling units per acre with lot size of 0.25 acre or larger	
Properties to the east			
Site D5: 27348 & 27400 Pacific Coast Highway, Escondido Beach			
Properties to the north of 27400 PCH	Rural Residential	Residential developments up to 1 dwelling unit per 2 acres	Large single-family developments
Properties to the south of 27400 PCH	Residential	Single-family developments up to 4 dwelling units per acre with lot size of 0.25 acre or larger	Single-family developments
Properties to the west			One condominium complex, multiple single-family developments
Properties to the east			Single-family developments
Site D6: 27700 Pacific Coast Highway, Escondido Beach			
Properties to the north	Rural Residential	Residential developments up to 1 dwelling unit per 2 acres	Large single-family developments
Properties to the west			
Properties to the east			
Site D7: 27910 & 27920 Pacific Coast Highway, Escondido Beach			
Properties to the north	Rural Residential	Residential developments up to 1 dwelling unit per 2 acres	Large single-family developments
Properties to the west			
Properties to the east			

The proposed improvements are intended to maximize and enhance beach access opportunities along the Malibu coastline. Each of the beach accessways proposed for development in the PWP would contain elements such as stairways, gates, fencing, guardrails, walkways or decks, restrooms, and signage. These elements are designed to be consistent among the different site locations in appearance, materials, and dimensions where applicable.

Fencing, gates and guardrails would not exceed six feet in height and would be designed with view permeability considerations such that impacts on ocean views from the city's designated public viewing areas, scenic areas, and scenic roads would be minimized. Automatic timed locks would be installed for all gates. The automatic locks would lock the gates at a pre-set closing time to prevent entry from the landward side, while remaining unlocked on the seaward side to enable visitors on the beach to exit at any time. The locks would remain unlocked during pre-set open

operating hours of the accessway. Backup manual locks would be installed on all gates should the automatic timed locks fail to function properly.

Restrooms proposed at specific sites would be portable facilities. Screen enclosures up to six feet in height would be used to shield restrooms from view. The screen enclosures would be designed to blend in with their natural surroundings using a combination of wood and metal materials. All other materials and colors of the proposed improvements would be designed to be consistent with its respective neighborhood character and would blend in with its natural surroundings where applicable. The colors of signs posted by the MRCA, as explained below, would remain consistent at all the beach accessways included in the PWP. Striping of bright colors would be used at Site D5 for the proposed pathway along the edge of the parking lot of the existing restaurant. The purpose of the striping and colors used at Site D5 would be to delineate the accessway on the ground surface.

The beach accessways proposed for development in the PWP do not include any new lighting or new irrigation.

Public Beach Access Signage

The proposed PWP includes provisions for public beach access signage to assist visitors in locating and using the public beach accessways included in the proposed PWP.

A public beach accessway identification logo has been developed and adopted by the SCC, MRCA, and the County. This approximately 24-inch diameter round logo is currently being used at the accessways identified in Table 1-1 that are currently open, and would be posted at the accessways proposed to be developed in the PWP. The round logo consists of generally blue and yellow hues and white lettering. The logo does not generally produce glare. A sign stating rules for use of the accessway would be posted at or near the entrance(s) of the accessway. Rules signage would be light in color with dark lettering, and placed in a conspicuous location at each site. Signs stating rules for use of the accessway would generally include the name of the accessway, operating hours of the accessway, prohibited activities on the accessway and on the beach, and a reminder to be considerate of the privacy of adjacent private properties. The 24-hour ranger answering service phone number would be included for visitors to call for general inquiries about the accessway. Beach accessway rules would be enforced by MRCA rangers and would include, but not be limited to the following rules:

- Respect adjacent private residential property.
- Keep your beach clean. No littering.
- Protect the environment. Smoking and fires prohibited.
- Family-friendly area. No alcoholic beverages.
- Dogs not allowed on beach, except service dogs. Service dogs must be on leash.

Additional rules may be posted under site-specific circumstances relating to the public beach accessways established as a result of coastal development permit requirements or other

entitlements. Signs may indicate that a violation of the rules is a misdemeanor punishable by fine and/or imprisonment. MRCA rangers are authorized to cite any visitor seen violating rules posted at each accessway. Public beach access signage would be posted at each public beach accessway proposed for development in the PWP following the completion of construction of new public access improvements. Following certification of the PWP, signage for the accessways included in the PWP that are currently open would be made consistent with the provisions of the PWP and the policies of the PWP. Signs would be mounted in a manner that would be visible and legible by visitors, and be secured in place to prevent unauthorized removal or theft. Plexiglass may be used to reinforce signage to prevent vandalism. Signage placement would balance maintenance of existing ocean views and views of the accessway.

The proposed improvements for each accessway proposed for development in the PWP are described in more detail below.

Site D1

Location	Las Tunas Beach
Address	19016 Pacific Coast Highway & 19020 Pacific Coast Highway
Site Description	The accessway consists of a 3-foot-wide vertical access easement located along the western residential property line at 19016 PCH and an adjacent 3-foot-wide deed-restricted vertical access area located along the eastern residential property line at 19020 PCH. The residential property at 19016 PCH contains an existing lateral access easement that allows public access and passive recreation use along the shoreline from the mean high tide line landward to the dripline of the most seaward extent of the structure. The residential property at 19020 PCH contains an existing deed-restricted lateral access area that allows public access up to 25 feet inland from the mean high tide line to 5 feet seaward from the existing development.
Existing Conditions	The combined 6-foot-wide accessway contains physical encroachments, including a fence with an attached mailbox, a stairway above a concrete seawall, and concrete caissons adjacent to the seawall. A ladder attached near the seaward edge of the seawall leads to the beach below. Public access is currently not available at this site. The nearest existing public beach accessways are approximately 0.4 mile east and 0.4 mile west of the site.
Proposed Improvements	The proposed improvements would be placed within the vertical access easement and deed-restricted vertical access area, as well as within the lateral access easement located on the residential property at 19016 PCH. Stairways and a walkway are proposed to provide access from PCH down to the beach. A gate is proposed at the entrance near the PCH. The stairways and walkway would be supported by piles.

Site D2

Location	Las Tunas Beach
Address	Between 19620 Pacific Coast Highway and 19562 Pacific Coast Highway
Site Description	This approximately half-acre beachfront property is owned by the MRCA. The property consists of five contiguous vacant lots located between 19620 PCH and 19562 PCH, totaling approximately 290 feet of beach frontage.
Existing Conditions	The site contains chain link fencing along the extent of the northern site boundary. A storm drain outlet protrudes from the bluff face running parallel to PCH on the western portion of the site. The blufftop is surfaced with decomposed granite and a chainlink gate provides access to the blufftop. A bench is placed on the blufftop. The bluff face is covered by poured concrete and a concrete seawall at the bottom portion of the bluff. Concrete debris rests on the beach, as do other rocks and boulders. The site is currently open as a coastal overlook. Beach access is currently not available from this site. Las Tunas County Beach is adjacent to the east of the residential property at 19562 PCH, and an existing beach accessway is located approximately 0.5 mile west of the site. The nearest public restrooms are approximately 4.3 miles to the west at Malibu Pier and approximately 1.6 miles to the east at Topanga County Beach.

Site D2

Proposed Improvements The proposed improvements include up to two access gates, fencing and guardrails, and a coastal overlook consisting of a picnic area, bench seating, bicycle parking racks, a beach access stairway, and up to two portable restrooms on the bluff with screen enclosures. Both gates would provide access to the coastal overlook. Landscaping may be installed along the southern edges of the coastal overlook. Guardrails up to 42 inches in height would be installed along the seaward edges of the coastal overlook. The stairway will lead from the coastal overlook to the beach below.

Any concrete debris on the beach that has the potential to be a physical hazard to public access or recreation would be removed using mechanized equipment, such as a diesel-powered Bobcat.

Site D3

Location La Costa Beach

Address 21554 Pacific Coast Highway

Site Description This site consists of a 6-foot-wide deed-restricted vertical access area for public access measured from the westerly property line and extending from the edge of the public right-of-way on the PCH to the mean high tide line on the beach below. Additionally, the residential property at 21554 PCH contains an existing deed-restricted lateral access area that grants public access along the beach up to 25 feet inland from the mean high tide line to 5 feet seaward from the residential development.

Existing Conditions The accessway currently has landscaping obstructing the accessway's connection to the PCH right-of-way. Public access is not currently available at this site. The nearest public beach accessways are approximately 1.4 miles east and 0.7 mile west of the site.

Proposed Improvements The proposed improvements would be placed within the deed-restricted vertical access area. A walkway, boardwalk, gate, and stairway are proposed to provide access from PCH down to the beach. The proposed walkway would connect the PCH right-of-way to the proposed beach access stairway. The walkway may be raised above grade in order to minimize impacts on the major root system of a non-native ornamental tree adjacent to the site. The boardwalk would be supported by beams and piles. A gate is proposed at the entrance near the PCH. The stairway may include one midway landing.

Site D4

Location Carbon-La Costa Beach

Address Between 21746 Pacific Coast Highway and 21660 Pacific Coast Highway

Site Description This approximately 0.5-acre public beachfront property contains two contiguous vacant lots owned by the Santa Monica Mountains Conservancy. The property contains approximately 350 feet of beach frontage.

Existing Conditions The site is lightly vegetated with non-native grasses on its slopes and large boulders are scattered throughout the beach. View-permeable fencing runs along the northern property boundary line and existing rip-rap runs along the property line on the beach side. Public access is currently not available at this site. The nearest public beach accessways are approximately 1.5 miles east and 0.6 mile west of the site. The nearest public restrooms are approximately 1.7 miles to the west at the Malibu Pier and approximately 4.2 miles to the east at Topanga County Beach.

Proposed Improvements A viewing deck ranging between approximately 13 and 45 feet wide would span the length of the site. The proposed deck includes wide terraces that may accommodate benches and picnic tables, bicycle parking racks, up to 2 portable restrooms enclosed by the walls of the western terraced seating area, a view overlook accessed from the western terraced seating area, and a stairway supported by piles leading from the deck to the beach below. The viewing deck would be supported by a seawall situated against the slope face along the extent of the northern property line and piles seaward of the proposed seawall.

Site D5

Location	Escondido Beach
Address	27400 Pacific Coast Highway and 27348 Pacific Coast Highway
Site Description	The accessway consists of a 10-foot-wide vertical access easement that traverses the eastern edge of the existing restaurant parking lot on the property at 27400 PCH, along the southern edge of the outdoor dining area of Geoffrey's Restaurant, and then traverses along an existing stairway south of the property, across a residential road, and then along the eastern property boundary line of the residential property at 27348 PCH that consists of two side-by-side stairways leading down to the top of a seawall and towards the beach. An existing lateral access easement on the property at 27348 PCH includes all areas from the mean high tide line landward to a location 10 feet seaward of the toe of the seawall. Public access would be available within the 10-foot strip when no other dry beach areas are available for lateral public access.
Existing Conditions	The section of the accessway on the commercial property at 27400 PCH contains physical encroachments that include portions of the existing parking lot, portions of the restaurant's outdoor dining area, and planters. Public access signs are posted throughout the section of the accessway along the edge of the parking lot and the existing stairway south of the dining area. Portions of the existing stairway are located outside of the site's recorded legal description of the vertical easement boundaries. The section of the accessway along the eastern property boundary line of the residential property at 27348 PCH contains a brick stairway, a wooden stairway, a concrete seawall, and a 24-inch-diameter storm drain encased within the concrete seawall. The public is currently using this site for public beach access. Other nearby existing public beach accessways are approximately 0.21 mile east and 0.07 mile west of the site.
Proposed Improvements	The proposed improvements consist of a pathway within the vertical access easement area along the eastern and southeastern edge of the existing parking lot and along the southern edge of the restaurant's outdoor dining area. The public pathway from the entrance at the PCH to the existing stairway on the slope may be marked by a combination of painting, striping, marking, and posting of directional signage along the path of travel. Guardrails or fencing, and bench seating may be installed along the pathway. A gate, cantilevered walkway, and stairways are proposed within the vertical access easement and the lateral access easement on the residential property at 27348 PCH to provide access down to the beach. The gate would be located at the landward entrance of the vertical access easement area on the residential property at 27348 PCH. The cantilevered walkway and stairway portion on the lateral access easement would be supported by piles. Guardrails or fencing may be installed along the improvements within the portion of the vertical access easement adjacent to the residential property at 27348 PCH. A portion of the vertical access easement would be realigned to match the existing extent of the stairway south of the restaurant's dining area pending a resolution for Coastal Act violations on both properties.

Site D6

Location	Escondido Beach
Address	27700 Pacific Coast Highway
Site Description	The accessway consists of a 10-foot-wide deed-restricted vertical public access area along the eastern property boundary line of the residential property at 27700 PCH. The property contains a deed-restricted lateral access area that allows the public to walk, sit, swim, and otherwise use a strip of beach measured from the waterline up to the first line of vegetation.
Existing Conditions	The accessway contains steep canyon slopes covered in native and non-native vegetation. A stream crosses the accessway at two junctions. The elevation profile of the accessway dramatically rises and falls as it descends to the beach. Heavy stream runoff scours the beach during periods of heavy rainfall and results in ponding of stagnant water on the beach during the dry season. The nearest public beach accessways are approximately 0.4 mile east and 0.64 mile west of the site.
Proposed Improvements	The proposed improvements would be located within the deed-restricted access area. A trail is proposed along the length of the accessway. The proposed trail would include up to 7 stairway sections and up to 2 pedestrian bridges throughout the length of the trail. Foundations and supporting structures of the bridges would be located outside of the streambed. Wooden or rock retaining walls may be installed to support the trail. Guardrails or fencing may be installed along the trail, including the stairways and bridges as part of the trail. An approximately five-foot wide viewing deck is proposed on the bluff near the beach. A stairway and gate are proposed adjacent to the viewing deck to provide beach access when the path to the beach is passable. Beach access would be closed when the area is inaccessible due to ponded water from the stream.

Site D7

Location	Escondido Beach
Address	27910 Pacific Coast Highway and 27920 Pacific Coast Highway
Site Description	The accessway consists of a 10-foot-wide vertical access easement that traverses across the property line shared by the residential properties at 27910 PCH and 27920 PCH, along the length of the shared property line. A 25-foot-wide public parking easement extends along the northern property boundary line of the residential property at 27910 PCH. A deed-restricted lateral access area that cover both properties allows the public pedestrian access and engage in passive recreational use within 25 feet from the mean high tide line and five feet seaward from the existing development.
Existing Conditions	The accessway currently consists of physical encroachments including driveways, landscaping, fences, walls, and gates located throughout the length of the accessway. The accessway is traversed by a steep canyon slope in its southern portion near the beach. The nearest public restrooms are located approximately three miles to the west at Zuma County Beach and approximately 2.1 miles to the east at Dan Blocker County Beach Overlook. Paradise Cove Restaurant approximately 0.3 mile to the west has private restrooms. Public access at this site is currently blocked due to the existing encroachments. The nearest public beach accessways are approximately 0.6 mile to the east and 0.3 mile to the west of the site.
Proposed Improvements	The proposed beach access improvements would be located within the vertical access easement. The improvements include an on-grade pathway that connects PCH to the beach with a gate at the entrance near the PCH. The pathway would include up to 6 stairway sections along the pathway to accommodate elevation changes. Up to 2 boardwalks are proposed in the southern portion of the accessway near the beach. The pathway, including the stairways and boardwalks as part of the pathway, may include guardrails or fencing. The proposed improvements within the 25-foot-wide public parking easement include four public parking spaces and one parking space compliant with the Americans with Disabilities Act (ADA), bicycle parking racks, and up to 2 portable restrooms with screen enclosures. Landscaping is proposed along the northern, western, and eastern edges of the public parking easement. An ADA-compliant pathway connecting to the accessway would be marked along the southern edge of the proposed parking lot. Retaining walls ranging from three feet to six feet in height may be used to support the proposed improvements within the public parking easement.

Construction of the Proposed Improvements

The construction time frame of the beach accessways proposed for development in the PWP is anticipated to last up to 14 weeks for smaller scale sites such as D1 and D3, up to 24 weeks for mid-sized scale sites such as D2 and D5, and up to 34 weeks for larger sites such as D4, D6, and D7. Construction activities are anticipated to take place between 7am and 7pm as allowed by the City's noise provisions (see Section XIII).

Stairways, walkways, and decks may be constructed of a combination of wood, metal, and concrete materials and would be supported by concrete piles where applicable. Sign posts, benches, and other site furnishings would be secured in place with concrete footings.

Excavation for piles on the beach would be accomplished by a diesel-powered drill rig. For piles that would not be placed directly on the beach, such as at Sites D1 and D3, excavation for the piles may be accomplished by a diesel-powered Bobcat with auger attachment in lieu of a drill rig. After excavation, pile reinforcing steel would be assembled onsite by manual labor and then lowered into the ground by a diesel-powered excavator. A diesel-powered crane may be used in lieu of an excavator for sites constrained by physical space and clearance, such as at Site D1. A circular diameter sonotube concrete form would be put in place above each pile excavation in order to pour concrete for any portion of the pile that would be exposed above existing grade. Rubber tubing would then be connected from a diesel-powered concrete pump truck parked along the adjacent roadway shoulder and extended to each pile excavation. A diesel-powered concrete truck would offload concrete into the concrete pump truck. Concrete would then be pumped

through the rubber tubing into each pile excavation and sonotube concrete form. The sonotube would be removed by manual labor after the concrete has cured.

Metal treads for stairways and metal grating for walkways may be installed in lieu of using concrete where appropriate and feasible to do so. Where concrete is necessary for stairways and walkways, preparation and compaction of the subgrade would be accomplished by a Bobcat and hand compactor. For stairways with landings on the beach, excavation for the beach landings would be accomplished by manual labor. Wood formwork and reinforcing steel for stairways and walkways would be built and placed, respectively, by manual labor. Rubber tubing would then be connected from a diesel-powered concrete pump truck parked along the adjacent roadway shoulder and extended to the formwork. A diesel-powered concrete truck would offload concrete into the concrete pump truck. Concrete would then be pumped through the rubber tubing to the stairway and walkway locations. Due to the extended lengths of Sites D6 and D7, the locations of the proposed stairways and walkways at these sites may exceed the reach of the rubber tubing. As such, a portable concrete mixer may be used at these sites to mix cement and water, and then the concrete would be placed into the forms by manual labor. The formwork would be removed by manual labor after the concrete has cured. The proposed improvements at Site D4 includes beams, decking, terraces, and a view overlook that would be constructed of a combination of wood, metal, and concrete. Beams spanning between concrete piles would be lifted into place by a diesel-powered crane parked along the adjacent roadway shoulder. The viewing deck spanning across the beams would be lifted into place by manual labor. Wood formwork and reinforcing steel for the viewing deck, view overlook, and terraces would be built and placed, respectively, by manual labor. Rubber tubing would then be connected from a diesel-powered concrete pump truck parked along the adjacent roadway shoulder and extended to the formwork of the terraces. A diesel-powered concrete truck would offload concrete into the concrete pump truck. Concrete would then be pumped through the rubber tubing to the formwork of the terraces. The formwork would be removed by manual labor after the concrete has cured.

The proposed improvements at Site D4 also include a concrete seawall that runs along the northern site boundary. Excavation for the seawall would be accomplished by a diesel-powered excavator or backhoe. It is anticipated that a diesel-powered Bobcat excavator would be used to create a temporary access path down to the beach level for the excavator or backhoe. Temporary sheet pile or wood shoring may be placed near the existing curb and gutter along the adjacent PCH. After excavation, wall reinforcing steel would be assembled onsite by manual labor. Wood formwork would be built and placed onsite by manual labor. Rubber tubing would then be connected from a diesel-powered concrete pump truck parked along the adjacent roadway shoulder and extended to the wall excavation and wood formwork. A diesel-powered concrete truck would offload concrete into the concrete pump truck. Concrete would then be pumped through the rubber tubing into the wall excavation and formwork. The formwork would be removed by manual labor after the concrete has cured.

The proposed pedestrian bridges at Site D6 and the proposed boardwalks at Site D7 would be made of a combination of wood and metal and would be supported by concrete footings. The footings would be excavated using a diesel-powered Bobcat excavator with a backhoe attachment. Wood formwork and reinforcing steel for the footings would be built and placed,

respectively, by manual labor. A portable concrete mixer may be used to mix cement and water, and then the concrete would be placed into the forms by manual labor. The formwork would be removed by manual labor after the concrete has cured. The pedestrian bridges and boardwalks would be delivered to the site. A diesel-powered crane would be required to lower the pedestrian bridges onto Site D6. The pedestrian bridges and boardwalks would be moved by a diesel-powered excavator to the cited locations and lowered into position. The bridges and boardwalks would then be tied down by manual labor.

Excavation for the piles that would support the proposed viewing deck at Site D6 would be accomplished by a diesel-powered drill rig, or a diesel-powered Bobcat excavator with a backhoe attachment where site access for the drill rig is not feasible. After excavation, pile reinforcing steel would be assembled onsite by manual labor and then lowered into the ground by a diesel-powered excavator. A circular diameter sonotube concrete form would be put in place above each pile excavation in order to pour concrete for any portion of the pile that would be exposed above existing grade. A portable concrete mixer may be used to mix cement and water, and then the concrete would be placed into the pile excavation and sonotube forms by manual labor. The formwork would be removed by manual labor after the concrete has cured. The viewing deck would then be assembled by a combination of manual labor and mechanical equipment to lift materials into place.

The proposed improvements at Site D7 includes a public parking lot. A gas-powered plate compactor and manual labor would be used to compact the subgrade. Base material would be put into place by a diesel-powered excavator. Asphalt would be delivered to the site using a diesel-powered dump truck and spread through the use of a diesel-powered excavator and manual labor. The asphalt would be compacted by a diesel-powered asphalt vibratory roller.

Entryway gates, fencing, and guardrails would be delivered to the site and installed using mechanical equipment and manual labor. The gates would be made of steel, while the guardrails and fencings may be steel or wood depending on the cited location at each site.

Implementation of Public Access Improvements

Due to the limitations of various funding sources, the implementation of new access improvements under the PWP would occur as funding becomes available. Where a stretch of beach includes multiple sites proposed for development, such as Escondido Beach, it is anticipated that one site would be implemented at a time.

3. Proposed Management of Public Beach Accessways

The proposed PWP provides for the management of all the public beach accessways identified in Table 1-1. The MRCA would be the agency responsible for the management of all the public beach accessways included in the PWP. The MRCA manages the accessways in Table 1-1 that are currently open for public use. The MRCA would continue to manage these accessways upon certification of the PWP, subject to the management guidance and policies included in the PWP. The MRCA would manage the unimproved beach accessways proposed for development in the PWP following the implementation of their improvements.

The proposed PWP includes provisions that are intended to guide the operation and maintenance of all the accessways included in the PWP. The provisions incorporate existing protocols that the MRCA currently uses to manage the accessways in Table 1-1 that are open for use. Incorporating these provisions into the PWP ensures that the operation of these accessways would maximize access and recreation opportunities within the City of Malibu; minimize conflicts between public use and neighboring private property; and provide consistent operation and maintenance standards for public beach accessways. The standardization of these management elements in the PWP enables visitors to better locate and recognize the accessways and properly use them, and provides guidance for agency staff to manage the accessways in an efficient and effective manner.

MRCA rangers are responsible for, and would continue to be responsible for the day-to-day operation of the accessways related to answering complaint calls, emergency calls, site patrols, and citations for rules or parking violations.

MRCA staff are responsible for, and would continue to be responsible for the maintenance of the accessways. Maintenance of the accessways includes both regular maintenance and periodic repairs of the accessways. The maintenance of accessways currently include, and would continue to include a routine inspection process that identifies maintenance or repair needs and assures that visitors have a clean and safe accessway available for use.

Public Parking

Public parking is present along public roadway shoulders near each public beach accessway. In almost all circumstances, parking spaces parallel to the PCH are available along the roadway shoulders adjacent to the accessways. These parking areas are subject to legally posted parking restrictions, such as time limits, and no parking in front of restricting driveways and at intersections.

Sites M7 and M10 are not adjacent to PCH. Public parking is available along the shoulders of Malibu Road at Site M7 and along Broad Beach Road at Site M10. Public parking is not available along any private streets that may intersect or are adjacent to the accessways included in the PWP. There are 93 parking spaces, 5 of which are ADA-compliant spaces, provided at Site M6 in the parking lot adjacent to the site for a fee. The parking lot is operated by a concessionaire. Four public parking spaces are provided at Site M7, and public parking is available along Malibu Road. Two public parking spaces are provided at Site M9, parallel to the PCH southbound shoulder. New public access improvements proposed for Site M10 would provide for one ADA-compliant parking space and ADA-compliant loading zone at the beachside terminus of East Sea Level Drive, and another ADA-compliant parking space at the beachside terminus of West Sea Level Drive. The ADA-compliant spaces and loading zone at Site M10 would be available by reservation only.

Shoulder parking along the public road is available at all accessways included in the PWP. Table 3-1 summarizes additional off-street public parking that is or would be available for vehicles and bicycles at specific accessways included in the PWP.

MRCA rangers are authorized to cite parking violations at public parking sites managed by the MRCA. Off-street public parking currently managed by the MRCA at the accessways identified in Table 3-1 are available and would continue to be available during the operating hours of each of the respective accessways. Vehicles parked within designated off-street public parking spaces and public parking lots managed by the MRCA beyond the posted operating hours or for any other purpose other than public access would be subject to citations issued by MRCA rangers.

**TABLE 3-1
MALIBU COASTAL ACCESS PWP ACCESSWAYS WITH OFF-STREET PARKING**

Site No.	Beach	Site Address	Parking Amenities	Availability
D2	Las Tunas Beach	Between 19620 and 19562 PCH	bicycle parking racks	Proposed in the PWP
D4	Carbon-La Costa Beach	Between 21746 and 21660 PCH	bicycle parking racks	Proposed in the PWP
M6	Surfrider Beach	23000 PCH	Pay-to-park 93 parking spaces (5 ADA-compliant)*	Existing
M7	Amarillo Beach	24038 Malibu Road	4 parking spaces (1 ADA-compliant)	Existing
M9	Escondido Beach	27428-27420 PCH	2 public parking spaces	Existing
D7	Escondido Beach	27920-27910 PCH	Up to 5 parking spaces (1 ADA-compliant); bicycle parking racks	Proposed in the PWP
M10	Lechuza Beach	Between the terminus of West Sea Level Drive and the terminus of East Sea Level Drive	1 ADA-compliant parking space, 1 ADA-compliant loading zone on West Sea Level Drive; 1 ADA-compliant parking space on East Sea Level Drive; bicycle parking racks across from Bunnie Lane	Proposed, pending coastal development permit, ADA parking is by reservation only

*Public parking at this site is managed by a concessionaire of the CDPR, not by the MRCA.

Facility Management

Facility management refers to the management of any recreational support facilities or other amenities that may be present at specific accessways included in the proposed PWP. MRCA rangers or authorized staff would continue to respectively patrol and inspect each accessway to ensure that each accessway and its recreational support facilities are clean, serviceable, and in safe condition.

MRCA rangers or authorized staff, during routine patrol sessions or routine maintenance inspections, would ensure that all signage remains clean and legible, and free of any vandalism or graffiti that may degrade its condition and appearance. Signs would be repaired or replaced as determined necessary by the inspecting MRCA staff member, based on the condition of the signs at the time of inspection.

The condition of each restroom facility would be evaluated by MRCA staff during routine inspections. A service provider of the portable restrooms would clean and service the restrooms following industry-standard practices to keep the restrooms clean and in safe condition. The

restrooms would be scheduled up to five days for service but may be serviced more frequently as determined necessary by MRCA staff at the time of inspection.

The walkways, pathways, trails, and stairways at each accessway included in the proposed PWP would be kept clear of any litter, debris, or other trash/solid waste on a regular basis. Visitors would be encouraged through informal public outreach such as social media or encounters with park rangers and MRCA staff to apply the carry-in/carry-out rule when using the accessways and beaches to minimize trash and littering concerns. Waste generated from the accessways identified in Table 1-1 that are currently open are hauled to the Calabasas Landfill and would continue to be hauled to this landfill. Waste generated from the remaining accessways in Table 1-1 would be hauled to the Calabasas Landfill as well. Up to four 55-gallon trash cans may be placed at each accessway, except at Site M10 where there are six existing trash cans due to its large extent. Waste may be collected between four to seven times per week, as determined necessary by MRCA staff during scheduled routine inspections.

Currently at the accessways that are open in Table 1-1, graffiti is power washed off rocks and concrete. Power washing would continue to be used to remove graffiti from rocks and concrete at all sites identified in Table 1-1. Sites D2, M2, D4, and D7 would require water to maintain the landscaping proposed at those sites. Water that is used for maintenance activities would be imported to the site.

Any coastal overlooks, viewing decks, picnic tables, and benches would be kept clear of any litter, debris, vandalism, or graffiti. Coastal overlooks, viewing decks, picnic tables, and benches would be cleaned as determined necessary during routine inspections in order to maintain safe and sanitary use by the public. Tables and benches would be repaired or replaced as determined necessary by the inspecting staff member, based on the physical condition of the tables and benches at the time of inspection.

Automatic timed locks and manual locks are present at the accessways identified in Table 1-1 that are open for use. As described, automatic timed locks and backup manual locks would be installed for all gates at the accessways proposed for development in the PWP. Malfunctioning automatic timed locks would be promptly repaired. MRCA rangers and staff may temporarily operate any malfunctioning gate using the backup manual lock while its automatic timed lock undergoes repair.

The accessways identified in Table 1-1 that are open for use currently have varying operating hours. Except for Site M10, all accessways included in the proposed PWP would be open sunrise to sunset. Site M10 would be open from 7 a.m. to 9 p.m. from March 1 through September 3, and from 7 a.m. to 6 p.m. from October 1 through February 28 pursuant to a settlement agreement for public beach access at Site M10.

Site M5 currently contains a removable beach access ramp stored onsite. Removable ramps may be used at other accessways included in the proposed PWP depending on sea level changes. The purpose of these ramps is to provide a temporary physical extension to an accessway's beach access stairs or ramp, so that visitors may access the beach during times when the beach elevation profile is moderately below that of the bottom landing of the permanent stairs or ramp. Beach

elevation profiles are typically moderately lower during the winter season. MRCA rangers or staff would deploy the ramp when beach elevations are lower than usual, such that beach access would be difficult or would not be possible without the placement of the ramp, and would remove the ramp when beach elevations are such that beach access can be achieved with ease.

Routine and Emergency Response

A 24-hour ranger answering service phone number is posted at the accessways identified in Table 1-1 that are open for use. The same number would be posted at the accessways proposed for development in the PWP. Visitors and neighboring property owners would continue to be able to call the posted 24-hour ranger answering service phone number for general, non-emergency inquiries. Calls received through the hotline would promptly be dispatched to appropriate personnel or MRCA rangers for a response. In emergencies requiring immediate assistance, signage at each accessway would direct visitors to dial 911. In addition, MRCA provides coded and keyed access to the County Sheriff's Department and Fire Department so that County emergency personnel can access MRCA-managed sites if needed. Coded and keyed access would continue to be provided to the County Sheriff's Department and Fire Department should their access become necessary after closing hours.

Emergency repairs of the accessway would be promptly carried out by qualified MRCA staff or authorized contractors to the MRCA pursuant to procedures relating to emergency repairs and policies outlined in the proposed PWP.

Personnel and Work Hours

Routine accessway inspections would continue to be performed between four to seven days per week during daylight hours by MRCA staff, depending on visitation levels throughout the year. Up to three MRCA staff would be scheduled for four days per week during non-peak seasons and up to seven days per week during peak seasons (including weekends) to maintain the accessways. Maintenance schedules may be modified to prioritize maintenance efforts where needed.

Up to four MRCA rangers would be scheduled for up to four days per week during non-peak seasons and up to seven days per week during peak seasons (including weekends) to patrol the accessways on a rotating basis throughout each scheduled day. A ranger answering service phone number that would be posted at each accessway allows visitors to call to ask questions, report complaints or violations, and report non-emergency as well as emergency situations. The ranger answering service phone number is operated 24 hours daily by a dispatcher. MRCA rangers on duty would be available after daylight hours to respond to calls as directed by the dispatcher.

Tools and Equipment

A wide variety of tools and equipment would be utilized to maintain and perform minor repairs at the accessways. MRCA rangers and authorized staff currently use and would continue to use pickup trucks as the primary mode of transportation for personnel and equipment between MRCA-managed sites. Each pickup truck is generally operated by an individual staff member,

but additional members may carpool to a site depending on the scale of the maintenance activity or ranger response and available personnel for task.

Hand tools would be utilized wherever feasible; power equipment such as chainsaws and weed whips would be used as needed to keep vegetation overgrowth from obstructing accessways and to remove invasive plant species. The proposed PWP does not include the use of rodenticides, pesticides, herbicides, or other chemical means of pest control.

The MRCA has skid units on-hand for its various park operations. One 200-gallon skid unit mounted on an appropriate MRCA agency vehicle would be used to supply water for the landscaping needs of all accessways included in the PWP. The skid unit would be brought to the applicable sites approximately every three weeks from April through November to maintain the landscaping. A 200-gallon gas-powered pressure washer would be towed to the affected accessway in a pressure washer trailer to remove graffiti, if necessary, as determined by MRCA staff at the time of inspection. The water that is necessary for landscape and maintenance needs would be sourced from the MRCA-managed Corral Canyon Park in the City of Malibu and transported to the applicable accessways.

Cleaning products of soy-based chemicals such as Soy Away are currently used and would continue to be used to clean the accessways and applicable recreational support facilities as appropriate. Standard paint products would also continue to be used to repaint or touchup physical features such as, but not limited to, trash receptacles, decks, fencing, guardrails, screen enclosures, signage, picnic tables, and benches. Tools and equipment would be transported to the site for maintenance or minor repair purposes but would not be stored onsite or on the beach after completion of the maintenance or repair activity.

Figure 1 Overview Map of All Public Beach Accessways Included in the PWP

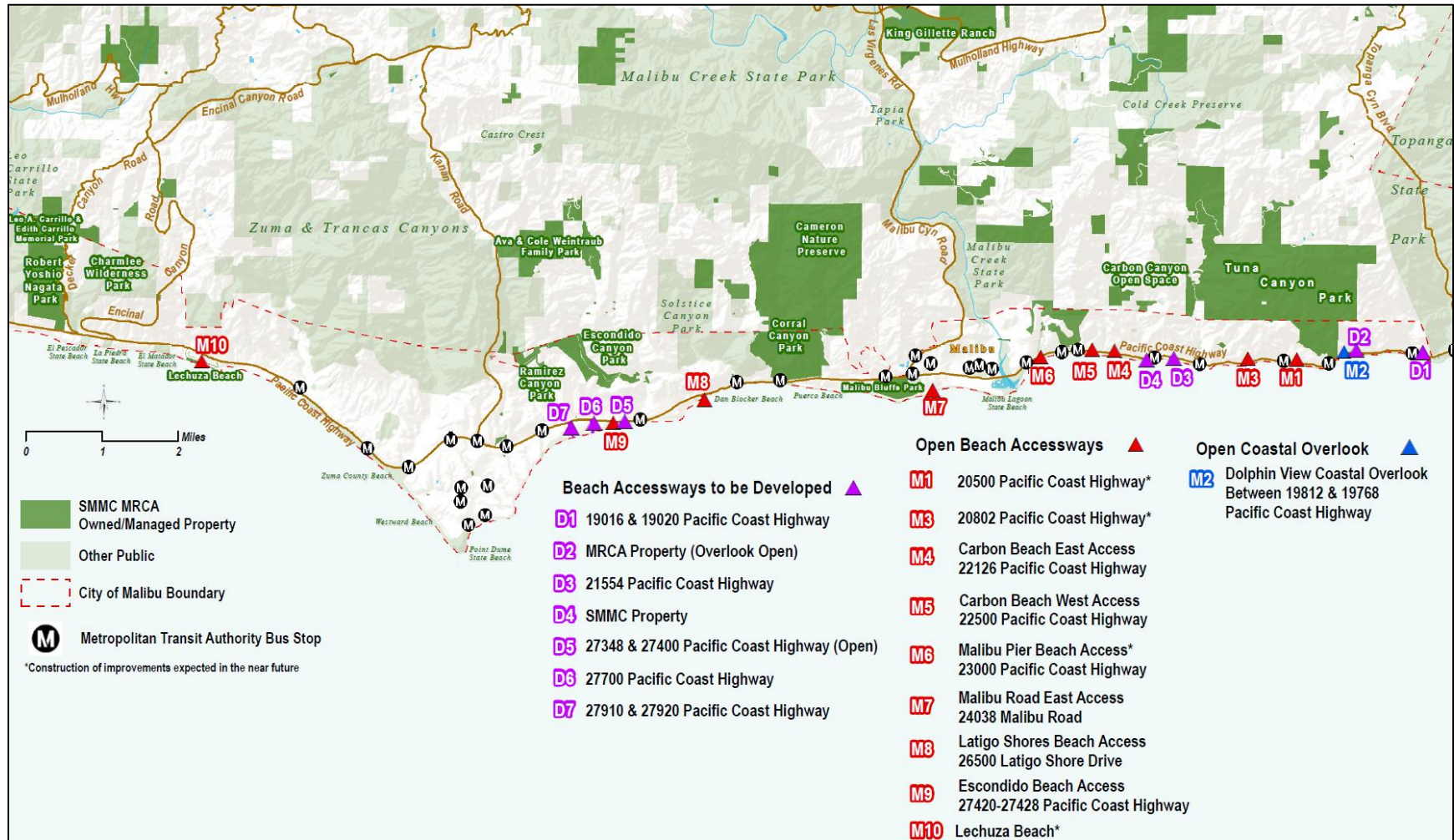


Figure 2 PWP Accessways From Topanga Canyon to Las Flores Canyon



Figure 4 PWP Accessways From Malibu Canyon to Escondido Canyon

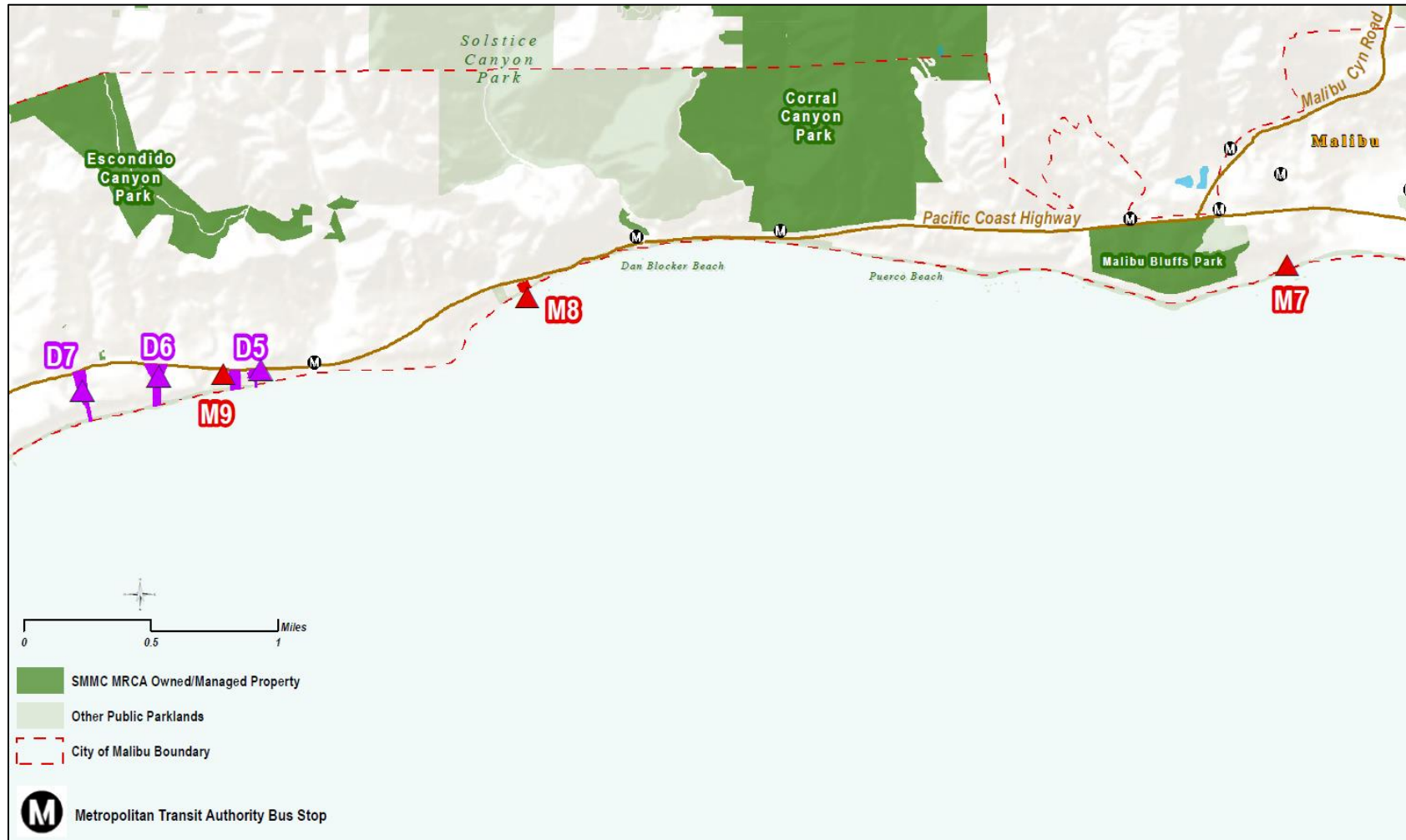


Figure 5 PWP Accessways From Escondido Canyon to Lachusa Canyon



Environmental Factors Potentially Affected

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

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

 Signature 

December 5, 2019

 Date

Jessica Nguyen

 Name

Project Manager

 Title

Environmental Checklist

I. Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. The following discussion provides further details on the identified level of impacts. Based on the analysis below and as summarized in this table, each environmental criterion for which the conclusion is other than "no impact" will be carried forward into an Environmental Impact Report (EIR) for more-detailed evaluation.

Section 2.1 of the Local Implementation Plan of the City of Malibu Local Coastal Program (LCP) lists and defines the following terms related to scenic resources:

- Scenic area – places on, along, within, or visible from scenic public roads, trails, benches, and parklands that offer scenic vistas of the beach and ocean, coastline, mountains, canyons and other unique natural features or areas.
- Scenic road – those public roads within the City that traverse or provide views of areas with outstanding scenic qualities, that contain striking views of natural vegetation, geology, and other unique natural features, including the mountains, canyons, ridgelines, beach and ocean.
- Public viewing area – a location along existing scenic public roads and trails or within public parklands or beaches where there are scenic views of the beach and ocean, coastline, mountains, ridgelines, canyons and other unique natural features or areas.

In addition to these terms, Section 4.2.3 of the City of Malibu General Plan identifies the PCH as an eligible scenic highway by the California Department of Transportation (Caltrans) and a potential scenic highway in the Los Angeles County General Plan.

Several of the accessways included in the proposed PWP abut portions of PCH and contain scenic areas as defined in the LCP. The proposed improvements would provide access to scenic views that would otherwise be inaccessible to the general public in their existing conditions. Thus, the proposed public access improvements in the PWP would enhance scenic views. Additionally, the PWP would incorporate management goals to preserve scenic vistas along PCH.

Discussion

a) *Would the project have a substantial adverse effect on a scenic vista?*

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP do not have the potential for a substantial adverse effect on a scenic vista as these activities and PWP elements would maintain the scenic qualities of each accessway through keeping the sites clean and free of obstructions to scenic views provided by the accessways.

Proposed Public Access Improvements

Sites D1, and D3

Less-Than-Significant Impact – These sites include a gate no more the 6 feet in height and are designed to be visually-permeable. The proposed site improvements at these locations would not adversely affect scenic views, but instead would provide visitors with blue-water views that are currently blocked. The proposed improvements at these sites would improve scenic views along PCH and therefore do not have the potential for an adverse effect on scenic vistas.

Sites D2, D4

Less-Than-Significant Impact – The proposed site improvements include restroom facilities, gates, guardrails, landscaping, and other elements that may be visible from the PCH. However, these improvements are designed to blend in with their natural surroundings and or be view-permeable to minimize potential impacts on scenic views.

Sites D5, D6, and D7

Less-Than-Significant Impact – These sites do not offer ocean views due to existing development between PCH and the beach. Certain proposed features such as gates, signage, fencing or guardrails, and restroom facility and landscaping at Site D7 may be visible from PCH. However, these elements are designed to be compatible with the surrounding environment to minimize potential impacts on scenic views.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Operation and Management of Public Beach Accessways

No Impact – A search of the list of California Historical Resources on the website of the Office of Historic Preservation was conducted on October 9, 2019 by MRCA staff. Malibu Pier, located next to the Pier's public parking lot at Site M6, is a designated Point of Interest on the list. The next closest historic resource is Humaliwo, a designated National Register site, which is believed to be located inland from Malibu Lagoon (Samspon) approximately 0.4 mile west of Site M6 and 1.1 miles east of Site M7. The operation and management elements of the proposed PWP do not have the potential for a substantial adverse effect on any scenic resources as these PWP elements do not physically add new features to the public beach accessways included in the PWP or within PCH.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Sites D1 through D6 front a portion of PCH, a designated state scenic highway. However, the proposed improvements at these sites do not include additions or alterations to PCH. A search of the list of California Historical Resources on the website of the Office of Historic Preservation was conducted on October 9, 2019 by MRCA staff. Section 3.2.11.1 of the General Plan identifies Adamson House, Malibu Pier, and the Historic Village of Humaliwo as designated historic sites. The historic resources identified by the Office of Historic Preservation and the Malibu General Plan are not present at any of the sites proposed for development in the PWP.

The proposed improvements at site D7 include a parking lot fronting the PCH, a designated state scenic highway. Modification of the PCH public right-of-way to establish an entrance and exit for the parking lot would be required. However, no important trees, rock outcroppings, or any historic buildings as identified by the Office of Historic Preservation are present onsite. Thus, the proposed improvements at this site would not result in substantial damage to such resources.

- c) *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management elements do not have the potential to substantially degrade the existing visual character or quality of public views of the site and its surroundings as these PWP elements do not physically add new features to the public beach accessways included in the PWP. In addition, the operation and management of public beach accessways do not conflict with zoning or other regulations governing scenic quality. Public beach accessways are a permitted use in all land use and zoning designations in the City of Malibu pursuant to LUP Policy 2.7.

Proposed Public Access Improvements

Sites D1, D3, D5, and D7

Less-Than-Significant Impact – The proposed improvements at these sites would be located in a pre-developed/disturbed area and certain features would be visible from the PCH or other public vantage points such as trails high up in the local coastal Santa Monica Mountains. However, these improvements do not include features that would detract from the existing visual character or quality of public views of the site and its surroundings, thus minimizing the potential for conflict with applicable regulations governing scenic quality.

Sites D2 and D4

Less-Than-Significant Impact – The proposed site improvements include restroom facilities, guardrails, landscaping, and other elements that may be visible from the PCH. However, these improvements do not include features that would detract from the existing visual character or quality of public views of the site and its surroundings, thus minimizing the potential for conflict with applicable regulations governing scenic quality.

Site D6

Less-Than-Significant Impact – The proposed improvements at this site would be developed on a vacant portion of the property at 27700 PCH, within the deed-restricted vertical public access area. The proposed improvements preserve the natural character of the site through the use of trails and building materials compatible with the surrounding environment. The proposed improvements do not include features that would detract from the existing visual character or quality of public views of the site and its surroundings, thus minimizing the potential for conflict with applicable regulations governing scenic quality.

d) Would the project create a source of substantial light or glare which would adversely affect day or nighttime views in the area?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not have the potential to result in a source of substantial light or glare which would adversely affect day or nighttime views in the area as these PWP elements do not physically add new features to the public beach accessways included in the PWP.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements do not include lighting or features that would produce substantial glare that would affect day or nighttime views in the area. Visible site features would generally be made of a combination of wood and concrete materials, which are not generally reflective and would not produce glare. In addition, non-reflective paint would be used for signage. The use of bright colors for striping and markings at Site D5 would be applied to the ground surface along the edge of the parking lot at the existing restaurant. The striping and markings would not be reflective in nature and thus, would not produce substantial glare that would adversely affect day or nighttime views in the area. Thus, the proposed improvements do not have the potential for an adverse effect on day or nighttime views in the area.

II. Agriculture and Forestry Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
II. AGRICULTURE AND FORESTRY RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. The following discussion provides further details on the identified level of impacts. Based on the analysis below and as summarized in this table, Agriculture and Forestry Resources will not be carried forward into the EIR.

Discussion

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP do not involve the use of farmland or conversion of prime farmland, unique farmland or farmland of statewide importance to nonagricultural use.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – None of the public beach accessways proposed for development is located within areas containing mapped farmland in the City of Malibu Land Use Maps and Zoning Maps.

According to the California Department of Conservation's Farmland Mapping and Monitoring Program maps, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is present at any of the proposed new beach accessways.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP do not have the potential to conflict with existing zoning for agricultural use or a Williamson Act contract because the PWP does not involve the use of farmland or other agricultural uses and because none of the land within the PWP is covered by a Williamson Act contract.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – None of the public beach accessways proposed for development is located on farmland and thus, the proposed improvements do not have the potential to cause an adverse effect or a conflict with existing zoning for agricultural use or a Williamson Act contract.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP do not have the potential to conflict with existing zoning for, or cause rezoning of, forest land or timberland as statutorily defined because the PWP does not involve the use of forest land or timberland.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – None of the public beach accessways proposed for development is located on forestland or timberland as statutorily defined, and therefore the proposed improvements do not have the potential to cause a significant effect on these resources.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP do not have the potential to result in the loss of forest land or conversion of forest land to non-forest use because the proposed PWP does not involve the conversion of forest land to non-forest use.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – None of the public beach accessways proposed for development is located on forestland and therefore, none has the potential to cause a significant effect on forestland.

- e) ***Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?***

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP do not involve other changes in the existing environment, which, due to their location or nature, could result in conversation of Farmland to nonagricultural use or conversion of forest land to non-forest use because the PWP is not proposed to be implemented on farmland or forest land.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – None of the public beach accessways proposed for development is located on agricultural or forest lands and therefore, the proposed improvements do not have the potential to cause a significant effect on agricultural land or forest land.

III. Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below, all of the Air Quality-related environmental criteria identified in this table will be carried forward into the EIR for more detailed evaluation.

The City of Malibu is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB is designated as a non-attainment area for respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and ozone (O₃). The SCAB is currently a designated attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NO_x), and sulfur dioxide (SO₂).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements. The most recently adopted plan is the 2016 AQMP adopted March 3, 2017 by the SCAQMD. The AQMP is the South Coast Air Basin’s portion of the State Implementation Plan (SIP).

The SCAQMD’s air quality significance thresholds are identified in Table 4-1 and have been relied upon to reach the significance conclusions in this analysis.

**TABLE 4-1
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT SIGNIFICANCE THRESHOLDS**

Mass Daily Thresholds		
Pollutant	Construction	Operation
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Discussion

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – The operation and management elements of the proposed PWP would not conflict with or obstruct implementation of the AQMP. The operation and management activities of the public beach accessways included in the PWP are not anticipated to exceed the SCAQMD’s air quality significance thresholds because there would not be substantial changes to the existing operation and management activities related to vehicle and equipment use. In addition, the accessways that are proposed for development in the PWP are located along the patrol and maintenance routes that are currently used by MRCA rangers and staff, which eliminate the need for new travel routes in order to manage these sites following their implementation.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – Further analysis will determine whether additional measures will be required to ensure that the construction of the proposed public access improvements would not conflict with or obstruct implementation of the AQMP.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – The operation and management elements of the proposed PWP would not result in a cumulatively considerable net increase of any criteria pollutant. The operation and management activities of the public beach accessways included in the PWP are not anticipated to result in a cumulatively considerable net increase of any criteria pollutant because

there would not be substantial changes to the operation and management activities related to vehicle and equipment use. In addition, the accessways that are proposed for development in the PWP are located along the patrol and maintenance routes that are currently used by MRCA rangers and staff, which eliminate the need for new travel routes in order to manage these sites upon implementation.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – Further analysis is required to determine whether the construction of the proposed public access improvements would result in a cumulatively considerable net increase of any criteria pollutant and whether additional measures would be required to ensure the proposed public access improvements will not result in a cumulatively considerable net increase of criteria pollutants.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact –The primary source of potential pollutants would be from vehicle emissions from use of MRCA ranger and staff vehicles to travel to the accessways. These vehicles would not expose sensitive receptors to substantial pollutant concentrations as the vehicles would not be stopped or left to idle near sensitive receptors for an extended period of time as the vehicles are driven to sites, or left running during patrol or maintenance activities.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – Further analysis is required to determine whether the construction of the proposed public access improvements would expose sensitive receptors to substantial pollutant concentrations and whether additional measures will be required to ensure the proposed public access improvements would avoid or minimize exposure of substantial pollutant concentrations to sensitive receptors.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – The operation and management activities of the public beach accessways included in the PWP would not result in other emissions, such as odors, adversely affecting a substantial number of people. Existing operation and management activities do not include servicing of facilities or other maintenance activities that result in other emissions, such as odors. There would be no change in the current operation and management levels of these accessways. Public use of the portable restrooms, as part of the proposed public access improvements in the PWP, may result in emissions leading to objectionable odors. However, portable restroom facilities are proposed to be serviced up to five days per week but may be

serviced more frequently as determined necessary by MRCA staff at the time of inspection. In addition, should there be any issues in the absence of MRCA rangers or staff, visitors may call the posted 24-hour ranger answering service phone number that are posted at the accessways identified in Table 1-1 that are currently open and would be posted at the accessways that are proposed for development.

Proposed Public Access Improvements

Sites D1, D3, D5, and D6

No Impact – The proposed public access improvements at these sites do not include features that would have the potential to create objectionable odors affecting a substantial number of people.

Sites D2, D4, and D7

Less-Than-Significant Impact – The proposed public access improvements at these accessways include portable restroom facilities that have the potential to generate objectionable odors. However, these portable restroom facilities are not anticipated to adversely affect a substantial number of people. The Malibu Chamber of Commerce approximates the population of Malibu at 13,000 spread throughout the city. The Malibu Times reported that approximately 500,000 visitors over Independence Day weekend, July 4 through 7, 2019. On such a busy weekend, visitors are anticipated to be distributed throughout all the beaches in Malibu at a moderate turnover rate, depending on the size of the beach, and are not anticipated to congregate in close proximity to restroom facilities to be subjected to its odors for an extended period of time.

In addition, Malibu's average hourly wind direction is variable, suggesting that no single direction from the portable restroom facility would bear the brunt of windborne odors. While the localized odor from portable restroom facilities could be objectionable for adjacent downwind residents from time to time throughout the day, portable restroom facilities are proposed to be serviced up to five days per week but may be serviced more frequently as determined necessary by MRCA staff at the time of inspection. In addition, should there be any issues in the absence of MRCA rangers or staff, visitors may call the posted 24-hour ranger answering service phone number that are posted at the accessways identified in Table 1-1 that are currently open and would be posted at the accessways that are proposed for development. The impacts of objectionable odors from the proposed portable restroom facilities would be less-than-significant.

IV. Biological Resources

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

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, the environmental criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

Section 3.1 of the Land Use Plan (LUP) of the City of Malibu Local Coastal Program (LCP) defines an environmentally sensitive habitat area (ESHA) as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. The LCP provisions for ESHA apply to those areas designated as ESHA on the ESHA overlay map, as well as those areas within 100 feet of designated ESHA or any non-designated areas that are determined to be ESHA due to the presence of sensitive biological resources. Additionally, Section 3.8 and 3.9 in the Local Implementation Plan (LIP) of the LCP allow for trails and accessways in ESHA.

According to Section 4.3 of the LIP, the following habitat areas are considered to be ESHA:

- Any habitat area that is rare or especially valuable from a local, regional, or statewide basis.
- Any habitat area that contributes to the viability of plant or animal species that are designated or are candidates for listing as rare, threatened, or endangered under State or Federal law.

- Any habitat area that contributes to the viability of species that are designated “fully protected” or “species of special concern” under State law or regulations.
- Any habitat area that contributes to the viability of species for which there is other compelling evidence of rarity, for example plant species eligible for state listing as demonstrated by their designation as “1b” (rare or endangered in California and elsewhere) or designation as “2” (rare, threatened or endangered in California but more common elsewhere) by the California Native Plant Society.
- Any designated Area of Special Biological Significance, or Marine Protected Area.
- Streams.
- Riparian areas, native woodlands, native grasslands/savannas, chaparral, coastal sage scrub, dunes, bluffs, and wetlands, unless there is site-specific evidence that establishes that a habitat area is not especially valuable because of its special nature or role in the ecosystem. Regardless of whether streams and wetlands are designated as ESHA, the policies and standards in the LCP applicable to streams and wetlands shall apply.

The purpose of the ESHA overlay zone is to protect and preserve areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and development. Only uses dependent on ESHAs and which do not result in significant disruption of habitat values shall be permitted in the ESHA overlay zone.

The LCP also includes the Native Tree Protection Ordinance (Chapter 5 of the LIP). The purposes of this ordinance are to: (1) recognize the importance of native trees in preventing erosion of hillsides, stream banks, moderating water temperatures in streams, contributing nutrients to streams, supporting a wide variety of wildlife species, and contributing to the scenic quality of the community; and (2) provide for the protection and preservation of these native trees. Section 5.2 of the ordinance designates the following tree species for protection under the ordinance, provided that the tree has at least one trunk measuring at least six inches in diameter, or a combination of any two trunks measuring a total of at least eight inches in diameter, measured at four and one-half feet above natural grade: native oak (*Quercus* species), California walnut (*Juglans californica*), Western sycamore (*Platanus racemosa*), alder (*Alnus rhombifolia*), and toyon (*Heteromeles arbutifolia*).

Discussion

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?***

Operation and Management of Public Beach Accessways

Potentially Significant Impact – At Site D6, vegetation may be trimmed back as determined necessary at the time of site inspection in order to maintain a clear, walkable pathway along the accessway. However, Parry’s spineflower (*Chorizanthe parryi* var. *parryi*), a state-ranked S2

species (imperiled in the state due to a restricted range), is known to occur within a 0.65-mile radius of Site D6. There would be no substantial change to the existing levels of operation and management that would affect special status species, except at Site D6. Further environmental review is needed to determine whether the operation and management activities at Site D6 would have a substantial adverse effect, either directly or through habitat modifications, on any special status species.

Proposed Public Access Improvements

Sites D1 through D5, and Site D7

No Impact – These public beach accessways are located within developed residential and/or commercial areas and do not include any habitat that would support sensitive plant or animal species. Therefore, the proposed public access improvements at these sites do not have the potential to cause a significant effect on any special status species.

Site D6

Potentially Significant Impact – A records search of the California Natural Diversity Database (CNDDB) shows that the monarch butterfly (*Danaus plexippus*), a state-ranked S2S3 species (imperiled and vulnerable in the state due to a restricted range), is known to occur within a 0.5-mile radius of Site D6 and was once reported to have been observed just east of Paradise Cove. Site D6 is approximately 0.6 mile east of Paradise Cove. Parry's spineflower (*Chorizanthe parryi* var. *parryi*) is also known to occur within a 0.65-mile radius of Site D6. Further environmental review is needed to determine whether the proposed improvements at Site D6 would have a substantial adverse effect, either directly or through habitat modifications, on any special status species.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?*

Section 30121 of the Coastal Act defines a wetland as lands within the coastal zone that may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

The USFWS maps wetlands throughout the United States and compiles the data in the National Wetlands Inventory database, which is publicly accessible online at <https://www.fws.gov/wetlands/data/mapper.html>. The maps of the wetlands are prepared primarily from the analysis of high-altitude imagery. Wetlands on these maps are identified based on vegetation, visible hydrology, and geography. The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of collateral data and the amount of ground truth verification work conducted. A review of the National Wetlands Inventory by MRCA staff and site visits by a qualified MRCA staff biologist were conducted to determine the presence of any wetlands at each accessway.

Operation and Management of Public Beach Accessways

Potentially Significant Impact – A ravine running along the eastern portion of the residential property at 27910 Pacific Coast Highway is identified as a freshwater forested/shrub wetland in the National Wetland Inventory of the USFWS. The operation and management elements proposed in the PWP would not have a substantial adverse effect on the ravine at Site D7 as the operation and management of Site D7 would occur outside of the ravine. A stream that crosses Site D6 is also identified as a freshwater forested/shrub wetland in the National Wetland Inventory. At Site D6, vegetation may be trimmed back as determined necessary at the time of site inspection in order to maintain a clear, walkable pathway along the accessway. There would be no substantial change to the existing levels of operation and management that would have an adverse effect on a riparian habitat or other sensitive habitat at the accessways included in the PWP, except for Site D6. Further environmental review is needed to determine whether the operation and management activities at Site D6 would have a substantial adverse effect on the stream or its riparian habitat.

Proposed Public Access Improvements

Sites D1 through D5

No Impact – These public beach accessways are located within developed residential and/or commercial areas where no riparian habitat or other sensitive natural community is present. Therefore, the proposed public access improvements at these sites do not have the potential to cause an adverse effect to such resources.

Site D6

Potentially Significant Impact – A stream originating from upper Escondido Canyon north of Pacific Coast Highway runs along and occasionally crosses site D6. This stream is identified by the United States Geological Survey as a blue-line stream. Although not identified as ESHA on the ESHA overlay map in the Malibu LCP, the stream could potentially be considered an ESHA as defined in Section 4.3 of the LIP. The stream is also identified as a freshwater forested/shrub wetland in the National Wetland Inventory. Further environmental review is needed to determine whether the proposed improvements at Site D6 would have a substantial adverse effect on the stream or its riparian habitat.

Site D7

No Impact – This site consists of a ravine on the eastern portion of the residential property at 27910 PCH. The ESHA overlay map in the Malibu LCP does not identify this area as ESHA. The ravine is identified as a freshwater forested/shrub wetland in the National Wetland Inventory. However, the proposed public access improvements at this site do not include any features to be located within the ravine. Therefore, the proposed public access improvements at this site do not have the potential for an adverse effect on riparian habitat or sensitive natural community identified on local or regional plans, policies, or regulations.

- c) ***Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would have the potential to adversely affect any federally protected wetlands. In addition, access at Site D6 would be open only during the dry season (when the mouth of the stream is not ponding immediately adjacent to the improvements) and closed during the wet season (when the mouth of the stream is ponding). Thus, the operation and management elements of the proposed PWP would not have the potential to adversely affect any federally protected wetlands.

Proposed Public Access Improvements

Sites D1 through D5

No Impact – These sites are located within developed residential and commercial areas where there are no wetlands. Therefore, the proposed public access improvements at these sites do not have the potential to cause an adverse effect on wetlands.

Site D6

Potentially Significant Impact – This site has a stream identified as a Freshwater Forested/Shrub Wetland by the USFWS on the National Wetlands Inventory. Tidal conditions and storm events also periodically result in ponding at the mouth of the stream on the beach. This condition qualifies the ponding area as a wetland pursuant to Section 30121 of the Coastal Act. The proposed public access improvements would be located outside of the stream and the delineated wetland area at the mouth of the stream on the beach. Access would be limited: open only during the dry season (when the mouth of the stream is not ponding immediately adjacent to the improvements) and closed during the wet season (when the mouth of the stream is ponding). However, further environmental review is needed to determine whether the proposed public access improvements would have a significant impact on the stream and the delineated wetland area at the mouth of the stream on the beach.

Site D7

Less-Than-Significant Impact – Site D7 consists of a ravine on the residential property at 27910 PCH identified as a Freshwater Forested/Shrub Wetland by the USFWS on the National Wetlands Inventory. This wetland lies outside of the boundaries of the proposed public access improvements. A qualified MRCA staff biologist concluded that the wetland has been significantly disturbed by surrounding development and is mostly dry throughout the year. The proposed public access improvements may produce stormwater runoff that may flow into the wetland. However, the runoff amount is expected to be negligible compared to existing stormwater runoff conditions within the vicinity of the site. Therefore, the proposed public access improvements will have a less-than-significant impact on the identified wetland.

d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would interfere with the movement of any native resident or migratory fish or wildlife species. In addition, the operation and management activities of the proposed PWP would not physically add new features to the public beach accessways included in the PWP and thus do not have the potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or to impede the use of native wildlife nursery sites.

Proposed Public Access Improvements

Sites D1 through D5, Site D7

No Impact – These sites do not have the potential to interfere substantially with the movement of native resident or migratory fish or wildlife species or their migratory corridors or to impede the use of native wildlife nursery sites since no trees suitable for nesting or roosting are present at these sites, and the proposed public access improvements at these sites do not have the potential to adversely affect water bodies used by native resident or migratory fish.

Site D6

Potentially Significant Impact – A qualified MRCA staff biologist determined that Site D6 may be suitable for nesting or roosting for avian species. Further environmental review is required to determine whether the proposed public access improvements at this site would result in significant adverse impacts to wildlife movement.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – There would be no substantial change to the existing levels of operation and management that would conflict with any local policies or ordinances protecting biological resources. In addition, the operation and management elements of the proposed PWP would not involve removal or modification of any tree species designated for protection. In addition, impacts on ESHA would be minimal at site D6 because hand tools would be utilized wherever feasible, and power equipment such as chainsaws and weed whips would be used as needed, to keep vegetation overgrowth from obstructing the trail pathway at Site D6.

Proposed Public Access Improvements

Sites D1 through D5

Less-Than-Significant Impact – The proposed public access improvements at these sites do not have the potential to conflict with local policies or ordinances protecting biological resources

since there are no designated ESHA or areas that qualify as ESHA at these sites, and there are no trees present that are protected by local ordinances or policies.

Site D6

Potentially Significant Impact – This site contains native trees protected by the City of Malibu Native Tree Protection Ordinance within the immediate vicinity of the southern portion of Site D6. The native trees are not located within the boundaries of the proposed improvements, but construction activities could cause indirect impacts to these trees due to their proximity to the proposed work areas. In addition, the stream within Site D6 is identified as a Freshwater Forested/Shrub Wetland by the USFWS on the National Wetlands Inventory. Since pedestrian bridges are proposed to cross the stream, further environmental review is required to determine whether the proposed improvements at this site may have the potential to conflict with local policies related to the protection of biological resources or tree preservation.

Site D7

No Impact – Site D7 consists of a ravine on the residential property at 27910 PCH identified as a Freshwater Forested/Shrub Wetland by the USFWS on the National Wetlands Inventory. The ESHA overlay map in the Malibu LCP does not identify this area as ESHA. The proposed public access improvements at this site are located outside of the ravine and therefore, the proposed improvements would not conflict with local policies or ordinances protecting biological resources.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Operation and Management of Public Beach Accessways

No Impact – The public beach accessways included in the proposed PWP are not within the planning area for any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, the operation and management of these sites do not have the potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed improvements at these sites do not have the potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because these sites are not subject to any such plan.

V. Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below, all of the Cultural Resources criteria summarized in this table will be carried forward into the EIR for more detailed evaluation.

According to Section 3.2.11.1 of the City of Malibu General Plan, four of the 250 officially recognized historic sites in Los Angeles County are located in Malibu. The four sites are:

- **Adamson House:** This site is located at Malibu Lagoon State Park. It was once the home of Rhoda Rindge Adamson, daughter of Frederick and May K. Rindge. It is the best surviving work and only intact example of architecture from Stiles O. Clements and represents the Moorish-Spanish Colonial Revival Style popular in the late 1920s. The site is listed in the National Register of Historic Places and as a California Historical Landmark.
- **Serra House:** This site is located on Landumus Hill near the mouth of Malibu Creek. It is a site of local historic interest as it was once known as the unfinished Rindge Mansion. The site was purchased in 1942 by the Franciscan Order.
- **Malibu Pier:** This site is located east of Malibu Lagoon State Park in the commercial core of the City. The site is a registered Los Angeles County Landmark and a California Point of Historical Interest.
- **Historic Village of Humaliwo:** This site is a registered national site that is believed to be located inland from Malibu Lagoon (Samspon), approximately 0.4 mile west of Site M6 and 1.1 miles east of Site M7.

Site M6 is located at the public parking lot next to Malibu Pier. The proposed improvements at Site M6 would be located along the southern edge parking lot next to the Pier. New beach access improvements at Site M6 would be implemented under other entitlements that are not a part of the proposed PWP. The next closest sites proposed for development in the PWP to the above identified historic sites are approximately 2 miles east at Site D4 and approximately 5 miles west at Site D5.

Culturally sensitive areas in the City of Malibu are defined as any area identified on the City’s Cultural Resources Sensitivity Map where important cultural resources exist. Important cultural resources include the following criteria:

- Has a special quality such as oldest, best example, largest, or last surviving example of its kind; or
- Is at least 100 years old; or

- Significant to Chumash prehistory or history;
- Contains burial or other significant artifacts;
- Is an archeologically undisturbed site;
- Has important archeological significance;
- Relates to significant events or persons;
- Listed on the Cultural Resources Sensitivity Map;
- Of specific local importance;
- Contains traditional sacred ground (including traditional, ceremonial material gathering site);
- Contains burials;
- Contains sacred and/or significant artifacts.

The City of Malibu guidelines on Archaeological Evaluation and Inventory Information state that proposed projects that may have an adverse impact on or result in a substantial adverse change to cultural resources are subject to a Phase I Inventory Report. A Phase II Evaluation is required if the Phase I Inventory Report determines that the proposed project will have an adverse impact on cultural resources. Mitigation measures would be required in Phase III if Phase II further determines that the proposed project will result in adverse impacts to cultural resources.

The MRCA consulted with the City of Malibu regarding the public beach accessways proposed for development in the PWP and their potential to contain important cultural resources. An initial review by the City of Malibu indicated that any proposed improvements where the site is largely undeveloped or contains a large portion of undeveloped area may potentially contain important cultural resources. Therefore, Phase I Inventory Reports were prepared for Sites D2, D4, D6, and D7 as there are portions of undeveloped land at these sites.

The MRCA requested a search of the Sacred Lands File from the Native American Heritage Commission (NAHC) and notified individual local tribes in the area of the proposed PWP. A search of the Sacred Lands File by the NAHC showed negative results for archaeological information. To date, only the Santa Ynez Band of Chumash Indians has contacted the MRCA regarding the proposed project. Consultation with native tribes is further discussed in Section XVIII.

Discussion

- a) ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – There would be no substantial change to the existing levels of operation and management that would cause a substantial adverse change in the significance of a historical resource. Except for the beach access stairways planned at Site M6, the remaining public beach accessways included in the PWP are not located in close proximity to any of the

identified historical resources in the City of Malibu. However, the operation and management activities proposed in the PWP of all the public beach accessways included in the PWP are not anticipated to result in a substantial adverse change in the significance of a historical resource since these activities do not involve physically adding new features to these public beach accessways, making substantial alterations to both the existing and proposed improvements at these public beach accessways, nor do these activities involve substantial excavation or grading at any of the sites.

Proposed Public Access Improvements

Sites D1 through D7

No Impact –The accessways that are proposed for development in the PWP are not located near any designated historical resources. The next closest sites proposed for development in the PWP to the above identified historic sites are approximately 2 miles east at Site D4 and approximately 5 miles west at Site D5. Therefore, implementation of the proposed PWP also would cause no indirect impact at any of these sites.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would cause a substantial adverse change in the significance of an archaeological resource. In addition, none of the proposed operation and management activities would result in a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 because the operation and maintenance activities would not involve substantial excavation or grading at any of the sites.

Proposed Public Access Improvements

Sites D2, D4, D6, and D7

Less-Than-Significant Impact – A search of the Sacred Lands File by the NAHC identified no known archaeological resources at these locations. Thus, the proposed public access improvements at these sites would have no impact to known archaeological resources. However, a potential significant impact could result due to an inadvertent discovery made after any excavation activities have begun. If this were to occur, implementation of the processes and requirements set forth in Public Resources Code Section 21083.2 and CEQA Guidelines Section 15064.5 would be followed, thereby resulting in a less-than-significant impact to the newly discovered resource.

Sites D1, D3, and D5

Less-Than-Significant Impact – The City of Malibu has identified these sites as having a low potential to contain archaeological resources; nonetheless, inadvertent discoveries could occur during implementation of the PWP. If archeological resources were to be discovered, implementation of the processes and requirements set forth in Public Resources Code Section

21083.2 and CEQA Guidelines Section 15064.5 would be followed, thereby resulting in a less-than-significant impact on archaeological resources.

c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Operation and Management of Public Beach Accessways

No Impact – The operation and management activities proposed in the PWP of all the public beach accessways included in the PWP are not anticipated to result in a disturbance of any human remains, including those interred outside of dedicated cemeteries, because there would be no substantial change to the existing operation and management activities, and such operation and maintenance activities would not involve substantial excavation or grading at any of the sites.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – The construction of the proposed public access improvements would comply with best construction practices, including California Health and Safety Code Section 7075.5, which requires construction to halt if human remains are encountered during construction until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with existing law, including Public Resources Code Section 5097.98, would assure that any potential impact related to disturbance of human remains would be less than significant.

VI. Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, only criterion A will be carried forward into the EIR for more detailed evaluation.

The California Energy Commission oversees rules and regulations related to California's energy uses and needs. Rules and regulations have been established for the following focus areas:

- Appliance Efficiency Regulations – Title 20: sets minimum efficiency levels for energy and water consumption in products, such as consumer electronics, household appliances, and plumbing equipment.
- Building energy efficiency: establishes standards and programs for newly constructed and existing buildings.
- State energy management provides support with energy information, energy expertise, and planning. Energy Commission staff has responded to energy disruptions triggered by fires, earthquakes, and supply issues. The Energy Commission has administered several outreach programs and analyses on energy emergencies and contingency planning. The Energy Commission is the lead agency for Emergency Support Function 12: Utilities (ESF 12) of the 2017 State of California Emergency Plan. As the lead agency, the Energy Commission is responsible for providing guidance, communication, coordination, and oversight for ESF 12. The Energy Commission's primary active program and duty in an emergency is the Petroleum Fuels Set-Aside Program. This program assists emergency and essential service personnel who are unable to acquire sufficient volumes of fuel at any price during an emergency.

The Energy Commission also oversees the Renewables Portfolio Standard (RPS), a program that sets continuously escalating renewable energy procurement requirements for the state's load-serving entities. Generation must be procured from RPS-certified facilities. The Energy Commission verifies RPS claims. In addition, energy suppliers are required to report information and data to the Energy Commission.

On a local level, the County of Los Angeles adopted a Renewable Energy Ordinance in 2016 that focuses on:

- Incentivizing small-scale and structure-mounted projects through a streamlined review process, thereby reducing dependence on ground-mounted utility-scale projects; and
- Regulating ground-mounted utility-scale projects to better address community concerns and minimize environmental impacts.

The City of Malibu adopted the Local Energy Efficiency Standards Ordinance in 2014. The energy ordinance preserves and enhances the environment by setting forth minimum energy efficiency standards within the City for all new single-family dwellings, multi-family residential construction, nonresidential construction and substantial remodels. The City's ordinance includes measures which are more restrictive than the California Building Energy Efficiency Standards (Title 24).

Discussion

- a) ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would result in wasteful, inefficient, or unnecessary consumption of energy resources. With the exception of small batteries needed to operate the automatic locks on gates, the public beach accessways included in the proposed PWP do not involve the use of major energy resources to function. Furthermore, the addition of the public beach accessways proposed for development to the existing patrol and inspection routes of the existing accessways will not substantially increase the miles traveled of agency vehicles or fuel for such vehicles for the operation and management of all the public beach accessways included in the proposed PWP.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – The duration of construction activity would be brief due to the small-scale nature of the proposed public access improvements. Construction activities would not require energy in types or amounts that would be out of scale with similar types of public access improvements. Additionally, all proposed activities would adhere to a construction timetable to ensure the proposed public access improvements are built in a timely manner and that no additional energy consumption beyond typical consumption levels for similar construction activities would be needed to complete construction.

- b) ***Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Operation and Management of Public Beach Accessways

No Impact – The operation and management elements of the proposed PWP would not have the potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency as described above because there would not be a substantial increase in energy above existing levels in order to operate and maintain all of the public beach accessways included in the proposed PWP.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Construction activities would not require excessive sources of energy due to the small-scale nature of the proposed public access improvements. Furthermore, the proposed improvements at these sites would not require major sources of energy to function. Thus, construction of the proposed public access improvements and use of the improvements would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

VII. Geology and Soils

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, the criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

Under the California Environmental Quality Act, the criteria for a proposed project's approval if it lies within an earthquake, liquefaction or landslide zone is defined under Title 14 of the California Code of Regulations (CCR) Section 3724. These regulations only apply to approval of projects that involve structures for human occupancy (see California Geological Survey's *Special Publication 117A: Guidelines for Evaluating and Mitigating Seismic Hazards (2008)*).

Discussion

a.i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would have the potential to cause substantial adverse effects involving the rupture of a known earthquake fault. In addition, the operation and management elements of the proposed PWP do not have the potential to cause substantial adverse effects including the risk of loss, injury or death involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites do not lie within an Alquist-Priolo Earthquake Fault Zone, and so do not have the potential to cause substantial adverse effects including the risk of loss, injury or death involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Furthermore, none of the activities that would be required to construct, operate or maintain the proposed improvements are of the type of activity that could directly or indirectly cause fault rupture. No impact would result.

a.ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would have the potential to cause substantial adverse effects involving the rupture of a known earthquake fault. In addition, the public beach accessways proposed for development in the PWP do not lie within an identified Earthquake Fault Zone, and none of the existing or proposed operation and maintenance activities are of the type that could directly or indirectly cause substantial adverse effects involving strong seismic ground shaking. No impact would result.

Proposed Public Access Improvements

Sites D1 through D4

No Impact – These sites do not lie within an identified Earthquake Fault Zone, and none of the proposed public access improvements is of the type that could directly or indirectly cause substantial adverse effects involving strong seismic ground shaking. No impact would result.

Sites D5, D6, and D7

No Impact – These sites are located more than one-half mile south of the Malibu Coast fault zone. The Malibu Coast fault zone could potentially generate significant ground shaking in the event of an earthquake. The proposed improvements would adhere to all recommendations from a licensed geotechnical/geological engineer and state and local code requirements, such that the project would not directly or indirectly cause substantial adverse effects involving strong seismic ground shaking. No impact would result.

a.iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Operation and Management of Public Beach Accessways

Potentially Significant Impact – There would be no substantial change to the existing levels of operation and management that would directly or indirectly cause substantial adverse effects involving seismic-related ground failure, including liquefaction. However, all of the public beach accessways proposed for development in the PWP are within an identified liquefaction zone. Although the operation and management activities of the proposed PWP would not physically add new features to the public beach accessways included in the PWP, further environmental review is required to determine whether the public beach accessways proposed for development or their operation and management activities would result in substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – All of the public beach accessways proposed for development in the PWP are within an identified liquefaction zone. Further environmental review is required to determine whether the proposed public access improvements would result in substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

a.iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Operation and Management of Public Beach Accessways

Potentially Significant Impact – There would be no substantial change to the existing levels of operation and management that would directly or indirectly cause substantial adverse effects involving landslides. However, the proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. The operation and management activities of the proposed PWP would not physically add new features to these sites and the other public beach accessways included in the PWP. However, further environmental review is required to determine whether

Sites D5, D6, and D7 or their operation and management activities would result in substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Proposed Public Access Improvements

Sites D1 through D4

Less-Than-Significant Impact – These sites do not lie within an identified landslide zone. Nonetheless, the proposed improvements would adhere to all recommendations from a licensed geotechnical/geological engineer so that landslide impacts can be avoided or minimized to a less than significant level.

Sites D5 through D7

Potentially Significant Impact – The proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. Further environmental review is required to determine whether the proposed public access improvements at Sites D5, D6, and D7 would result in substantial adverse effects, including the risk of loss, injury, or death involving landslides.

b) Would the project result in substantial soil erosion, or the loss of topsoil?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve removing soil or placing any new physical features at any of the public beach accessways included in the proposed PWP that would result in substantial soil erosion.

Proposed Public Access Improvements

Sites D1, and D3

Less-Than-Significant Impact – These sites are located in a pre-disturbed/developed area. The physical features of the proposed public access improvements at these sites are minimal, and their design and implementation would adhere to recommendations of a licensed geotechnical/geological engineer to ensure that the proposed improvements would result in a less-than-significant impact on soil erosion or the loss of topsoil.

Site D2 and Site D4

Potentially Significant Impact – These sites are undeveloped and are particularly exposed to wave runup compared to the other public beach accessways proposed for development in the PWP. Further environmental review is required to determine whether additional measures would be needed to avoid or minimize substantial soil erosion or loss of topsoil.

Sites D5 through D7

Potentially Significant Impact – The proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced

landslides within the past two years. Further environmental review is required to determine whether the proposed public access improvements at Sites D5, D6 and D7 would result in substantial soil erosion or loss of topsoil.

- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Operation and Management of Public Beach Accessways

Potentially Significant Impact – There would be no substantial change to the existing levels of operation and management that would result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. However, all of the public beach accessways proposed for development in the PWP are within an identified liquefaction zone. The proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. The operation and management activities of the proposed PWP would not physically add new features to the public beach accessways included in the PWP. However, further environmental review is required to determine whether the proposed public access improvements or their operation and management activities would result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – All of the public beach accessways proposed for development in the PWP are within an identified liquefaction zone. The proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. Further environmental review is required to determine whether the proposed public access improvements would result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2001), creating substantial direct or indirect risks to life or property?***

Operation and Management of Public Beach Accessways

No Impact – Expansive soils may be present at Site D6 and Site D7. However, there would be no substantial change to the existing levels of operation and management that would create substantial direct or indirect risks to life or property, nor do the operation and management activities of the proposed PWP do not involve moving soil, altering drainage, or placing any new physical features at any of the public beach accessways included in the proposed PWP that would affect soils at the sites that would create substantial direct or indirect risks to life or property. No impact would result.

Proposed Public Access Improvements

Sites D1 through D5

No Impact – These sites are not located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (2001) and would not alter drainage. Thus, the proposed public access improvements at these sites do not have the potential for substantial risk to life or property due to expansive soil. No impact would result.

Sites D6 and D7

Potentially Significant Impact – Expansive soils may be present at Site D6 and Site D7. Further environmental review is required to determine whether the proposed public access improvements at these sites would result in substantial risk to life or property due to expansive soil.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

Operation and Management of Public Beach Accessways

No Impact – The existing levels of operation and management do not involve the maintenance of septic tanks or alternative wastewater disposal systems. The proposed public access improvements in the PWP do not involve the use of septic tanks or alternative wastewater disposal systems. Thus, the operation and management activities of the proposed PWP would not have adverse impacts on soil at the sites that would affect the soil's capability to support the use of septic tanks or alternative wastewater disposal systems. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements at these sites do not involve the use of septic systems or alternative wastewater disposal systems where sewers are not available for the disposal of waste water. No impact would result.

- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

According to Section 3.2.11.3 of the Malibu General Plan, Los Angeles County is one of the richest areas in the world for both fossil marine vertebrates and land vertebrates from sediments deposited over the last 25 million years. Many fossilized remains are found in sedimentary rocks of the Santa Monica Mountains that have been tilted and uplifted. There are three significant paleontological resources in the Santa Monica Mountains in the vicinity of the Malibu area. Only one of these paleontological sites is located in close proximity to the City boundary. The three paleontological sites, their location, and the significant paleontological resources recorded there are described briefly below:

- West of Topanga Canyon Road and south of the Los Angeles City line – material from the late Miocene era in the Modelo Formation.

- Old Topanga Road, south of Calabasas – several marine birds were found in the Modelo Formation Upper Member.
- Southwest of the Ventura Freeway and east of Westlake Boulevard – vertebrates from the recent Pleistocene epoch.

The closest distance from one of the identified paleontological resource sites listed above to the Project Site is approximately two miles south from the paleontological area located west of Topanga Canyon road and south of the Los Angeles City line to Site D1 and D2. Because no ground disturbance for any of the public beach accessways proposed for development in the PWP would disturb any of the three recorded paleontological sites, the Project would cause no direct or indirect impact to any of these resources.

Operation and Management of Public Beach Accessways

No Impact – The public beach accessways included in the PWP are located approximately two or more miles away from the identified paleontological sites, and the existing and proposed operation and management activities do not involve moving soil or placing any new physical features at any of the public beach accessways included in the PWP. Thus, the operation and management elements of the proposed PWP would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Proposed Public Access Improvements

D1 through D7

Potentially Significant Impact – These sites are located approximately two or more miles away from the identified paleontological sites. However, construction of the proposed public access improvements at these sites would require excavation that could potentially uncover previously undiscovered paleontological resources. Thus, further environmental review is required to determine whether the proposed public access improvements would result in adverse effects on paleontological resources.

VIII. Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
VIII. GREENHOUSE GAS EMISSIONS —				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, only criterion A will be carried forward into the EIR for more detailed evaluation.

“Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” The principal greenhouse gases (GHGs) include carbon dioxide (CO₂), methane, nitrous oxide, and fluorinated gases. Collectively, GHGs are measured as carbon dioxide equivalent (CO₂e).

The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for GHG emissions. Assembly Bill 32 requires GHGs emitted in California to be reduced to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. *The Technical Advisory on CEQA and Climate Change* from the Office of Planning and Research suggests that, in the absence of regulatory guidance or standards, lead agencies may rely on significance criteria established by the applicable air quality management district. However, there is currently no known adopted standard significance criteria established by the South Coast Air Quality Management District (SCAQMD) or the City of Malibu. In the absence of an established threshold, agencies have discretion to identify a relevant threshold.

The SCAQMD published a “Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold” in 2008. This document establishes a five-tiered process for evaluating the GHG impacts of a project. Tier 1 involves determining if the project qualifies for a CEQA exemption. If the project is not exempt, Tier 2 involves determining whether the project is consistent with an adopted GHG reduction plan that might be part of a local general plan. The proposed improvements are located in the City of Malibu and the City of Malibu has not adopted a GHG reduction plan. If there is no applicable adopted GHG reduction plan, then Tier 3 establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate approach. There is no threshold for public beach accessway improvements and the SCAQMD has not adopted quantitative GHG emissions thresholds for non-SCAQMD lead agency projects. However, in its “Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans” documentation, SCAQMD suggests that a screening-level threshold of 3,000 metric tons (MT) per year of CO₂e emissions is appropriate for commercial projects. Although the Project is not technically a commercial project, this suggested screening-level threshold is lower than the thresholds for all other land-use types. As such, the significance criterion of 3,000 MT of CO₂e per year was used for this analysis.

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – There would be no substantial change to the existing levels of operation and management that would result in direct or indirect greenhouse gas emissions that may have a significant impact on the environment. In addition, the operation and management elements of the proposed PWP would not generate GHG emissions that may directly or indirectly have a significant impact on the environment because the emissions of these activities would not exceed 3,000 MT of CO₂e per year.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Construction of the proposed public access improvements at these sites would likely occur over several years and it is not anticipated that construction of more than one site would occur at any given time. Thus, construction of the proposed improvements would not emit GHGs in excess of 3,000 MT of CO₂e per year.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. In November 2011, the SCC adopted a Climate Change Policy that describes the strategies and actions that the SCC will use to address climate change, including the reduction of GHGs. Policy 7 requires the Conservancy to identify, evaluate, and incorporate reasonable measures to reduce the GHG emissions of SCC-funded projects. Best management practices and innovative designs that reduce GHG emissions would be incorporated into the operation and maintenance activities undertaken by MRCA, such as encouraging visitors to use public transit to access sites and focusing staff vehicle trips such that patrol and maintenance activities can be maximized per trip. Thus, the operation and management elements of the proposed PWP would not conflict with the SCC's Climate Change Policy or other applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

Several accessways are within 0.25 mile of a bus stop. Visitors may choose to utilize the Metro bus route 534 to access the following sites, thereby helping to curb GHG emissions from travel:

- Site D1 at Las Tunas Beach, at 19020 and 19016 Pacific Coast Highway
- Site M2 at Big Rock Beach, at 20500 Pacific Coast Highway
- Site D3 at La Costa Beach, at 21554 Pacific Coast Highway
- Site D4 at Carbon-La Costa Beach, between 21746 and 21660 Pacific Coast Highway

- Site M5 at Carbon Beach, 22466 Pacific Coast Highway
- Site M6 at Surfrider Beach, 23000 Pacific Coast Highway
- Site D5 at Escondido Beach, 27400 & 27348 Pacific Coast Highway

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Construction of the proposed public access improvements at these sites would likely occur over a period of several years; it is not anticipated that construction of more than one site would occur at any given time. Construction of the accessways proposed for development in the PWP would increase the number of accessways throughout Malibu and help to reduce vehicle miles traveled between beach access opportunities currently available in Malibu. Construction of the proposed improvements would not exceed any significance thresholds for GHG emissions and would not conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions.

IX. Hazards and Hazardous Materials

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, all of the criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

Discussion

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?***

Operation and Management of Public Beach Accessways

No Impact – The addition of vegetation trimming and landscaping maintenance to the existing operation and management activities would not create a significant hazard to the public or environment because these additional operation and management activities do not involve the routine transport, use or disposal of hazardous materials in types or amounts that would create a significant hazard to the public or the environment.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – The construction activities of the proposed public access improvements would not involve the transport, use or disposal of hazardous materials in types or amounts that would result in a significant hazard to the public or the environment.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Operation and Management of Public Beach Accessways

No Impact – Vegetation trimming and landscaping maintenance activities would be added to the existing operation and management activities. However, these additional operation and management activities do not involve the routine transport, use or disposal of hazardous materials. Therefore, the operation and maintenance activities of the proposed PWP would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Proposed Public Access Improvements

Sites D1, through D7

No Impact – Construction of the proposed public access improvements at these sites would not include storage of hazardous materials onsite. All construction equipment and materials would be handled using industry-standard safety and transportation protocols specific to the equipment or material. Thus, the construction of the proposed improvements would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

The closest distance between a school and an accessway identified in Table 1-1 is 0.4 mile between the Wagon Wheel School, a private pre-school at St. Aidan's Episcopal Church, and Site D7.

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would emit hazardous emissions or handle hazardous materials or waste within one-quarter mile of an existing or proposed school. The operation and management elements of the proposed PWP do not involve emitting hazardous emissions. Further, none of the public beach accessways proposed for development is located within one-quarter mile of an existing or proposed school. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites are not located within a quarter-mile of an existing or proposed school. Thus, the proposed public access improvements at these sites do not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would result.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

A search of the online DTSC Envirostor database by MRCA staff found that a portion of the commercial property at 27400 Pacific Coast Highway at Site D5 is an identified Waste Discharge Requirement (WDR) Site. The WDR Program regulates point discharges that are exempt pursuant to Subsection 20090 and Title 27 of the California Code of Regulations and are not subject to the Federal Water Pollution Control Act. According to Geotracker, an online data management system from the State Water Board for sites that may impact water quality, this WDR Site does not have potential contaminant concerns and has had no violations or required cleanup actions.

Operation and Management of Public Beach Accessways

No Impact – Other than Site D5, as described below, a search of the Department of Toxic Substances Control (DTSC) Envirostor database conducted by MRCA staff shows that the public beach accessways proposed for development are not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Sites D1 through D4, D6, and D7 are not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and thus would not have the potential to create a significant hazard to the public or the environment. The proposed public access improvements at Site D5 would not exacerbate the property's existing permitted condition so as to cause potential contaminant concerns or a violation of permit conditions as only surface striping and markings are proposed on the portion of Site D5 located at 27400 Pacific Coast Highway. Therefore, the project would not, create a significant hazard to the public or the environment by being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

- e) For a project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

The airports with an adopted land use plan that is closest to the Project Site are at the Point Mugu Naval Air Station, located approximately 16.4 miles west from Site M10, and Los Angeles International Airport, located approximately 16.9 miles east from Site D1. The closest public airport or public use airport to the Project Site is the Santa Monica Municipal Airport, which is located approximately 10.5 miles east from Site D1. Operation and Management of Public Beach Accessways

No Impact – The public beach accessways included in the PWP are not located within an airport land use plan or within two miles of a public airport or public use airport, and thus the operation and management elements of the proposed PWP do not have the potential to result in a safety hazard for people residing or working in the project areas.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites are not located within an airport land use plan or within two miles of a public airport or public use airport, and thus the proposed public access improvements at these sites would not result in a safety hazard for people residing or working in the areas of these sites.

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The City of Malibu has an Emergency Operations Plan that outlines protocols for responding to emergencies as well as evacuations. The 2018 update to the Emergency Operations Plan was initiated before the November 2018 Woolsey Fire and was adopted by the City in February 2019. Consequently, after the Woolsey Fire, the City initiated additional updates to the evacuation and repopulation sections of the Emergency Operations Plan. These updates are currently in progress.

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities are intended to maintain the public beach accessways included in the proposed PWP, including maintaining the physical features of each accessway in good working condition and responding to non-emergency and emergency inquiries as needed. The MRCA provides the County fire department and Sheriff's department coded or keyed access to the existing MRCA-managed accessways. The MRCA would continue to provide coded or keyed access to County fire and Sheriff's department personnel for all accessways included in the PWP. As such, the operation and management activities of the proposed PWP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – These sites are located along the Pacific Coast Highway, which may be used as part of an evacuation route during an emergency within the City of Malibu, according to the City’s Emergency Operations Plan. Measures would be taken to ensure that construction of the proposed public access improvements at these sites would not impede access to roadways such that an emergency response within the vicinity of the site would be obstructed. Once implemented, these sites may serve as exit points from the beach should there be an emergency on the beach. In addition, these sites may serve as exit points to the beach should an inland emergency requires an evacuation towards the beach. As such, the proposed improvements at these sites would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

According to the City of Malibu General Plan Section 7.4.2, the City is located in the Very High Fire Hazard Severity Zone. No single area in the City of Malibu can be determined as being more or less susceptible to fires than another because the location and intensity of fires within the region vary from year to year. Thus, there is an inherent risk of exposure to wildland fires for those visiting or living anywhere in the City and for all development within the City.

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – Other than the inherent risk of exposure to wildfire associated with the City of Malibu as described above, the operation and management elements of the proposed PWP do not have the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Because no single area in the City of Malibu can be determined as being more or less susceptible to fires than another due to the fact that the location and intensity of fires that occur in the region varies from year to year, these sites would not otherwise expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

X. Hydrology and Water Quality

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, all of the criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California’s Porter-Cologne Act, the Regional Water Quality Control Boards, including the Los Angeles Regional Water Quality Control Board (RWQCB), of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

The proposed PWP is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure that stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section,

municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. The City of Malibu is a permittee under the “Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4” (Order No. R4-2012-0175), NPDES Permit No. CAS004001. Under this permit, the City of Malibu is required to implement procedures for the entry of non-storm water discharges into the municipal storm water system.

The City of Malibu has established the City of Malibu Storm Water Management and Discharge Control Ordinance to comply with the Municipal NPDES permit, MS4 permit, the Federal Clean Water Act, and the California Porter-Cologne Water Quality Control Act. Applicable provisions in the Land Use Plan and Local Implementation Plan of the City of Malibu Local Coastal Program (LCP) incorporate compliance requirements for the Municipal NPDES Permit.

In addition, the Los Angeles RWQCB adopted an amendment in November 2009 to the Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) that prohibits new onsite wastewater disposal systems and discharges from existing systems in the Malibu Civic Center area surrounding Malibu Lagoon and the Malibu Valley Groundwater Basin, designated as the Prohibition Area. This amendment resulted in the implementation of the Civic Center Wastewater Treatment Facility (CCWTF) for the designated Prohibition Area.

The CCWTF is currently in operation, collecting and treating wastewater for reuse of disinfected tertiary recycled water. The recycled water will be used for landscape irrigation in the Prohibition Area, and any unused recycled water will be injected into the underlying Malibu Valley Groundwater Basin or percolated into the aquifer in nearby Winter Canyon. The CCWTF is the only recycled water project overlying the Malibu Valley Groundwater Basin. The City has developed a Salt and Nutrient Management Plan (SNMP) in conjunction with its Groundwater Management Plan (GWMP) for the Malibu Valley Groundwater Basin to manage, protect, and enhance the groundwater basin. The City of Malibu intends to connect all properties within the Prohibition Area to the CCWTF in three phases by 2022. The City is currently in the process of implementing Phase 2.

Sites M6 and M7 are located within the Prohibition Area that is subject to the provisions of the adopted November 2009 amendment to the Basin Plan, the SNMP, and the GWMP.

Discussion

- a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. The operation and management

activities of the proposed PWP do not involve the onsite release of any water or waste discharge. Thus, the operation and management elements of the proposed PWP do not have the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – These sites are not point-source generators of water pollutants, and thus, no quantifiable water quality standards apply to the proposed public access improvements at these sites. The proposed improvements would conform to all requirements of the RWQCB and City policies related to protecting water quality and would not result in unpermitted discharges into the storm water systems.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve the use of groundwater. Thus, the operation and management elements of the proposed PWP do not have the potential to substantially deplete groundwater supplies such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements at these sites do not involve water use or the installation of groundwater wells and thus would not directly withdraw any groundwater. Therefore, the proposed improvements do not have the potential to substantially deplete groundwater supplies such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. No impact would result.

c.i) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or offsite?*

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve physically adding new features to the public beach accessways included in the PWP and do not involve activities that would alter the existing drainage patterns of each accessway. Thus, the operation and management elements of the proposed PWP do not have the potential to substantially alter the existing drainage patterns in a manner which would result in substantial erosion or siltation on or offsite. No impact would result.

Proposed Public Access Improvements

Sites D1, D3, and D4

Less-Than-Significant Impact – These sites do not contain any streams or rivers. The existing drainage patterns would be generally maintained in their current condition and would not be substantially altered in a manner which would result in substantial erosion or siltation on or offsite.

Sites D2, and D5

Less-Than-Significant Impact – These sites do not contain any streams or rivers. Each of these sites contains an existing storm drain onsite. The proposed public access improvements would avoid or minimize impacts to the storm drains and all other existing drainage patterns onsite would be generally maintained in their current condition. Thus, the proposed public access improvements would not substantially alter drainage patterns in a manner that would result in substantial erosion or siltation on or offsite.

Site D6

Less-Than-Significant Impact – An existing stream crosses the site. The proposed public access improvements at this site would not be placed within the stream, and the project would apply appropriate erosion control measures consistent with industry standards and best management practices to avoid or minimize impacts to the stream. Thus, the proposed public access improvements would not substantially alter drainage patterns in a manner that would result in substantial erosion or siltation on or offsite.

Site D7

Less-Than-Significant Impact – A ravine exists along the northeastern portion of the residential property at 29710 Pacific Coast Highway and lies within portions of the public parking easement. The southern portion of the site is located upslope from the ravine. The proposed public access improvements at this site would not be placed within the ravine and would include measures to avoid or minimize impacts to the ravine. Thus, the proposed public access improvements would not substantially alter drainage patterns in a manner that would result in substantial erosion or siltation on or offsite.

c.ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Operation and Management of Public Beach Accessways

No Impact –The existing and proposed operation and management activities would not add impervious surfaces or otherwise add new features to the public beach accessways included in the PWP that will alter the existing drainage patterns of each accessway or the area. Thus, the operation and management elements of the proposed PWP would not substantially alter the

existing drainage patterns in a manner that would result in flooding on or offsite. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – The proposed public access improvements would avoid or minimize impacts to existing drainage patterns onsite and would generally maintain the drainage patterns in their current condition. Although new impervious surfaces may be added to these sites, alteration of the existing drainage pattern or the course of a stream would be avoided or minimized through the use of erosion control measures and stormwater management best practices consistent with industry standards. Thus, the proposed public access improvements would not substantially alter the existing drainage patterns in a manner that would result in flooding on or offsite.

c.iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities would not add impervious surfaces or otherwise alter existing conditions in a manner that would affect the existing drainage patterns of each accessway. Thus, the operation and management elements of the proposed PWP would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Pursuant to its MS4 permit, the City of Malibu is required to implement procedures with respect to the entry of non-storm water discharges into the municipal storm water system. Implementation of the proposed public access improvements could potentially result in a minor increase in surface runoff from the addition of new impervious surfaces at these sites. Although new impervious surfaces may be added to these sites, alteration of the existing drainage pattern or the course of a stream would be avoided or minimized through the use of erosion control measures and stormwater management best practices consistent with industry standards. Application of standard erosion control measures and stormwater management best practices consistent with industry standards would ensure that any surface runoff resulting from the proposed improvements would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff consistent with the City's MS4 permit.

c.iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities would not add impervious surfaces or otherwise substantially alter the existing drainage pattern of the site or area. No new features would be installed at these public beach accessways and no change would occur to their operation and management relative to existing conditions. Thus, the operation and management elements of the proposed PWP would not substantially alter the existing drainage patterns in a manner that would impede or redirect flood flows. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – The proposed public access improvements would avoid or minimize impacts to existing drainage patterns onsite and would generally maintain the drainage patterns in their current condition through the use of erosion control measures and stormwater management best practices consistent with industry standards. Although new impervious surfaces may be added to these sites, the application of industry standard erosion control measures and stormwater management best practices would not substantially alter existing drainage pattern or the course of a stream. Thus, the proposed public access improvements would not substantially alter the existing drainage patterns in a manner that would impede or redirect flood flows.

d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Operation and Management of Public Beach Accessways

No Impact – The Project Site is located within identified flood hazard and tsunami zones. Sites M6 and M7 are within approximately 2.25 miles south of the Rindge Dam and may potentially be within the seiche zone should the dam fail. However, the operation and management activities of the proposed PWP do not involve the onsite storage of any materials that have the potential to release pollutants in the case of a flood, tsunami, or seiche. Thus, the operation and management elements of the proposed PWP do not have the potential to risk release of pollutants due to inundation.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Sites D1 through D4 are located within identified special flood hazard areas on the Flood Insurance Rate Maps produced by the Federal Emergency Management Agency. Sites D5 through D7 are not located within identified special flood hazard areas but would still be subject to a one percent annual chance of flooding. All sites are located within identified tsunami zones on the Tsunami Inundation Maps for Emergency Planning produced by the California Department of Conservation and the Office of Emergency Services (Cal OES).

Except for the proposed restroom facilities, other proposed physical access improvements at these sites do not have the potential to release pollutants due to inundation. The proposed portable restrooms would be secured by enclosures designed to avoid or minimize impacts that could result from the release of pollutants due to inundation.

e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve uses that require local groundwater supply or onsite wastewater disposal and thus do not have the potential to conflict with or obstruct implementation of the City’s MS4 permit, the SNMP, or the GWMP.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – The proposed public access improvements at these sites do not involve the installation of groundwater wells and thus would not directly withdraw any groundwater. In addition, these sites are located outside of the Prohibition Area and thus are not subject to the City’s SNMP or the GWMP. Although new impervious surfaces may be added to these sites, the application of industry-standard stormwater management best practices would ensure that the proposed public access improvements will not conflict with or obstruct implementation of the City’s MS4 permit.

XI. Land Use and Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, only criterion B will be carried forward into the EIR for more detailed evaluation.

Discussion

a) **Would the project physically divide an established community?**

The closest other established communities to the City of Malibu are Monte Nido located approximately 2.5 miles north of Malibu, Pacific Palisades approximately 4 miles east of Malibu, and unincorporated Ventura County approximately 1.5 miles west of Malibu. The Project would not physically divide an established community because it would be constructed, operated and maintained entirely within a single community (Malibu) and would not cause a physical division of the community itself. Additional details are provided below.

Operation and Management of Public Beach Accessways

No Impact – The proposed PWP aims to provide public beach access through new access improvements and management of public beach accessways included in the PWP. Continued operation and maintenance of the accessways identified in Table 1-1 that are currently open would not substantially change relative to existing conditions, resulting in no impact. In addition, operation and maintenance of the accessways proposed for development in the PWP would not result in any physical division of an established community.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public beach access improvements would provide public access to the beach area at each respective site. The proposed public access improvements do not involve features that would physically divide the community within the City of Malibu.

b) **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Operation and Management of Public Beach Accessways

No Impact – Section 30605 of the California Coastal Act states that where a public works plan or plan amendment is submitted after the certification of a Local Coastal Program (LCP), any such public works plan shall be approved by the California Coastal Commission (Commission) only if

it finds, after full consultation with the affected local government(s), that it is in conformity with the certified LCP within the applicable jurisdiction and Chapter 3 of the California Coastal Act.

All proposed PWP components are designed for consistency with the City of Malibu LCP. The proposed PWP reinforces the goals of both the California Coastal Act and the City of Malibu LCP to maximize public beach access and protect public rights to access the shoreline. The proposed public access improvements in the PWP, designed to be consistent with applicable provisions of the California Coastal Act and the City of Malibu LCP, provide a greater public benefit by further realizing these goals. The existing and proposed operation and management activities would maintain the physical improvements in good, functional condition to ensure their maximum use for beach access purposes. Thus, the proposed PWP will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating and environmental effect. The Project would result in a beneficial effect; no adverse impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Public accessways are a permitted use in all zoning designations under Land Use Plan Policy 2.7 in the City of Malibu LCP. Furthermore, the accessways within vertical easements and deed-restricted vertical access areas proposed for development in the PWP were required as coastal development permit conditions. The proposed improvements would further the goals of the California Coastal Act and the City of Malibu LCP by increasing public beach access and fulfilling the required permit conditions. The proposed improvements would be consistent with applicable provisions of the California Coastal Act and the City of Malibu LCP. Thus, the proposed public access improvements will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating and environmental effect. The Project would result in a beneficial effect; no adverse impact would result.

XII. Mineral Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, Mineral Resources will not be carried forward into the EIR.

Section 3.2.2 of the City of Malibu General Plan states:

In order to promote the conservation of the State’s mineral resources and ensure adequate reclamation of mined lands, the Surface Mining and Reclamation Act of 1975 (SMARA) was enacted. SMARA requires that the State geologist classify land in California for its mineral resource potential. Local governments are required to incorporate the mineral classification reports and maps into their general plans in order for the resources to be given consideration when making land use decisions.

Sand and gravel resources are the only mineral resources which have been mapped in western Los Angeles County. However, to date the State Division of Mines and Geology has not mapped these resources or other mineral resources in the Malibu area. Given the presence of the numerous incised canyons and drainages, sand and gravel resources are expected to occur in the Malibu coastal zone. Mapping of this area is scheduled to occur prior to 1996 if the appropriate funding is allocated (R. Miller, State Division of Mines and Geology, personal communication).

Other than the expected sand and gravel resources, other mapped mineral resources are currently not identified in the General Plan or the Local Coastal Program (LCP).

Although the public beach accessways included in the proposed PWP would provide access to sand surfaces on the beach, sand on the beach is currently not identified as a known important mineral resource. Furthermore, sand on beaches in the Malibu Coastal Zone is currently not being mined for other uses. The sand supply on these beaches is subject to natural behaviors of erosion from inland coastal mountains and canyons, wave action, and seasonal tidal changes.

Discussion

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve removing sand or other minerals from the public beach accessways included in the proposed

PWP. Thus, the operation and management elements of the proposed PWP do not have the potential to cause a loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Although these sites would provide access to sand surfaces on the beach, sand on the beach is currently not identified as a known important mineral resource. The sand supply on these beaches is subject to natural behaviors of erosion from inland coastal mountains and canyons, wave action, and seasonal tidal changes. Construction of the proposed public access improvements at these sites would not remove a substantial amount of sand or other minerals from the sites. Thus, the proposed public access improvements and use of the sites would not result in a loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would result.

b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Operation and Management of Public Beach Accessways

No Impact – According to the online database from the Office of Mine Reclamation (<http://maps.conservation.ca.gov/mol/index.html>), there are no locally important mineral resource recovery sites delineated within the City of Malibu. Thus, the existing and proposed operation and management activities do not have the potential to cause a loss of availability of a locally important mineral resource recovery site delineated on a local Comprehensive Plan or other plans. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – According to the online database from the Office of Mine Reclamation (<http://maps.conservation.ca.gov/mol/index.html>), there are no locally important mineral resource recovery sites delineated within the City of Malibu. Thus, the proposed public access improvements at these sites do not have the potential to cause a loss of availability of a locally important mineral resource recovery site delineated on a local Comprehensive Plan or other plans. No impact would result.

XIII. Noise

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, the criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

The City of Malibu General Plan outlines the time periods and noise levels that are not to be exceeded by non-transportation sources, as identified in Table 4-2.

**TABLE 4-2
MAXIMUM EXTERIOR NOISE LIMITS NON-TRANSPORTATION SOURCES**

Receiving Land Use Category	General Plan Land Use Districts	Time Period	Noise Level dBA	
			L _{eq}	L _{max}
Rural	All RR Zones and PRF, CR, AH, OS	7:00 a.m. to 7:00 p.m.	55	75
		7:00 p.m. to 10:00 p.m.	50	65
		10:00 p.m. to 7:00 a.m.	40	55
Other Residential	All SFR, MFR and MFBF Zones	7:00 a.m. to 7:00 p.m.	55	75
		7:00 p.m. to 10:00 p.m.	50	65
		10:00 p.m. to 7:00 a.m.	45	60
Commercial, Institutional	CN, CC, CV, CG, and I Zones	7:00 a.m. to 7:00 p.m.	65	85
		7:00 p.m. to 7:00 a.m.	60	70

The City of Malibu Municipal Code Section 8.24(G) similarly restricts use of construction tools, equipment, impact devices, derricks or hoists to the above hours, and further prohibits use of these construction equipment and devices before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sundays or holidays, unless the City Manager grants written permission.

Discussion

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – There would be no substantial change to the existing levels of operation and management that would result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. The operation and management activities of the proposed PWP may generate noise associated with use of maintenance vehicles to arrive at or depart from the site, inspection or patrol activities, and cleaning activities. These activities would not generate a substantial temporary or permanent increase in ambient noise levels in excess of City of Malibu General Plan standards or City of Malibu Municipal Code Section 8.24(G).

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – Long-term public use of these sites would not generate a substantial increase in ambient noise levels temporarily or permanently. However, construction of the proposed public access improvements would generate short-term construction-related noise that may be in excess of standards established in the City of Malibu General Plan and Municipal Code. Further environmental analysis and review are required to determine whether construction of the proposed public access improvements would generate a substantial increase in ambient noise levels in excess of established standards.

- b) ***Would the project result in generation of excessive ground-borne vibration or ground borne noise levels?***

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve activities or use equipment that generate ground-borne vibration or ground- borne noise levels and thus would not have a significant impact on the generation of excessive ground-borne vibration or ground-borne noise levels.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – Long-term public use of these sites is not anticipated to generate a substantial increase in ambient noise levels temporarily or permanently. However, during construction, use of construction equipment may generate excessive ground-borne vibration or ground-borne noise levels. Further environmental analysis and review is required to determine whether construction of the proposed public access improvements would generate excessive ground-borne vibration or ground-borne noise levels.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The airports with an adopted land use plan that is closest to the Project Site are at the Point Mugu Naval Air Station, located approximately 16.4 miles west from Site M10, and Los Angeles International Airport, located approximately 16.9 miles east from Site D1. The closest public airport or public use airport to the Project Site is the Santa Monica Municipal Airport, which is located approximately 10.5 miles east from Site D1.

Operation and Management of Public Beach Accessways

No Impact – The public beach accessways included in the proposed PWP are not within the vicinity of an airport land use plan and are not located within two miles of a public airport or public use airport. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites are not within the vicinity of an airport land use plan and are not located within 2 miles of a public airport or public use airport. No impact would result.



XIV. Population and Housing

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, Population and Housing will not be carried forward into the EIR.

Discussion

- a) ***Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infrastructure)?***

Operation and Management of Public Beach Accessways

No Impact – The proposed PWP includes the development of publicly-owned beachfront property and public beach accessways that were required by the California Coastal Commission through conditions imposed on coastal development permits and the management of those accessways, existing beach accessways, and beach accessways anticipated for construction in the near future within the City of Malibu. The proposed PWP does not include construction of new homes or businesses, or extension of roads or other infrastructure, and thus does not have the potential to induce substantial population growth directly or indirectly. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites are the result of public acquisitions and easement dedication requirements imposed by the California Coastal Commissions on coastal development permits. Thus, the proposed public access improvements at these sites do not include construction of new homes or businesses, or extension of roads or other infrastructure, and do not have the potential to induce substantial population growth directly or indirectly. No impact would result.

- b) ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Operation and Management of Public Beach Accessways

No Impact – The proposed PWP includes the development of publicly-owned beachfront property and public beach accessways that were required by the California Coastal Commission through conditions imposed on coastal development permits and the management of those

accessways, existing beach accessways, and beach accessways anticipated for construction in the near future within the City of Malibu. No existing people or housing exists within any of the existing or proposed accessways. Therefore, no people or housing would be displaced, and the Project would have no impact relating to the construction of replacement housing elsewhere.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites are the result of public acquisitions and easement dedication requirements imposed by the California Coastal Commissions on coastal development permits. No existing people or housing exists within any of the existing or proposed accessways. Therefore, no people or housing would be displaced, and the Project would have no impact relating to the construction of replacement housing.

XV. Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, all of the criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

Discussion

a.i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

The City of Malibu General Plan does not include emergency response standards for coastal access projects, but does identify the desired response distances for residential developments. They are as follows:

**TABLE 4-3
DESIRED FIRE RESPONSE DISTANCE FOR RESIDENTIAL DEVELOPMENTS IN THE MALIBU GENERAL PLAN**

Housing Type	Density	Response Distance
Single-Family Detached	< 1 unit/acre	5 miles
Mobile Homes	13.3 units/acre	3 miles
Multiple-Family	6.6 units/acre	1.5 miles

- Fire services in the City of Malibu are provided by the Los Angeles County Fire Department through four fire stations located in the city:
- Fire Station #70: 3970 Carbon Canyon Road; within five miles of Sites D1 through D4, and M2 through M7

- Fire Station #71: 28722 Pacific Coast Highway; within four miles of Sites D5 through D7, and M8 through M10
- Fire Station #88: 23720 Malibu Road; within four miles of Sites D3 through D5, and M2 through M9
- Fire Station #99: 32550 Pacific Coast Highway; within 0.9 mile west of Site M10.

The accessways included in the PWP are generally located between residential developments, and as indicated above, are within the desired response distance from at least one local LACFD station in Malibu.

MRCA staff attempted to research the existing level of service and response times for the Los Angeles County Fire Department (LACFD) in October 2019. An established objective for level of service or response times could not be found on the LACFD website, through email inquiry, or through phone conversations with administrative staff from the LACFD. In addition, a search was made for references to other recent Environmental Impact Reports (EIRs) for projects within the City of Malibu. The draft EIR for the Whole Foods and Park Shopping Center Project (2015) indicates that the average response time for the LACFD within Malibu is approximately 6:04 minutes for Station #70, 5:46 minutes for Station #71, 4:46 minutes for Station #88, and 6:17 minutes for Station #99.

In addition to responses from the LACFD, the MRCA frequently assists LACFD and other firefighting agencies with on-staff firefighters and fire-fighting equipment and vehicles. The MRCA may deploy its firefighters and fire-fighting equipment and vehicles to the accessways included in the proposed PWP depending on the nature of the fire emergency, availability of resources, and proximity to the emergency. For routine day-to-day responses, up to four MRCA rangers would be scheduled for up to four days per week during non-peak seasons and up to seven days per week during peak seasons (including weekends) to patrol the accessways on a rotating basis throughout each scheduled day. A ranger answering service phone number that would be posted at each accessway allows visitors to call to ask questions, report complaints or violations, and report non-emergency as well as emergency situations. The ranger answering service phone number is operated 24 hours daily by a dispatcher. MRCA rangers on duty would be available after daylight hours to respond to calls as directed by the dispatcher.

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – The MRCA has on-staff firefighters and fire-fighting equipment and vehicles that may be deployed to the accessways included in the proposed PWP depending on the nature of the fire emergency, availability of resources, and proximity to the emergency. For routine day-to-day responses, MRCA rangers are, and would continue to be scheduled for routine patrols and respond to calls dispatched through a 24-hour ranger service phone number posted at all MRCA-owned properties. In case of emergencies, signage at MRCA-owned properties advises visitors to dial 911. In addition, the public beach accessways included in the proposed PWP are within five miles of at least one Los Angeles County fire station located within the City of Malibu. The anticipated response times from the local fire stations would not substantially change from existing levels as the accessways included in the PWP are located

within the desired response distance consistent with the Malibu General Plan. Thus, operation and management of the public beach accessways included in the proposed PWP would not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Construction of the proposed public access improvements at these sites would not impede access to roadways such that a response from the LACFD within the vicinity of the site would be obstructed. Once implemented, these sites would be routinely patrolled by MRCA rangers, and on-staff firefighters and fire-fighting equipment and vehicles may be deployed as needed. In case of emergencies, signage at MRCA-owned properties advises visitors to dial 911. As noted above, the public beach accessways included in the proposed PWP are within five miles of at least one Los Angeles County fire station located within the City of Malibu. The anticipated response times from the local fire stations would not substantially change from existing levels as the accessways included in the PWP are located within the desired response distance consistent with the Malibu General Plan. Thus, construction and use of the proposed public access improvements and public use of these sites would not result in the need for new or physically altered governmental facilities to maintain acceptable service ratios, response times or other performance objectives for fire protection.

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

The City of Malibu contracts with the County of Los Angeles Sheriff's Department (LASD) for law enforcement services. The Malibu/Lost Hills Sheriff's Station located in Agoura Hills provides law enforcement services for the City of Malibu and surrounding jurisdictions. MRCA staff attempted to research the existing level of service and response times for the Malibu/Lost Hills Sheriff's Station in October 2019. An established objective for level of service or response times could not be found on the Malibu/Lost Hills Sheriff's Station website or through email inquiry, or through phone conversations with administrative staff from the Malibu/Lost Hills Sheriff's Station. The City of Malibu General Plan indicates that the average response time of the Malibu/Lost Hills Sheriff's Station is within normal range because this station is fully staffed. In addition, a search was made for references to other recent EIRs for projects within the City of Malibu. The draft EIR for the Whole Foods and Park Shopping Center Project (2015), which references the draft EIR for the Rancho Malibu Hotel Project (2012), indicates that the average response time for the LASD within Malibu is approximately 6.9 minutes for emergency calls, 11.2 minutes for priority calls, and 28.6 minutes for routine calls.

In addition to responses from the LASD, up to four MRCA rangers would be scheduled for up to four days per week during non-peak seasons and up to seven days per week during peak seasons

(including weekends) to patrol the accessways on a rotating basis throughout each scheduled day. A ranger answering service phone number that would be posted at each accessway allows visitors to call to ask questions, report complaints or violations, and report non-emergency as well as emergency situations. The ranger answering service phone number is operated 24 hours daily by a dispatcher. MRCA rangers on duty would be available after daylight hours to respond to calls as directed by the dispatcher.

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact –MRCA rangers are, and would continue to be scheduled for routine patrols and respond to calls dispatched through a 24-hour ranger service phone number posted at all MRCA-owned properties. In case of emergencies, signage at MRCA-owned properties advises visitors to dial 911. As noted above, the City of Malibu General Plan indicates that the average response time of the Malibu/Lost Hills Sheriff's Station is within normal range because this station is fully staffed. The anticipated response times from the LASD would not substantially change from existing levels as the accessways included in the PWP are located within the City of Malibu. Thus, the operation and management of the public beach accessways included in the proposed PWP would not result in the need for new or physically altered governmental facilities to maintain acceptable service ratios, response times or other performance objectives for police services.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Construction of the proposed public access improvements at these sites would not impede access to roadways such that a response from the LASD within the vicinity of the site would be obstructed. Once implemented, these sites would be routinely patrolled by MRCA rangers. In case of emergencies, signage at MRCA-owned properties advises visitors to dial 911. As noted above, the City of Malibu General Plan indicates that the average response time of the Malibu/Lost Hills Sheriff's Station is within normal range because this station is fully staffed. The anticipated response times from the LASD would not substantially change from existing levels as these sites are located within the City of Malibu. Thus, construction and use of the proposed public access improvements would not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police services.

a.iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

Operation and Management of Public Beach Accessways

No Impact – The existing operation and management activities do not have an impact on local schools, and these activities would not substantially change in the proposed PWP as the activities

proposed in the PWP do not involve activities or uses that will impact local schools. In addition, there would be no substantial change in MRCA's existing workforce to either continue to provide service to accessways identified in Table 1-1 that are currently open, or to provide new service at the accessways to be developed in the PWP. Thus, the operation and management elements of the proposed PWP do not have the potential to result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives for schools.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements at these sites and uses of these sites do not involve activities that will impact local schools. No new housing is proposed or would be required in order to implement the proposed improvements. The duration of construction at each site would be between three to eight months, which is not likely to induce construction workers to move to Malibu with their kids to do the work. In addition, visitors of these sites would already live in the area (and so are reflected in existing demands on the school system) or would not be required to move to Malibu in order to go to access the beach. Thus, the proposed public access improvements and uses of these sites would not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for schools.

a.iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Operation and Management of Public Beach Accessways

No Impact – The proposed PWP is intended to maximize public beach access in the City of Malibu by opening beach accessways and providing more efficient and streamlined operation and management of accessways included in the proposed PWP. No substantial change to agency resources would be required to provide service to accessways identified in Table 1-1 that are currently open, or to provide new service at the accessways to be developed in the PWP. Thus, the proposed PWP does not have the potential to result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks. No adverse impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Public beach access can be distributed among the existing sites and these additional beach accessways proposed for development. The duration of construction at each site would be between three to eight months, which is not likely to induce construction workers to move to Malibu. In addition, visitors of these sites would already live in the area (and so are reflected in

existing demands for parks) or would not be required to move to Malibu in order to go to access the beach. Thus, the proposed public access improvements at these sites and use of these sites would not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks. No adverse impact would result.

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

Operation and Management of Public Beach Accessways

No Impact – The proposed PWP intends to provide recreational opportunities and amenities in Malibu. No substantial change to agency resources would be required to provide service to accessways identified in Table 1-1 that are currently open, or to provide new service at the accessways to be developed in the PWP. Thus, the proposed PWP does not have the potential to result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for other public services such as libraries, medical clinics, or hospitals. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The duration of construction at each site would be between three to eight months, which is not likely to induce construction workers to move to Malibu. In addition, visitors of these sites would already live in the area (and so are reflected in existing demands for public services such as libraries, medical clinics, or hospitals), or would not be required to move to Malibu in order to go to access the beach. Once the proposed public access improvements at these sites are implemented, use of these sites will not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for other public services such as libraries, medical clinics, or hospitals. No impact would result.

XVI. Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, Recreation will be carried forward into the EIR for more detailed evaluation. The following discussion provides further details on the identified level of impacts.

Discussion

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Sites D1 and D2 are located within two miles southeast of Tuna Canyon Park. Sites D3 and D4 are within two miles east of Malibu Pier. Sites D5 through D7 are within one mile south of Ramirez Canyon Park and Escondido Canyon Park. Ramirez Canyon Park is currently open through programmatic reservations. Multiuse trails are primarily provided at Tuna Canyon Park and Escondido Canyon Park. Public park amenities such as a public parking lot and portable restroom are provided at Escondido Canyon Park. The MRCA currently manages all three parks and provide operation and management services for these parks on a frequent basis. There would be no change to the management of these parks as a result of opening Sites D1 through D7 for public use.

Operation and Management of Public Beach Accessways

No Impact – There would be no substantial change to the existing levels of operation and management that would increase the use of existing neighborhood and regional parks such that substantial physical deterioration would occur. In addition, the proposed PWP includes provision and guidance for the operation and management of the public beach accessways included in the PWP to ensure that these sites would not substantially deteriorate over time. Thus, the operation and management activities in the proposed PWP does not have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – Once the proposed public access improvements are implemented, use of these sites may result in increased use of the beach areas and open space

parks located in the immediate vicinity of each site. The amount of increased use is not anticipated to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated. Impacts of the proposed improvements, such as the viewing platforms, are analyzed on a resource by resource basis throughout this document. Initial conclusions are as summarized in the impact conclusion table in each section. Furthermore, the addition of up to seven additional beach accessways in the City of Malibu would increase access and recreational opportunities that would alleviate current use intensity levels at existing beach accessways and so would decrease the rate of deterioration of those existing facilities.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Operation and Management of Public Beach Accessways

No Impact –There would be no substantial change to the existing levels of operation and management that would require the construction of expansion of recreational facilities. In addition, the proposed PWP includes provisions and guidance for the operation and management of the public beach accessways included in the proposed PWP to ensure that these sites would not substantially deteriorate over time. The operation and management activities in the proposed PWP would not have an adverse physical effect on the environment through construction or expansion of other recreational facilities in the area as construction or expansion of such facilities would not be required to achieve the public access objectives of the proposed PWP.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Physical improvements are proposed at these sites in order to increase public access to beach areas that would not be available otherwise to the public. Impacts of the proposed improvements, such as the viewing platforms, are analyzed on a resource-by-resource basis throughout this document. Initial conclusions are as summarized in the impact conclusion table in each section. Other than the proposed public access improvements at these sites, construction or expansion of other recreational facilities in the area would not be required to achieve the public access objectives at these sites or of the proposed PWP overall.

XVII. Transportation

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less-Than-Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, Transportation will be carried forward into the EIR for more detailed evaluation.

The City of Malibu has adopted the Traffic Code of the Los Angeles County Code as the City’s traffic ordinance. In addition, the City’s General Plan includes a Circulation and Infrastructure element that is intended to present a plan for ensuring that public transportation, services, and utilities are constantly available to permit orderly growth and to promote public health, safety, and welfare. The element provides a framework within which individual property owners can plan the development of their property and be assured that basic infrastructure and services are available and adequate. Individual service providers and property owners generally are not aware of citywide or regional issues that affect the ultimate users of their development. This element provides an area-wide assessment of the different public transit, services, and utilities for a broader understanding of service provision and sets forth policies and standards for the rational and cost-efficient provision and extension of public services to support planned development and protect natural resources.

The City is proactive in ensuring traffic safety for everyone that lives and visits Malibu. The City of Malibu has completed the Pacific Coast Highway (PCH) Safety Study and the PCH Parking Study, and several traffic and circulation safety enhancements, and continues to implement traffic and circulation projects including the following:

- Civic Center Way improvements to enhance traffic safety and mobility for all modes of travel along a 0.7-mile stretch of Civic Center Way between Malibu Canyon Road and Webb Way.
- Replacing all guardrails throughout the City damaged by the Woolsey Fire, including guardrails along Encinal Canyon Road, Birdview Avenue, Wildlife Road, Latigo Canyon Road, Corral Canyon Road, and Kanan Dume Road.
- Installation of a Pedestrian Hybrid Beacon signal on PCH in the La Costa Beach area, between Rambla Vista East and Rambla Vista West.
- Improving and installing raised medians along PCH between Webb Way and Puerco Canyon Road PCH signal synchronization along an approximately eight-mile section of PCH, between John Tyler Drive and Topanga Canyon Boulevard.

- Point Dume traffic management plan intended to recommend traffic safety features that will reduce vehicle speeds and improve safety for vehicles, pedestrians, and cyclists. The plan has not yet been completed.
- Parking, sidewalk, and bicycle path improvements along Westward Beach Road, between Birdview Avenue to approximately 1,100 feet west.

In addition, the City of Malibu's Street Maintenance Project is part of the City's approved five-year Pavement Management Plan (PMP). The PMP provides a systematic and consistent method for assessing street maintenance and rehabilitation needs, providing optimal time for maintenance and rehabilitation of every City-owned street. Project work includes rubberized asphalt overlay, slurry seal, pavement repair, cold milling, demolition, traffic control, utility work, signage, traffic striping, and appurtenant work. The Project is intended to improve and maintain the quality of the roadway, and ensure that the City's local road network continues to meet the current and future needs of the community.

Discussion

- a) *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – The existing and proposed operation and management activities includes a limited number of MRCA personnel driving to and from the sites for maintenance and patrol needs. MRCA personnel follows, and would continue to follow, all traffic rules and regulations while on the road. Thus, the operation and management activities in the PWP would not conflict with a program, plan, ordinance or policy addressing the circulating system, including transit, roadway, bicycle and pedestrian facilities.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – The public use of these sites may have an adverse effect on the circulation system along the Pacific Coast Highway. Further environmental review is required to determine whether the public use of these sites will conflict with a program, plan, ordinance or policy addressing the circulating system, including transit, roadway, bicycle and pedestrian facilities and whether additional measures will be required to ensure conflicts with a program, plan or ordinance addressing these transportation issues are avoided or minimized.

- b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

CEQA Guidelines Section 15064.3 provides guidance for determining the significance of transportation impacts. Section 15064.3(b) lists criteria for analyzing transportation impacts. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major

transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 applies to the analysis.

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – Provisions and guidance for the operation and management of the public beach accessways included the proposed PWP will encourage visitation of multiple sites by MRCA personnel during patrol and maintenance routes in order to efficiently streamline operation and management activities. In addition, the existing and proposed operation and management activities include a limited number of MRCA personnel driving to and from the sites for maintenance and patrol needs. Thus, the operation and management elements of the proposed PWP would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – Further environmental review is required to determine whether the public use of these sites would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve physically adding new features to the public beach accessways included in the PWP and would not involve use of equipment or vehicles that would be incompatible with the roadways adjacent to the sites. Thus, the operation and management elements of the proposed PWP do not have the

potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements at these sites do not involve improving the roadways nor geometric design features that would substantially increase hazards. The expected modes of transportation to these sites are walking, biking, public transportation, or automobiles. No incompatible uses of the roadway are expected. Thus, the proposed public access improvements and use of these sites would not substantially increase hazards due to geometric design features or incompatible uses. No impact would result.

d) Would the project result in inadequate emergency access?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities are intended to maintain the public beach accessways included in the proposed PWP in good working condition for public access purposes. The MRCA provides the County fire department and Sheriff's department unique gate code or keybox access to the existing MRCA-managed accessways. The MRCA will provide unique gate code and where applicable, keybox access to the accessways proposed for development in the PWP. Thus, these activities will not result in inadequate emergency access. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements at these sites would provide access to beach areas that would not be otherwise publicly accessible. Use of these sites would increase the accessibility of coastal locations for emergency response purposes, resulting in a beneficial effect. No adverse impact relating to inadequate emergency access would result.

XVIII. Tribal Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, Tribal Cultural Resources will be carried forward into the EIR for more detailed evaluation.

As discussed in Section V. Cultural Resources, the MRCA consulted with the City of Malibu regarding the proposed project sites and their potential to contain important cultural resources. An initial review by the City of Malibu indicated that any proposed project site improvements where the site is largely undeveloped or contains a large portion of undeveloped area may potentially contain important cultural resources. Therefore, Phase I Inventory Reports are required for Sites D2, D4, D6, and D7 because portions these sites are undeveloped land. In addition, the MRCA requested a search of the Sacred Lands File from the Native American Heritage Commission (NAHC) and notified individual local tribes in the area of the proposed PWP and in particular, the proposed public access improvements at Sites D2, D4, D6, and D7.

Pursuant to Assembly Bill 52, notification of the project was sent to 12 California Native American tribes that may have significant connections to the vicinity of Sites D2, D4, D6, and D7 to facilitate coordination with any tribe that may be affected by the proposed public access improvements. Notification was sent to the following tribes:

1. Barbareno/Ventureno Band of Mission Indians
2. San Fernando Band of Mission Indians
3. Santa Ynez Band of Mission Indians
4. yak tityu - Northern Chumash Tribe
5. Chumash Council of Bakersfield
6. Gabrieleno Band of Mission Indians - Kizh Nation
7. Gabrieleno/Tongva San Gabriel Band of Mission Indians

8. Gabrielino/Tongva Nation
9. Gabrielino Tongva Indians of California Tribal Council
10. Gabrielino-Tongva Tribe
11. Northern Chumash Tribal Council
12. Coastal Band of the Chumash Nation

The above list of tribes was provided by the Native American Heritage Commission's Tribal Consultation List for Los Angeles County.

Discussion

a.i) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Operation and Management of Public Beach Accessways

Potentially Significant Impact – Site M6, the remaining public beach accessways included in the PWP are not located in close proximity to any of the identified historical resources in the City of Malibu, as explained in Section V of this document. Further environmental review and consultation with the Gabrieleno Band of Mission Indians is required to determine the presence of any tribal resource within the Project Site and the potential level of impacts on such resources.

Proposed Public Access Improvements

Sites D1, D3, and D5

No Impact – There are no listed State of California Office of Historical Properties, California Points of Historic Interest, California Historic Landmarks, or listed California Register of Historical Resources in the area of these sites or within 1/2 mile of the sites. In addition, these sites are not part of the four locally identified historic sites in Malibu and are not located in close proximity to the four identified sites (Adamson House, Serra House, Malibu Pier, Historic Village of Humaliwo).

Sites D2, D4, D6, and D7

Potentially Significant Impact – As stated above, notification was sent to 12 California Native American tribes that may have significant connections to these sites. A response was received from the Gabrieleno Band of Mission Indians - Kizh Nation, citing concerns for potential impacts to the tribe's cultural resources in the area of these sites. Further environmental review and consultation with the Gabrieleno Band of Mission Indians is required to determine the level of impacts on tribal cultural resources.

a.ii) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Operation and Management of Public Beach Accessways

Less-Than-Significant Impact – With the exception of the beach access stairways planned at Site M6, the remaining public beach accessways included in the PWP are not located near any of the identified historical resources in the City of Malibu. The existing and proposed operation and management activities for all the public beach accessways included in the PWP are not anticipated to result in a substantial adverse change in the significance of a tribal cultural resource since these activities would not physically add new features to the public beach accessways included in the PWP or make substantial alterations to both the existing and proposed improvements at the public beach accessways included in the proposed PWP.

Proposed Public Access Improvements

Sites D1, D3, and D5

No Impact – There are no listed State of California Office of Historical Properties, California Points of Historic Interest, California Historic Landmarks, or listed California Register of Historical Resources in the area of these sites or within 0.5 mile of the sites. In addition, these sites are not part of the four locally identified historic sites in Malibu and are not near the four identified sites (Adamson House, Serra House, Malibu Pier, Historic Village of Humaliwo).

Sites D2, D4, D6, and D7

Potentially Significant Impact – As stated above, notification was sent to 12 California Native American tribes that may have significant connections to these sites. A response was received from the Gabrieleño Band of Mission Indians - Kizh Nation, citing concerns for potential impacts to the tribe’s cultural resources in the area of these sites. Further environmental review and coordination with the Gabrieleño Band of Mission Indians is required to determine the level of impacts on tribal cultural resources.

XIX. Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, only criteria D and E will be carried forward into the EIR for more detailed evaluation.

Discussion

- a) ***Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Operation and Management of Public Beach Accessways

No Impact – Use of the public beach accessways included in the proposed PWP does not involve or require the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Thus, the operation and management of the public beach accessways included in the proposed PWP do not involve and will not require the relocation, expansion, or new construction of these facilities. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Although storm drains, electric powerlines, gas lines, and telecommunication lines may be present at these sites, the proposed public access improvements at these sites would not

require the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Thus, the proposed public access improvements at these sites would not require the relocation, expansion, or new construction of these facilities. No impact would result.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Operation and Management of Public Beach Accessways

No Impact – The operation and management activities that would involve water use include landscape maintenance and graffiti removal using either a 200-gallon skid unit or 200-gallon gas-powered pressure washer, respectively. It is anticipated that water would be deployed for landscape maintenance needs up to every three weeks during the dry season, and pressure washing would only be required when graffiti is present. Any water use in support of the operation and management activities of the proposed PWP would be imported (e.g., transported by vehicle) on an as-needed basis from Corral Canyon Park in Malibu, where there is existing water infrastructure, which has sufficient capacity for the water use proposed for the operation and management activities in the PWP. Thus, the operation and management elements of the proposed PWP do not have the potential to adversely affect water supplies.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – Water use in support of construction activities for the proposed public access improvements would be imported (e.g., transported by vehicle) on an as-needed basis. Public use of these sites would not require water use. Thus, the proposed public access improvements and use of these sites do not have the potential to adversely affect water supplies. No impact would result.

c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the projects that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Operation and Management of Public Beach Accessways

No Impact – The public beach accessways included in the proposed PWP do not involve the use of wastewater treatment systems. Thus, the operation and management elements of the proposed PWP do not require a determination by the wastewater treatment provider that serves or may serve the sites that it has adequate capacity to serve the sites' projected demand in addition to the provider's existing commitments. No impact would result.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – These sites do not involve the use of wastewater treatment systems. Thus, the proposed public access improvements and use of these sites do not require a determination by the wastewater treatment provider that serves or may serve these sites that it has adequate capacity to serve the sites' projected demand in addition to the provider's existing commitments. No impact would result.

d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The California Integrated Waste Management Act of 1989, also known as Assembly Bill 939 (AB 939), mandates jurisdictions to meet a diversion goal of 50 percent by the year 2000 and thereafter. In addition, each county is also required to prepare and administer a Countywide Integrated Waste Management Plan (CIWMP). This plan is comprised of the County's and the cities' solid waste reduction planning documents, an Integrated Waste Management Summary Plan, and a Countywide Siting Element. A review and report of the CIWMP is to be submitted to the Department of Resources Recycling and Recovery (CalRecycle) every five years. The County of Los Angeles last submitted a review report to CalRecycle in 2014. An annual report of the CIWMP was completed by the County in April 2019. The 50 percent reduction goal of AB 939 is incorporated in the City of Malibu General Plan.

The City of Malibu is serviced by the Calabasas Landfill located in the City of Agoura Hills. This landfill is owned by the County of Los Angeles and is operated by the Sanitation Districts of the County of Los Angeles. The Calabasas Landfill began operation in August 1972 and is scheduled to close in January 2034, subject to the landfill's remaining capacity. The remaining capacity of the Calabasas Landfill is estimated to be 11.1 million cubic yards. The Calabasas Landfill is permitted to receive 3,500 tons per day of solid waste material or 1,277,500 tons per year. The average daily tonnage received is reported to be 1,051 tons per day. The landfill is permitted to accept municipal waste, green waste, and waste generated from construction and demolition, households, industrial non-hazardous sources, and tires within the landfill's service area.

Waste generated from use of the accessways identified in Table 1-1 that are currently open are hauled to the Calabasas Landfill, and would continue to be hauled to this landfill. Waste generated from use of the remaining accessways in Table 1-1 would be hauled to the Calabasas Landfill as well. Up to four 55-gallon trash cans may be placed at each accessway, except at Site M10 where there are six existing trash cans due to its large extent. Approximately 40 pounds of waste could be contained in one 55-gallon trash can. Waste may be collected between four to seven times per week, as determined necessary by MRCA staff during scheduled routine inspections. Should waste be hauled from all the accessways daily, up to approximately 0.40 tons of waste would be collected from the accessways identified in Table 1-1 that are currently open and up to approximately 0.44 tons of waste would be collected from the accessways that are proposed for development in the PWP. Up to approximately 0.16 tons of waste would be collected from the accessways identified in Table 1-1 that are being pursued under other

entitlements. There would not be a substantial change to the existing levels of use and waste generated at the accessways identified in Table 1-1 that are currently open.

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities would not generate waste at the public beach accessways included in the proposed PWP. Altogether, the total amount of waste that would be generated daily from use of the accessways included in the PWP would be up to approximately 1.0 ton. The waste generated at these accessways would not exceed the permitted daily capacity of the Calabasas Landfill. Because the amount of waste is substantially low compared to the average tonnage received at the Calabasas Landfill, the waste generated as a result of the proposed PWP would not exceed or impair the attainment of solid waste reduction goals.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – As explained above, waste generated from the use of these sites would not exceed the daily capacity of the Calabasas Landfill. In addition, waste generated from construction of the proposed public access improvements and public use of the sites would be hauled to the Calabasas Landfill, but is not anticipated to exceed the daily capacity of the landfill. Because the amount of waste is substantially low compared to the average tonnage received at the Calabasas Landfill, the waste generated as a result of implementing these sites would not exceed or impair the attainment of solid waste reduction goals.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities would not generate waste at the public beach accessways included in the proposed PWP. The waste generated from use of the accessways included in the PWP would not exceed the permitted daily capacity of the Calabasas Landfill. Because the amount of waste is substantially low compared to the average tonnage received at the Calabasas Landfill, the waste generated as a result of the proposed PWP would not exceed or impair the attainment of solid waste reduction goals. Thus, the operation and management elements of the proposed PWP would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – As explained above, waste generated from the use of these sites would not exceed the daily capacity of the Calabasas Landfill. In addition, waste generated from construction of the proposed public access improvements and public use of the sites would be hauled to the Calabasas Landfill, but is not anticipated to exceed the daily capacity of the landfill. Because the amount of waste is substantially low compared to the average tonnage received at the Calabasas Landfill, the waste generated as a result of implementing these sites would not exceed or impair

the attainment of solid waste reduction goals. Thus, the construction activities and public use of these sites would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

XX. Wildfire

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less-Than-Significant Impact</u>	<u>No Impact</u>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: This table shows the level of impact for the project element with the highest anticipated level of impact. Based on the analysis below and as summarized in this table, all of the criteria for which the conclusion is other than "no impact" will be carried forward into the EIR for more detailed evaluation.

Wildfires are an inherent risk in the city. All of the City of Malibu is located in a designated Very High Fire Hazard Severity Zone. Several brush fires have occurred throughout the City in recent decades, including the recent Woolsey Fire in November 2018.

Discussion

a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

The City of Malibu has an Emergency Operations Plan that outlines protocols for responding to emergencies as well as evacuations. The 2018 update to the Emergency Operations Plan was initiated prior to the November 2018 Woolsey Fire, and was adopted by the City in February 2019. Consequently, after the Woolsey Fire, the City initiated additional updates to the evacuation and repopulation sections of the Emergency Operations Plan. These updates are currently in progress.

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities are intended to maintain the public beach accessways in good working condition and responding to non-emergency and emergency inquiries as needed. The MRCA provides the County fire department and Sheriff’s department coded or keyed access to the existing MRCA-managed accessways. The MRCA would continue to provide coded or keyed access to County fire and Sheriff’s department personnel for all accessways included in the PWP. As such, the operation and management

activities of the proposed PWP will not substantially impair with an adopted emergency response plan or emergency evacuation plan.

Proposed Public Access Improvements

Sites D1 through D7

Less-Than-Significant Impact – In the short-term, construction of the proposed public access improvements at these sites is anticipated to be brief and would not require the complete closure of streets or highways, and thus is not anticipated to significantly affect potential emergency response routes, emergency response, or evacuation plans. In the long-term, the operation and management of these sites would ensure that the physical features of each accessway are in good working condition, that rules of use are enforced, and that non-emergency and emergency inquiries are addressed without substantial impairment to an adopted emergency response plan or emergency evacuation plan.

- b) *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve physically adding new features to the public beach accessways included in the PWP that would exacerbate wildfire risks. Landscaping at Sites D2, D5, and Site D7, and vegetation at Site D6 would be trimmed accordingly so as to maintain clear space and walkways. As such, the operation and management activities of the proposed PWP would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Proposed Public Access Improvements

Sites D1 through D5, and D7

Less-Than-Significant Impact – These sites are located on or in close proximity to the beach. The proposed public access improvements are intended to provide public beach access and could provide an opportunity to escape dangerous inland fire conditions. However, during extreme fire events within the vicinity of these sites, evacuation from the area to a safer location would be prioritized over maintaining beach access. Beach access would resume to normal operations when conditions are deemed safe and evacuations in the surrounding area are lifted. Thus, the proposed public access improvements at these sites would not exacerbate wildfire risk and have a less-than-significant impact in exposure to pollutant concentrations from wildfire.

Site D6

Less-Than-Significant Impact – This site consists of dense vegetation that would be trimmed accordingly to maintain a clear, unobstructed walkway. The proposed public access improvements are intended to provide public beach access. However, during extreme fire events within the vicinity of this site, access would be closed in favor of evacuation from the area to a

safer location. Beach access would resume to normal operations when conditions are deemed safe and evacuations in the surrounding area are lifted. Thus, the proposed public access improvements at this site would not exacerbate wildfire risk and have a less-than-significant impact in exposure to pollutant concentrations from wildfire.

- c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Operation and Management of Public Beach Accessways

No Impact – The existing and proposed operation and management activities do not involve the installation or maintenance of roads, fuel breaks, emergency water sources, power lines, or other utilities or other infrastructure that could affect wildfire risk or response capabilities. The automatic timed locks on the gates are battery-operated. Thus, the operation and management elements of the proposed PWP would not exacerbate wildfire risks that may result in temporary or ongoing impacts to the environment.

Proposed Public Access Improvements

Sites D1 through D7

No Impact – The proposed public access improvements at these sites do not involve the installation or maintenance of roads, fuel breaks, emergency water sources, power lines, or other utilities or infrastructure that could affect wildfire risk or response capabilities. Thus, the proposed public access improvements and use of these sites would not exacerbate wildfire risks that may result in temporary or ongoing impacts to the environment.

- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Operation and Management of Public Beach Accessways

Potentially Significant Impact – The existing and proposed operation and management activities do not involve physically adding new features to the public beach accessways included in the PWP. However, the proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. Further environmental review is required to determine whether the proposed public access improvements at the public beach accessways proposed for development will expose people or structures to significant risks including downslope or downstream flooding or landslides, as result of runoff, post-fire slope instability, or drainage changes, and whether additional measures are needed to avoid or minimize these risks.

Proposed Public Access Improvements

Sites D1 through D7

Potentially Significant Impact – The proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. In addition, all of the public beach accessways proposed for development in the PWP are within an identified liquefaction zone. Although drainage patterns at each site would generally be maintained in their current conditions, further environmental review is required to determine whether the proposed public access improvements and use of these sites would expose people or structures to significant risks including downslope or downstream flooding or landslides, as result of runoff, post-fire slope instability, or drainage changes, and whether additional measures are needed to avoid or minimize these risks.

XXI. Mandatory Findings of Significance

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

NOTE: Based on the analysis below and as summarized in this table, each of these considerations will be carried forward into the EIR for more detailed evaluation.

Discussion

- a) ***Does the proposed project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Potentially Significant Impact – A qualified MRCA staff biologist concluded that Site D6 may be suitable for nesting or roosting for avian species. Additionally, due to the presence of protected native trees within five to ten feet of Site D6, this site may have the potential to conflict with the local native tree protection ordinance. Otherwise, Site D6 does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal.

Sites D2, D4, D6, and D7 have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5 and may have an adverse effect on important examples of the major periods of California history or prehistory. In addition, a response was received from the Gabrieleño Band of Mission Indians – Kizh Nation citing concerns for potential impacts to the tribe’s cultural resources in the area of these sites. Thus, further environmental review and analysis is required to determine the potential for significant impacts regarding these resources.

- b) Does the proposed project have impacts that are individually limited, but cumulatively considerable (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact – Given the location and nature of the proposed public access improvements, the incremental effects of the proposed public access improvements may be considerable in terms of traffic impacts when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The proposed public access improvements at each of the public beach accessways proposed for development are not anticipated to be built all at once, but rather as funding becomes available. In the case that more than one site is constructed at a time, temporary construction impacts may be concentrated as each of the proposed sites are located sufficiently far apart, or sufficiently close to each other (e.g., Sites D3 and D4). In addition, the operation and management elements of the proposed PWP do not include activities that would cause impairments to other current projects or other probable future projects. However, further environmental analysis and review is required to determine the level of impacts that would result from the proposed PWP when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects.

- c) Does the proposed project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact – The proposed public access improvements in the PWP do not involve the construction of structures for human occupancy. However, the proposed public access improvements at Sites D5 and D6 are within an identified landslide zone. Although Site D7 is not within an identified landslide zone, the adjacent property to the west is within an identified landslide zone and has experienced landslides within the past two years. In addition, all of the public beach accessways proposed for development in the PWP are within an identified liquefaction zone. Landslides, lateral spreading, subsidence, liquefaction or collapse may have the potential to occur at all of the public beach accessways proposed for development. Additionally, temporary construction noise levels are anticipated to exceed standard threshold levels and may occur in close proximity to sensitive receptors. Thus, the proposed public access improvements and use of the public beach accessways proposed for development may have the potential to expose people or structures to potential substantial adverse effects, either directly or indirectly.

References

These references are intended to provide a list of supporting information sources and/or evidence staff has relied upon in completing this document and in reaching the conclusions contained herein.

If any person or entity reviewing this Initial Study has a question regarding the supporting information source and/or evidence, they may contact the contact person at the address and telephone number noted on the front page of this document during the public review period.

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