Request for Proposal
Mountains Recreation and Conservation Authority
Parking and Traffic Study for
Malibu Coastal Access
July 25, 2013
DESCRIPTION OF SITES

Site Number	Beach Location	Address	Assessor Parcel Numbers	Owner	Type of public access legal interest	Size	Draft Proposed Access Improvements[1]	
1	Las Tunas Beach	19016, 19020 PCH	4449-003-027, 026	Harner/ Hundley	vertical access easement held by MRCA; deed restriction in favor of public access	3 ft. wide	Stairs and/or ramp	
2	Las Tunas Beach	none	4449-007-900 through 904	MRCA	fee simple	0.52 ac.	Stairs and/or ramp, deck, picnic area, seating, and/or restroom (potential)	
3	Las Flores Beach	20802 PCH	4450-007-027	Lent	vertical access easement held by SCC	5 ft. wide	Stairs and/or ramp	
4	La Costa Beach	21554 PCH	4451-002-010	Wayne	deed restriction in favor of public access	6 ft. wide	Stairs and/or ramp	
5	Carbon Beach-La Costa Beach	21664 PCH	4451-003-900, 4451-004-900	SCC	fee simple	0.51 ac.	Stairs and/or ramp, deck, picnic area, seating, and/or restroom (potential)	
6	Escondido Beach	27400, 27348 PCH (aka Geoffrey's Restaurant)	4460-030-042, 043	Holiday House, LLC, Finer Space Malibu LLC	vertical access easement held by MRCA	10 ft. wide	Stairs and/or ramp	
7	Escondido Beach	27700 PCH	4460-031-007	Clark	deed restriction in favor of public access	10 ft. wide	Stairs and/or ramp	
8	Escondido Beach	27910 and 27920 PCH	4460-032-017, 018	Wildman/Mancuso	parking access easement and vertical access easement held by SCC	10 ft. wide	Parking spaces and stairs and/or ramp	

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NOTE:								
1 The proposed access improvements are draft and incomplete. They are based on the best available information at the current time. The project elements will be developed further as this project proceeds.								
ABBREVIATIONS:								
PCH-Pacific Coast Highway								
SCC-State Coastal Conservancy								
MRCA-Mountains Recreation and Conservation Authority								
ac.-acre								
ft.-foot								

Site 1: Proposed Public Works Plan Site-Specific Information

Las Tunas Beach:
19016 Pacific Coast Highway ("PCH"); fee owner Harner; deed restriction in favor of public access; 19020 PCH; fee owner: Hundley; public access easement owner: MRCA.

Site 2: Proposed Public Works Plan Site-Specific Information

Las Tunas Beach: no street address: Los Angeles County Assessor Parcel Nos: 4449-007-013, -014, -015, -016 and -017; fee owner: MRCA.

Site 3: Proposed Public Works Plan Site-Specific Information

Las Flores Beach: 20802 PCH;
fee owner: Lent; public access
easement owner: State of California
for benefit of the Conservancy.

Site 4: Proposed Public Works Plan Site-Specific Information

La Costa Beach: 21554 PCH; fee owner: Wayne; deed restriction in favor of public access.

Site 5: Proposed Public Works Plan Site-Specific Information

La Costa Beach: 21664 PCH; fee owner Conservancy.

Site 6: Proposed Public Works Plan Site-Specific Information

Escondido Beach: 27400 PCH (aka "Geoffreys Restaurant"); fee owner: Holiday House, LLC and 27348 PCH; fee owner Finer Space Malibu LLC; vertical public access easement owner: MRCA. (NOTE: easement begins at Geoffreys Restaurant, passes across Escondido Beach Road (private street) and continues over 27348 Pacific Coast Highway (residential parcel on the beach).

Site 7: Proposed Public Works Plan Site-Specific Information

Escondido Beach: 27700
PCH; fee owner Dick Clark; deed restriction in favor of public access;

Site 8: Proposed Public Works Plan Site-Specific Information

Escondido Beach: 27910 PCH; fee owner: Wildman; parking access easement owner: Conservancy; also at adjacent property 27920 PCH; fee owner: Mancuso; vertical public access easement owner: Conservancy.

SITE 1

LAS TUNAS BEACH – HARNER/HUNDLEY

Address: 19016 Pacific Coast Highway (PCH) and 19020 PCH
Fee owner: Harner/Hundley
Public Access Easement Owner: Mountains Recreation and Conservation Authority
Deed restriction in favor of public access

SITE 2

LAS TUNAS BEACH – Mountains Recreation and Conservation Authority-OWNED LAND

Los Angeles County Assessor Parcel Nos.: 4449-007-013, -014, -015, -016, -017
Fee owner: Mountains Recreation and Conservation Authority

SITE 3

Las Flores Beach - Lent

Address: 20802 PCH
Fee owner: Lent
Public Access Easement Owner: State of California for benefit of the State Coastal Conservancy

SITE 4

La Costa Beach - Wayne

Address: 21554 PCH
Fee owner: Wayne
Deed restriction in favor of public access

SITE 5

Carbon Beach and La Costa Beach – State Coastal Conservancy-Owned Land

Address: 21664 PCH
Fee owner: State Coastal Conservancy

SITE 6

Escondido Beach – Geoffrey's Restaurant

Address: 27400 PCH
Fee owner: Holiday House, LLC

Address: 27348 PCH
Fee owner: Finer Space Malibu, LLC
Vertical Public Access Easement Owner: Mountains Recreation and Conservation Authority

NOTE: Easement begins at Geoffrey's Restaurant, passes across Escondido Beach Road (private street) and continues over 27348 PCH (residential parcel on the beach)

SITE 7

Escondido Beach – Clark

Address: 27700 PCH
Fee Owner: Dick Clark
Deed restriction in favor of public access

SITE 8

Escondido Beach – Wildman/Mancuso

Address: 27910 PCH
Fee Owner: Wildman
Parking Access Easement Owner: State Coastal Conservancy

Address: 27920 PCH
Fee owner: Mancuso
Vertical Public Access Easement Owner: State Coastal Conservancy

P. TRANSPORTATION / TRAFFIC

Would the proposed project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐
2. Exceed, either individually or cumulatively, a conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐
5. Result in inadequate emergency access?	☐	☐	☐	☐
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☐

Sources:

[[Lead Agency]]
[[Date]]

Impact Discussion:

1.

2.

3.

4.

5.

6.

Recommended Mitigation Measures:

Residual Impacts:

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STATE COASTAL CONSERVANCY REQUIREMENTS FOR CONSULTANTS

The State Coastal Conservancy and Mountains Recreation and Conservation Authority (MRCA) have entered into Grant Agreement No. 12-104 for preparation of a Malibu Coastal Access Public Works Plan for several public access sites in the coastal area of Malibu. Note that in the excerpts below, "Grantee" means "Mountains Recreation and Conservation Authority," "Conservancy" means "State Coastal Conservancy," "third-party" means consultant or contractor that MRCA hires, and "Executive Officer" means "Executive Officer of the State Coastal Conservancy."

Additional Requirements Not Included in Grant Agreement:

No indirect or overhead costs will be allowed. All labor, products, and services should be charged as direct costs with backup documents.

Grant Agreement, page 5:

WORK PRODUCTS

All material, data, information, and written, graphic or other work produced, developed or acquired under this agreement is subject to the unqualified and unconditional right of the Conservancy to use, reproduce, publish, display, and make derivative use of all such work, or any part of it, free of charge and in any manner and for any purpose; and to authorize others to do so. If any of the work is subject to copyright, trademark, service mark, or patent, the Conservancy is granted and shall have a perpetual, royalty-free, nonexclusive and irrevocable license to use, reproduce, publish, use in the creation of derivative works, and display and perform the work, or any part of it, and to grant to any third party a comparable and coextensive sublicense.

The grantee shall include in any contract with a third party for work under this agreement terms that preserve the rights, interests, and obligations created by this section, and that identify the Conservancy as a third-party beneficiary of those provisions.

The grantee shall not utilize the work produced under this agreement for any profit-making venture, or sell or grant rights to a third party for that purpose.

Grant Agreement, pages 5 and 6:

COSTS AND DISBURSEMENTS

...The Conservancy will reimburse the grantee for expenses necessary to the project when documented by appropriate receipts. The Conservancy will reimburse travel and related expenses at actual costs not to exceed the rates provided in Title 2, Division 1, Chapter 3, Subchapter 1, Article 2 of the California Code of Regulations ("CCR"), except that reimbursement may be in excess of these rates upon documentation that these rates are not reasonably available to the grantee. Reimbursement for the cost of operating a private vehicle shall not, under any circumstance, exceed the current rate specified by the State of California for unrepresented state employees as of the date the cost is incurred. The Conservancy will reimburse the grantee for other necessary expenses if those expenses are reasonable in nature and amount taking into account the nature of the project, its location, and other relevant factors...

...The grantee shall request disbursements by filing with the Conservancy a fully executed "Request for Disbursement" form...Each form shall be accompanied by:

...2. Invoices from contractors that the granted engaged to complete any portion of the work funded under this agreement and any receipts and any other source documents for costs incurred and expenditures by any such contractor, unless the Executive Office makes a specific exemption in writing.

Grant Agreement pages 7 and 8:

EARLY TERMINATION, SUSPENSION AND FAILURE TO PERFORM

Before the project is complete, either party may terminate this agreement for any reason by providing the other party with seven days notice in writing and the Conservancy may suspend the agreement upon written notice. In either case, the grantee shall immediately stop work under the agreement and take all reasonable measures to prevent further costs to the Conservancy. The Conservancy shall be responsible for any reasonable and non-cancelable obligations incurred by the grantee in the performance of this agreement prior to the date of the notice to terminate or suspend, but only up to the undisbursed balance of funding authorized in this agreement. Any notice suspending work under this agreement shall remain in effect until further written notice from the Conservancy authorizes work to resume.

If the grantee fails to complete the project as required, or fails to fulfill any other obligations of this agreement prior to the termination date, the grantee shall be liable for immediate repayment to the Conservancy of all amounts disbursed by the Conservancy under this

agreement. The Conservancy may, at its sole discretion, consider extenuating circumstances and not require repayment for work partially completed. This paragraph shall not be deemed to limit any other remedies the Conservancy may have for breach of this agreement.

On or before the date of termination of the agreement under this section, whether terminated by the grantee or the Conservancy, the grantee shall provide the Conservancy with all work, material, data, information, and written, graphic or other work produced, developed or acquired under this agreement (whether completed or partial), in appropriate, readily useable form.

The parties expressly agree to waive, release and relinquish the recovery of any consequential damages that may arise out of the termination or suspension of this agreement under this section.

The grantee shall include in any agreement with any contractor retained for work under this agreement a provision that entitles the grantee to suspend or terminate the agreement with the contractor for any reason on written notice and on the same terms and conditions specified in this section.

Grant Agreement, pages 9-11:

INSURANCE

Throughout the term of this agreement, the grantee shall procure and maintain insurance, as specified in this section, against claims for injuries to persons or damage to property that may arise from or in connection with any activities by the grantee or its agents, representatives, employees, volunteers, or contractors associated with the project undertaken pursuant to this agreement. As an alternative, with the written approval of the Executive Officer, the grantee may satisfy the coverage required by this section in whole or in part through: (a) its contractors' procurement and maintenance of insurance for work under this agreement, if the coverage otherwise fully satisfies the requirements of this section; or (b) the grantee's participation in a "risk management" plan, self insurance program or insurance pooling arrangement, or any combination of these, if consistent with the coverage required by this section.

1. Minimum Scope of Insurance. Coverage shall be at least as broad as:

    a. Insurance Services Office ("ISO") Commercial General Liability coverage (occurrence Form CG 0001) or ISO Comprehensive General Liability form (1973) or comparable with Broad Form Comprehensive General Liability endorsement.

b. Automobile Liability coverage - ISO Form Number CA 0001, Code 1 (any auto).

c. Workers' Compensation insurance as required by the Labor Code of the State of California.

2. Minimum Limits of Insurance. Grantee shall maintain coverage limits no less than:

a. General Liability: (*Including operations, products and completed operations, as applicable*)

$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the activities under this agreement or the general aggregate limit shall be twice the required occurrence limit.

b. Automobile Liability:

$1,000,000 per accident for bodily injury and property damage.

3. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Executive Officer.

4. Required Provisions. Each insurance policy required by this section shall be endorsed to state that coverage shall not be canceled by either party, except after thirty days' prior written notice by certified mail, return receipt requested, has been given to the Conservancy. The general liability and automobile liability policies are to contain, or to be endorsed to contain, the following provisions:

a. The State of California, its officers, agents and employees are to be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the grantee; and with respect to liability arising out of work or operations performed by or on behalf of the grantee including materials, parts or equipment furnished in connection with such work or operations.

b. For any claims related to this agreement, the grantee's insurance coverage shall be primary insurance with respect to the State of California, its officers, agents and employees.

c. Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subdivision (b) of Section 2782 of the Civil Code.

5. Acceptability of Insurers. Insurance shall be placed with insurers admitted to transact business in the State of California and having a current Best's rating of "B+:VII" or better or, in the alternative, acceptable to the Conservancy and approved in writing by the Executive Officer.

6. Verification of Coverage. The grantee shall furnish the Conservancy with original certificates, in the form attached as Exhibit B to this agreement and amendatory endorsements effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the Executive Officer before work commences. The Conservancy reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting the coverage, at any time.

7. Contractors. The grantee shall include all contractors as insureds under its policies or shall require each contractor to provide and maintain coverage consistent with the requirements of this section. To the extent generally available, grantee shall also require each professional contractor to provide and maintain errors and omissions liability insurance appropriate to the contractor's profession and in a reasonable amount in light of the nature of the project with a minimum limit of liability of $1,000,000.

8. Premiums and Assessments. The Conservancy is not responsible for premiums and assessments on any insurance policy.

<u>Grant Agreement, page 11:</u>

AUDITS/ACCOUNTING/RECORDS

The grantee shall maintain financial accounts, documents, and records (collectively, “records”) relating to this agreement, in accordance with the guidelines of “Generally Accepted Accounting Principles” (“GAAP”) published by the American Institute of Certified Public Accountants. The records shall include, without limitation, evidence sufficient to reflect properly the amount, receipt, deposit, and disbursement of all funds related to work under the agreement. Time and effort reports are also required. The grantee shall maintain adequate supporting records in a manner that permits tracing from the request for disbursement forms to the accounting records and to the supporting documentation.

Additionally, the Conservancy or its agents may review, obtain, and copy all records relating to performance of the agreement. The grantee shall provide the Conservancy or its agents with any relevant information requested and shall permit the Conservancy or its agents access to the grantee's premises upon reasonable notice, during normal business hours, to interview employees and inspect and copy books, records, accounts, and other material that may be relevant to a matter under investigation for the purpose of determining compliance with this agreement and any applicable laws and regulations.

The grantee shall retain the required records for a minimum of three years following final disbursement by the Conservancy. The records shall be subject to examination and audit by the Conservancy and the Bureau of State Audits during the retention period.

If the grantee retains any contractors to accomplish any of the work of this agreement, the grantee shall first enter into an agreement with each contractor requiring the contractor to meet the terms of this section and to make the terms applicable to all subcontractors.

The Conservancy may disallow all or part of the cost of any activity or action that it determines to be not in compliance with the requirements of this agreement.

Grant Agreement, page 12:

NONDISCRIMINATION

During the performance of this agreement, the grantee and its contractors shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, ethnic group identification, physical disability (including HIV and AIDS), mental disability, medical condition, marital status, age (over 40) or sexual orientation (Government Code section 12940). The grantee and its contractors also shall not unlawfully deny a request for or take unlawful action against any individual because of the exercise of rights related to family-care leave (Government Code sections 12945.1 and 12945.2). The grantee and its contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination, harassment and unlawful acts.

Consistent with Government Code section 11135, the grantee shall ensure that no one, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, is unlawfully denied full and equal access to the benefits of, or is unlawfully subjected to discrimination under, the work funded by the Conservancy under this agreement.

Pursuant to Government Code section 12990, the grantee and its contractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.) and the applicable regulations (California Code of Regulations Title 2, section 7285.0 et seq.). The regulations of the Fair Employment and Housing Commission regarding Contractor Nondiscrimination and Compliance (Chapter 5 of Division 4 of Title 2 of the California Code of Regulations) are incorporated into this agreement by this reference.

The grantee and its contractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other

agreement. This nondiscrimination clause shall be included in all contracts and subcontracts entered into to perform work provided for under this agreement.

TRAFFIC IMPACT ANALYSIS GUIDELINES

Introduction

Development projects that have the potential to substantially affect the City of Malibu's current transportation system may be required to prepare a Traffic Impact Analysis (TIA). The goal of TIA is to identify the roadway network improvements that would be required to ensure that the road network will operate efficiently upon completion of the project. The City will consider the requirement of a TIA on a case-by-case basis as development projects are brought forward for consideration. The City has prepared these guidelines in order to streamline the approval process and provide a standardized framework for to follow when submitting studies for review. At all times, they should be complemented with good engineering judgment.

1. Need for a Traffic Impact Analysis

TIA is an important part of the developmental review and approval process. A TIA may be required for any proposed development project for which at least one of the following criteria is satisfied:

1. The project will generate 30 or more new AM or PM peak-hour vehicle trip-ends*; or
2. The project will generate 300 or more new daily vehicle trip-ends*; or
3. The project will substantially affect an intersection or a roadway segment already operating at an unacceptable level of service as identified by the General Plan or City staff; or
4. The project is inconsistent with the *General Plan* land use, zoning designations, or could potentially generate substantially greater levels of traffic than contemplated by the *General Plan*; or
5. The project may create a hazard to public safety; or
6. The project will substantially change the off-site transportation system or connections to it.

* A vehicle trip-end is defined as either an origin or destination of a trip.

Note: The AM peak-hour is typically defined as the peak consecutive hour during the 7-9 AM peak period, and the PM peak-hour is typically defined as the peak consecutive hour during the 4-6 PM peak period. Both are on a weekday (Tuesday-Thursday). Analysis of special time periods may be required.

A TIA may vary in scope and complexity depending on the type and size of the proposed development. The following describes the general process for determining if any of the above criteria are satisfied:

1. Compute the peak-hour trip generation in a manner consistent with current *Trip Generation* (published by the Institute of Transportation Engineers) methodologies.

2. Compute the daily trip generation in a manner consistent with current *Trip Generation* (published by the Institute of Transportation Engineers) methodologies.
3. Prepare the anticipated distribution pattern for the proposed project trips and quantify the number of trips that would be added to the surrounding intersections and roadway segments.
4. Consult the City's Planning Department for *General Plan* documentation and assumptions, and Zoning Code provisions.
5. Consult with the City's Planning Department and Public Works Department to determine if there are any existing known or anticipated public safety hazards.

If none of these cases apply, a TIA may not be necessary unless the City deems that special circumstances require analysis. In certain cases, the City may require a Traffic Technical Memorandum (TTM), which might include obtaining traffic counts, preparing signal warrants, performing a focused or limited scope TIA, and other requirements determined by the City.

Any applicant that is required to prepare a TIA or a TTM shall meet with the Public Works Department for a scoping meeting. The purpose of the scoping meeting is to review the level of detail required, to confirm the scope and to determine data requirements and their availability. In addition, developments that may impact the regional or countywide road network may require additional information or analysis. The applicant should contact those agencies, where applicable, to determine these requirements.

2. TIA Update

Due to the developmental growth within the study area, the impact assessment documented in original TIA may not hold ground beyond a certain time frame. Typically, a TIA has a shelf life of a maximum of three (3) years or up to the opening year of the project that was originally identified in the TIA. Therefore, where the timing of subsequent development approvals exceeds this time frame, a new TIA may be required.

3. Required Scope

a. Study Facilities

As a rule, the TIA must include any intersection or roadway segment, regardless of jurisdictional boundaries, to which at least 15 peak-hour project trips or 100 daily trips would be added. Projects only satisfying the minimum trip threshold (30 peak-hour and/or 300 daily trips) but with fewer than 15 peak-hour or 100 daily project trips to any single offsite facility, will normally only require analysis of the intersection(s) or roadway segment(s) adjacent to the project site. In addition, the TIA shall evaluate the intersections/driveways proposed to provide access to the project site. The City may decide to include additional and/or alternate facilities on a case-by-case basis.

Additionally, the TIA should include the following:

- <u>On-Site Circulation</u> – review and evaluate access locations, driveway throat depths, and the size of major on-site circulation facilities with respect to operations, safety, and continuity with existing and planned facilities.

- Off-Site Roadways – study all locations where: 1) the project circulation system intersects with the existing or planned surrounding street system, and 2) project traffic may substantially affect the operation of a roadway or intersection.
- Transit – discuss all bus routes that have or will have a station or stop within 1 mile of the project.
- Los Angeles County Congestion Management Plan (CMP) facilities – study all CMP facilities that may be substantially affected by the project in a manner consistent with current CMP guidelines.
- Bicycles – identify any existing or planned facilities that will be modified by the project or are within 1/2 mile of the project.
- Pedestrians – identify any significant pedestrian facilities that will be affected by the project.
- Trucks –identify the number of truck trips that will be generated and design accommodations necessary to support these trucks.

b. Assessment of Proposed Project

The latest edition of the Institute of Transportation Engineers' (ITE) *Trip Generation* shall be used for trip generation forecasts. In some cases, the ITE data are based on a limited amount of studies or do not adequately represent the proposed land use(s). In these cases, and with approval from the City, trip generation rates could be obtained from the current *San Diego Traffic Generators* (San Diego Association of Governments) or should be verified through local field observation of similar uses.

Published ITE trip generation rates represent an average for a number of observed projects. A particular project, however, may include specific characteristics that call for adjustments to the rate to reflect its trip generation characteristics adequately. Trip generation adjustments may be justified to account for pass-by trip reductions for retail uses or trip rate reductions for multi-use commercial centers, where the mix of uses could reasonably be expected to attract multi-purpose trips. Great care must be taken when adjusting trip generation rates. All trips, including pass-by trips, must be included in the analysis of the Project's driveways. The analyst must document the basis for proposed trip rate adjustments and receive approval from the City.

The distribution patterns for a project can use existing traffic counts, the regional transportation model, or local knowledge. The trip distribution assumptions shall be reviewed and approved by the City.

Trip assignment assumptions should reflect the most "probable" travel patterns expected. They should consider logical routings, available and projected roadway capacities and travel times. Trip assignments may be estimated using a transportation planning model or "hand assignment" based on knowledge of the proposed/future road network in the study area.

The City's Public Works Department should be consulted to determine appropriate methodology and assumptions for future traffic projections. A combination of historical traffic growth (for past 5 years) and Los Angeles County's Congestion Management Plan (CMP) traffic projections may be analyzed to determine the ambient growth rate for the

proposed development. Current development data obtained from the City's Planning Department (*Development Summary*) should also be used in projecting future traffic levels. The land use assumptions in the vicinity of the project should be verified at the Traffic Analysis Zone (TAZ) level by comparing with other sources (*General Plan*, *Specific Plans*, *etc*).

c. *Analysis Scenarios*

TIAs should incorporate the following analysis scenarios, unless directed otherwise by the City:

1. Existing Conditions – Current year traffic counts and level-of-service (LOS) analysis of the study facilities
2. Existing With Project Conditions - Current year traffic counts plus proposed project traffic LOS analysis of the study facilities
3. Opening Year Without Project Conditions – Projected traffic volumes (based on growth factor and traffic generated by approved/pending developments that would be operational by the opening year of project) without any project related traffic. Opening year to be determined by the applicant. Include LOS analysis for the study facilities.
4. Opening Year With Project Conditions - Projected traffic volumes (based on growth factor and traffic generated by approved/pending developments that would be operational by the opening year of project) plus project related traffic. Include LOS analysis for the study facilities.
5. Future Without Project Conditions - Projected traffic volumes (based on growth factor and traffic generated by approved/pending developments that would be operational by the General Plan build-out year or City determined build-out year) without any project related traffic. Include LOS analysis for the study facilities.
6. Future With Project Conditions - Projected traffic volumes (based on growth factor and traffic generated by approved/pending developments that would be operational by the General Plan build-out year or City determined build-out year) plus project related traffic. Include LOS analysis for the study facilities.

Additional scenarios may be required if the project is large and is to be developed in phases. If there are other approved or pending developments in the vicinity, they must be identified and included in the appropriate scenario(s). Opening year conditions include any developments that are approved and under construction, or pending, that would be operational by the opening year of the project. Opening year roadway improvements may include those that are consistent with the *General Plan Mobility Element* and are funded and are expected to occur by the opening year of the project. Future conditions include Opening year conditions, ambient growth, and any additional developments that either have an accepted application on file at the City or developments that are anticipated in the near future. Future roadway improvements may include those that are consistent with the *General Plan Mobility Element* and are expected to occur by the Future year. All programmed/funded capital improvements that will affect traffic capacity of the study intersections and roadway segments shall be considered in the appropriate analysis scenario.

The determination of study time periods for each project shall be made in consultation with the City and be based upon the peaking characteristics of the project traffic and the surrounding street system. Although most studies will include weekday AM, Mid-day and/or PM peak-hour analyses during summer months, special circumstances may require non-summer months or weekend analyses.

d. *Traffic Data Collection*

Weekday Average Daily Traffic (ADT) and Turning Movement Counts (TMC) shall be conducted on Tuesday, Wednesdays, or Thursdays during summer months (typically excluding weeks with a holiday or during the year-end holiday season). Saturday mid-day peak hour traffic counts may also be required to be collected during summer months. City approval is required prior to collecting traffic counts during weeks with holidays or during the year-end holiday season. Peak hour counts shall be conducted for the two hours between 7 and 9 AM for the AM peak, and between 4 and 6 PM for the PM peak. Mid-day, weekend, or other counts may be considered on a project-specific basis and should be conducted only after consultation with the City. The traffic counts should be collected within the recent 12-month period and should include bicycle and pedestrian counts. However, counts collected within 12-24 month period could be used for analysis after consultation with City staff. Traffic counts that are more than 24-months old must be recounted to ensure that they reflect current traffic levels. Available traffic counts may be provided by City staff and may be used for the analysis. However, it is Consultant responsibility to verify the validity of the counts provided by City staff.

e. *Analysis Methodology, Measures of Effectiveness, & Analysis Tools*

Some or all of the following methodologies may be applicable based upon the scope of the TIA and the type of study facilities.

i. Signalized Intersections

The Intersection Capacity Utilization (ICU) method shall be applied with sufficient detail to produce a result measured in volume-to-capacity ratio and level of service. A 5% loss time shall be included in the volume to capacity calculations. The analysis of signalized intersections would be required in all Traffic Impact Analysis. The following assumptions should be made when calculating the levels of service for all intersections, unless special circumstances justify revision of these assumptions:

Peak Hour Factor (PHF) = 1.0, unless otherwise specified by the City
Saturation flow rate = 1,600 vehicles per hour per lane (vphpl)
Dual left turn lanes saturation flow rate = 2,880 vehicles per hour (vph)
Passenger Car Equivalent (PCE) = 1.0
Multi-Lane Factor (MLF) = 1.0
Right-Turn on Red Reduction = as justified, but no more than the volume of the adjacent left-turn lane (excluding U-turns)

LOS Definitions for ICU methodology

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

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.

ii. Un-Signalized Intersections

The most recent *Highway Capacity Manual* (HCM) methodology should be applied. To determine the LOS, average intersection control delay shall be used at all-way stop controlled (AWSC) intersections, and the worst stop-controlled approach lane group control delay shall be used at two-way stop controlled (TWSC) intersections. A signal warrant analysis shall be prepared for all intersections and scenarios where the level of service of an intersection movement exceeds the City's acceptable limits. A PHF of 1.0 and PCE of 1.0 should be used, unless special circumstances justify otherwise. The analysis of unsignalized intersections would be required only in limited circumstances and as directed by the City staff.

iii. Roadway Segments

Roadway segment analysis should be based on the County of Los Angeles TIA guidelines. Additionally, a detailed operational analysis may be required if the proposed project is in proximity to or if the proposed project is expected to add substantial amount of traffic to known roadway bottlenecks on arterials. The need and level of detail for roadway segment operational analysis will be

determined by the City on a case-by-case basis. All projects that have potential impacts on Pacific Coast Highway (PCH) would require a roadway segment analysis in consultation with the City staff.

iv. CMP and Caltrans Facilities
The TIA methodologies described in the Congestion Management Plan (CMP) guidelines shall be used when analyzing CMP facilities. In addition, and with prior approval from the City, Caltrans facilities shall be analyzed based upon the methodologies included in the Caltrans' *Guide for the Preparation of Traffic Impact Studies*. This analysis would be performed only if applicable and/or deemed necessary by the City.

v. Computer Models
The use of computer models to evaluate difficult or complex traffic conditions is acceptable. The method of analysis and assumptions need to be accepted by the City prior to usage.

f. Impacts and Mitigation

The results of the analysis must be compared to the significance criteria as established by the policies of the City's *General Plan*. While the *General Plan* provides generalized thresholds, the following criteria are a definitive guide to the level of significance:

A proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in v/c
LOS	v/c	
C	0.71 - 0.80	0.04 or more
D	0.81 - 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent *California Manual on Uniform Traffic Control Devices* (CAMUTCD) peak-hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume-to-capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more; or

Mitigation measures are required in all cases where the results of the TIA indicate that the proposed project would either create a significant impact by itself, or would contribute to a significant impact under the various scenarios analyzed, as defined in Section 2(c). Levels of service at the study intersections and roadway segments must be

calculated with and without the proposed mitigation measures. Mitigation measures must be feasible given physical, environmental, and other constraints, and shall mitigate the project specific impacts to pre-development conditions. When a project is expected to result in significant traffic impacts, the applicant should meet with City staff to discuss potential transportation mitigation measures before submitting a TIA or TTM. The adequacy and feasibility of the proposed mitigation measure(s) shall be determined to the satisfaction of the Public Works Department.

In cases where the development would contribute to an impact, the project's percentage contribution to that impact must be identified in the TIA as described below.

The Project may be subject to implementation of direct Project mitigation requirements (100% responsibility) and/or contributions toward larger, longer range, improvement projects ("Fair Share"). The percentage of fair-share for the project shall be calculated at each impacted location using the total trips generated by the project divided by the total "new" traffic, which is the net increase in traffic volume from all proposed projects (Other Projects plus Project) and growth. The cost of mitigation shall be estimated using verifiable cost estimates from reliable and recognized sources and shall be approved by City staff. Fair-share cost of mitigation shall be calculated using the fair-share percentage of the project volumes multiplied by total estimated cost of mitigation. It should be noted that Fair Share improvement measures must be developed based on the proposed mitigation/roadway improvement needs as applicable to the analysis scenario.

The project's fair share responsibility should be calculated using the following formula:

$P = T/(TB – TE)$ where,

- P = Fair share for the project's traffic impact
- T = The vehicle trips generated by the project during the peak hour of adjacent intersection/roadway facility in vehicles per hour (vph).
- TB = The forecasted traffic volume on an impacted intersection/roadway facility for the analysis scenario (vph).
- TE = The traffic volume existing on the impacted roadway facility (vph).

Under circumstances where a group of development projects are expected to occur within a similar timeframe and may result in significant impacts to the same set of intersections and/or roadway segments, the City may develop and implement a mitigation funding mechanism through a fair share process to mitigate the impacts created by this group of development projects.

4. TIA Processing & Format Requirements

Initial scoping meeting should occur with the City to confirm key aspects of the TIA. These critical items include facilities to be studied, approved/pending projects (cumulative projects), analysis methodologies, etc. The TIA shall be submitted as part of an application for approval for a project or permit.

The TIA and the TTM must include, at a minimum, maps and tables with the following information unless specified otherwise in the scoping meeting:

a. Project map showing the proposed development location, location of the related project based upon the cumulative project list
b. A table indicating location and trip generation for each related project
c. Map showing "existing" traffic volumes for the a.m. and p.m. peak hours at the study intersections and the ADT on any analyzed street segment.
d. Map showing "existing" traffic volumes with the project conditions.
e. Map showing "opening year" without project conditions. Future traffic volumes are calculated by growth factors determined in scoping meeting. The map should specify the future year. This year shall be determined during the scoping meeting. This methodology shall remain consistent with other maps described below.
f. Map showing "opening year" with project conditions.
g. Map showing "future year" without project conditions. The future year shall be shown on the map and shall be determined in the scoping meeting.
h. Tables indicating the LOS at all study facilities for all scenarios.

The TIA shall fully document the approach, methodology, and assumptions of the analysis. The TIA must clearly explain the reasons for any adjustments to the trip generation rates and assumptions used for trip distribution and assignment. Figures are to be used to help illustrate these assumptions. The report must summarize the results of the LOS calculations in table form, and include figures showing the traffic volumes for the project alone and for each analysis scenario. Signal warrant worksheets and LOS calculation sheets must be included as appendices to the report.

Request for Proposal
Mountains Recreation and Conservation Authority
Parking and Traffic Study for
Malibu Coastal Access
July 25, 2013

CITY OF MALIBU AVAILABLE TRAFFIC DATA

The City of Malibu (and consultants) collected extensive traffic data in 2012 (e.g., for use in the preparation of the Pacific Coast Highway Safety Study). The following summarizes some of the data that would potentially be most useful for the Parking and Traffic Study for Malibu Coastal Access.

Intersection Turning Movement Peak Hour Summaries at Intersections

The City collected Intersection Turning Movement Peak Hour Summary data at numerous intersections. Data was collected on Saturday (Sat.), July 14, 2012 during the noon peak hour. See attached example for data from Rambla Vista and Pacific Coast Highway (PCH) intersection. The locations where this data was collected and that are in the vicinity of the coastal access improvement sites are the following:

- Kanan Dume Road (Rd.) and PCH;
- Zumirez Drive (Dr.) and PCH;
- Paradise Cove Rd. and PCH;
- Latigo Canyon Rd. and PCH;
- Carbon Canyon Rd. and PCH;
- Rambla Vista and PCH (see attached example; this is across the street from the State Coastal Conservancy Carbon-La Costa Property, Site 5, in this Request for Proposal);
- Rambla Pacifico and PCH;
- Las Flores Canyon Rd. and PCH;
- Big Rock Dr. and PCH; and
- Topanga Canyon Boulevard and PCH.

Other Data

Other data that may be relevant for the Parking and Traffic Study for Malibu Coastal Access includes, but is not limited to, the following:

- Peak Hour Summary for U-turns (at Carbon Canyon Rd. and PCH; Sat., 7/14/12);
- Pedestrian and Bicycle Counts and Turning Movements (at Kanan Dume Rd. and PCH; at Paradise Cove Rd. and PCH; Sat., 7/14/12);
- 24-hour Traffic Volumes (PCH, east of Paradise Cove Rd.; Sat., 7/14/12); and
- 24-hour Traffic Volumes (other locations: PCH and Broad Beach Rd., PCH and Corral Canyon Rd., PCH and Malibu Canyon Rd., PCH and Cross Creek Rd.; Satd. 7/14/12).

Additional data is available (e.g., in locations further away from the proposed coastal access improvement sites). This information can be provided to the consultant upon request.

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Rambla Vista and Pacific Coast Highway , City of Malibu

Date: 7/14/2012

Day: Saturday

Project #: CA12_5299_028

AM Peak Hour	
NOON Peak Hour	1200 PM
PM Peak Hour	

Peak Hour Summary

Southbound Approach (Rambla Vista)

Lanes					
AM	0	0	0	0	AM
NOON	34	0	10	32	NOON
PM	0	0	0	0	PM

Eastbound Approach (Pacific Coast Highway)

Lanes	AM	NOON	PM
	0	1817	0
	0	21	0
	0	1481	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	0	11	0
	0	1783	0
	0	0	0
	0	1491	0

CONTROL: 0

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
Lanes					

Count Periods	Start	End
AM		
NOON	11:00 AM	1:00 PM
PM		

Total Ins & Outs

	AM	NOON	PM
North Leg	0	44	0
	0	32	0
East Leg	0	1794	0
	0	1491	0
West Leg	0	1817	0
	0	1502	0
South Leg	0	0	0
	0	0	0

Total Volume Per Leg

	AM	NOON	PM
North Leg	0	76	0
East Leg	0	3285	0
West Leg	0	3319	0
South Leg	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_028 **Day:** SATURDAY

City: City of Malibu **Date:** 07/14/2012

NOON

NS/EW Streets:	Rambla Vista			Rambla Vista			Pacific Coast Highway			Pacific Coast Highway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM				1		7	9	319			432	2	770
11:15 AM				3		3	8	305			411	1	731
11:30 AM				2		5	5	339			397	6	754
11:45 AM				0		10	4	328			423	2	767
12:00 PM				3		6	5	385			451	4	854
12:15 PM				3		12	4	352			432	4	807
12:30 PM				0		7	6	354			446	0	813
12:45 PM				4		9	6	390			454	3	866
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	16	0	59	47	2772	0	0	3446	22	6362
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	21.33%	0.00%	78.67%	1.67%	98.33%	0.00%	0.00%	99.37%	0.63%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	10	0	34	21	1481	0	0	1783	11	3340
PEAK HR FACTOR :		0.000			0.733			0.948			0.981		0.964

CONTROL :