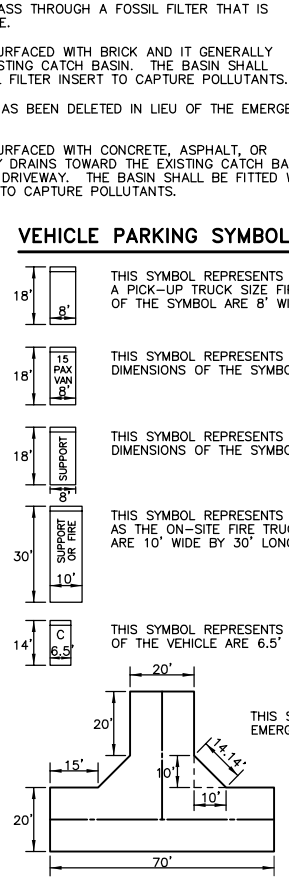
PARKING AREA AND BMP IMPROVEMENTS

AREA	DESCRIPTION	NUMBER OF PARKING SPACES
1 NEAR ENTRANCE	THE EXISTING DIRT PARKING AREA SHALL BE GRADED TOWARD PROPOSED BIOSWALE AT 1% (MINIMUM). BIOSWALE SHALL BE GRADED TO ACCEPT STORM WATER RUN OFF FROM PARKING AREA AND CONVEY IT TO THE PROPOSED CATCH BASIN. THE CATCH BASIN SHALL BE FITTED WITH A FOSSIL FILTER TO CATCH ANY REMAINING POLLUTANTS.	11 VAN SPACES 2 LARGE SUPPORT SPACES 2 STANDARD SUPPORT SPACES 3 STANDARD SPACES
2 ART DECO HOUSE	THE EXISTING PARKING AREA IS SURFACED WITH PAVERS THAT ALLOW GRASS TO GROW IN BETWEEN THE PAVERS. THE RUN OFF IS CONVEYED BY SHEET FLOW ACROSS THE GRASS PAVERS AND DOWN A VEGETATED SLOPE. THE EXISTING FLOW PATTERNS TRAVEL THROUGH THE VEGETATED AREA, AND IS SUFFICIENT TO FILTER THE POLLUTANTS. NO ADDITIONAL BMP'S ARE REQUIRED.	3 STANDARD SPACES
3 NORTHERLY OF PEACH HOUSE	THE EXISTING PARKING AREA IS SURFACED WITH CONCRETE OR GRAVEL AND DRAINS INTO THE EXISTING CATCH BASINS. TO FILTER THE RUN OFF THE CATCH BASINS SHALL BE FITTED WITH FOSSIL FILTER INSERTS TO CAPTURE THE POLLUTANTS.	7 STANDARD SPACES 1 COMPACT SPACE 1 FIRE TRUCK SPACE 8 STANDARD SUPPORT SPACES
4 WEST OF AREA 1	THE EXISTING DIRT PARKING AREA CURRENTLY DRAINS TOWARD THE CREEK VIA SHEET FLOW. THAT DRAINAGE PATTERN SHALL REMAIN. THE STORM WATER RUN OFF FLOWS INTO PARKING AREA 1 AND WILL BE TREATED BY THE FILTERS AS DESCRIBED IN 1, ABOVE.	
5 EAST OF BARWOOD	THE EXISTING AREA IS SURFACED WITH BRICK AND IT CURRENTLY DRAINS TOWARD THE OUTLETS ON THE BRIDGE. THE OUT FALL OFF OF THE BRIDGE SHALL PASS THROUGH A FOSSIL FILTER THAT IS ATTACHED TO THE BRIDGE.	8 STANDARD SPACES
6 NORTH OF BARWOOD	THE EXISTING AREA IS SURFACED WITH BRICK AND IT GENERALLY DRAINS TOWARD THE EXISTING CATCH BASIN. THE BASIN SHALL BE FITTED WITH A FOSSIL FILTER INSERT TO CAPTURE POLLUTANTS.	3 HANDICAP SPACES (2 VAN ACCESSIBLE)
7 COURTYARD AT LODGE	PARKING IN THIS AREA HAS BEEN DELETED IN LIEU OF THE EMERGENCY VEHICLE TURN-AROUND.	0 SPACES
8 MRCA STAFF/ OPERATIONS MANAGER RESIDENCE	THE EXISTING AREA IS SURFACED WITH CONCRETE, ASPHALT, OR BRICK AND IT GENERALLY DRAINS TOWARD THE EXISTING CATCH BASIN AT THE BOTTOM OF THE DRIVEWAY. THE BASIN SHALL BE FITTED WITH A FOSSIL FILTER INSERT TO CAPTURE POLLUTANTS.	2 STANDARD SPACES 2 COMPACT SPACES 1 PUMPER TRUCK SPACE

LEGEND

AC	ASPHALT CONCRETE
CONC	CONCRETE
E	EAST
EC	EDGE CONCRETE
FH	FINISH SURFACE
FS	EXISTING
EX	EXISTING
EXIST	FIRE HYDRANT
FL	FLOW LINE
FNC	FENCE
GND	GROUND
N	NORTH
ST. GD.	STRAIGHT GRADE
TC	TOP CURB
TF	TOP FOOTING
TW	TOP WALL
	CATCH BASIN
	STORM DRAIN PIPE
	EDGE OF A.C. OR CHIP SEAL PAVEMENT
	UTILITY POLE
	DROP INLET/CATCH BASIN
	DECORATIVE BRICK PAVEMENT
	BRICK PAVEMENT
	COBBLE STONE PAVEMENT
	WOODEN DECKING
	GABIONS
	GRASS PAVERS
	PROPOSED PARKING AREAS
	GRAVEL OR ROCK RIP-RAP
1	CONSTRUCTION NOTE – PREVIOUSLY CONSTRUCTED
	UNIMPROVED BANK (TOE)
	COLUMN FENCING
	FLOWLINE (CREEK)
	CONCRETE GARDEN/RETAINING WALL
	ROCK GARDEN/RETAINING WALL

VEHICLE PARKING SYMBOLS AND DIMENSIONS



THIS SYMBOL REPRESENTS A STANDARD VEHICLE SIZE AS WELL AS A PICK-UP TRUCK SIZE FIRE PUMPER VEHICLE. THE DIMENSIONS OF THE SYMBOL ARE 8' WIDE BY 18' LONG.

THIS SYMBOL REPRESENTS A 15 PASSENGER VAN SIZE. THE DIMENSIONS OF THE SYMBOL ARE 8' WIDE BY 18' LONG.

THIS SYMBOL REPRESENTS A STANDARD SIZE SUPPORT VEHICLE. THE DIMENSIONS OF THE SYMBOL ARE 8' WIDE BY 18' LONG.

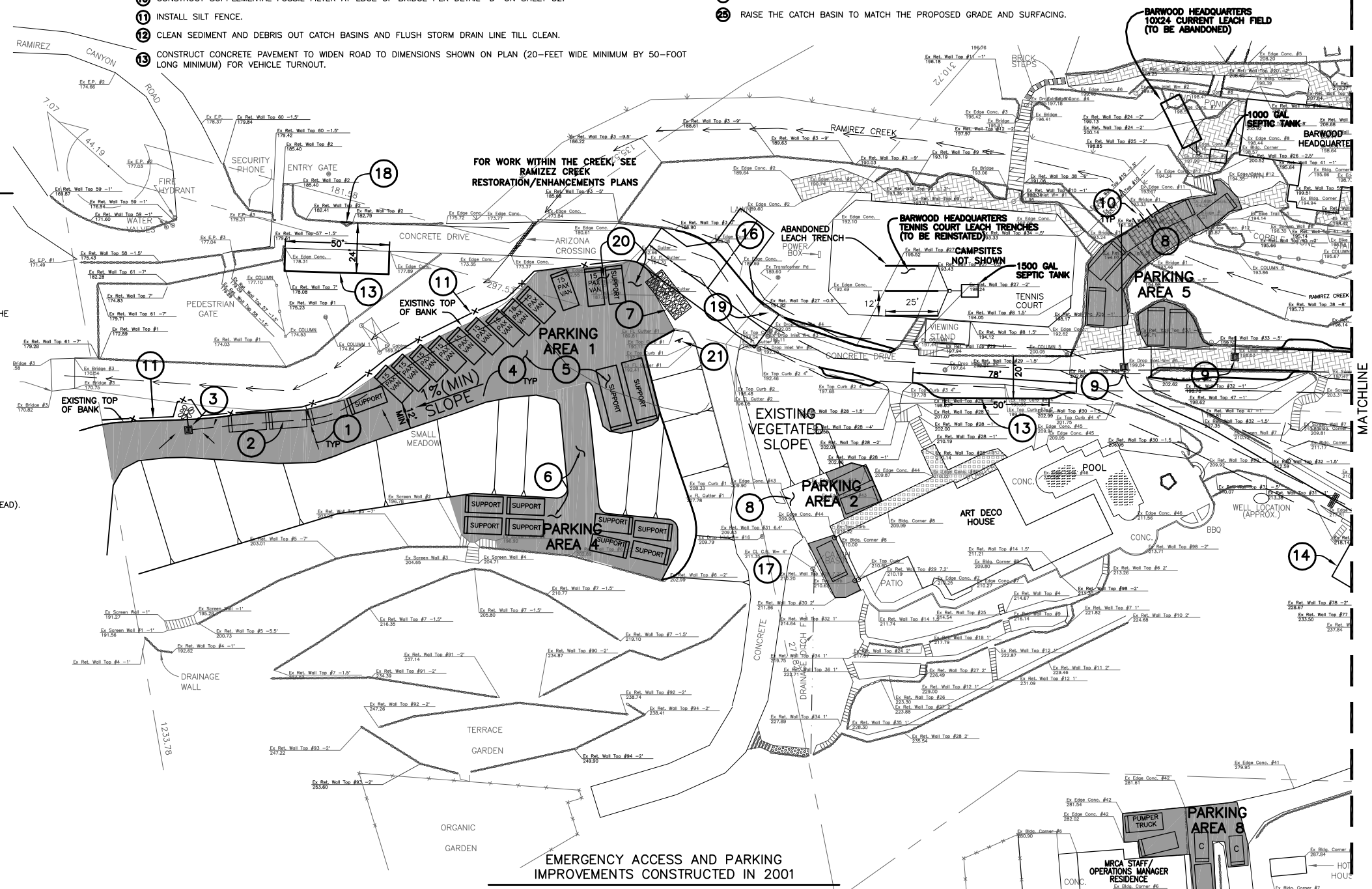
THIS SYMBOL REPRESENTS A CATERING SUPPORT VEHICLE AS WELL AS THE ON-SITE FIRE TRUCK. THE DIMENSIONS OF THE VEHICLE ARE 10' WIDE BY 30' LONG.

THIS SYMBOL REPRESENTS A COMPACT VEHICLE. THE DIMENSIONS OF THE VEHICLE ARE 6.5' WIDE BY 14' LONG.

THIS SYMBOL REPRESENTS THE AREA FOR EMERGENCY VEHICLE TURN-AROUND (HAMMERHEAD).

EXISTING IMPROVEMENTS CONSTRUCTION NOTES (MODIFIED FOR THIS PLAN SET)

1. THE EXISTING DIRT PARKING AREA SHALL BE GRADED TOWARD PROPOSED BIOSWALE AT 1% (MINIMUM). THE GRADING SHALL BE LIMITED TO THE LOWER PARKING LOT AREA ADJACENT TO THE CREEK.
2. CONSTRUCT BIOSWALE PER DETAIL "C" ON SHEET 52. THE EXISTING TOP OF THE CREEK BANK SHALL NOT BE LOWERED.
3. CONSTRUCT CATCH BASIN AND CMP OUTLET PIPE PER DETAILS "A" AND "B" ON SHEET 52. ADJUSTMENTS OF GRADE AND PRECISE LOCATION OF THE CATCH BASIN AND PIPING SHALL BE MADE ON SITE TO BEST FIT THE FIELD CONDITIONS. CONSTRUCT ROCK RIP-RAP AT OUTLET.
4. MATCH EXISTING GRADE AT THE TOE OF SLOPE.
5. DISTURBED AREAS SHALL BE SEEDED PER THE LANDSCAPE ARCHITECTS RECOMMENDATIONS.
6. EXISTING DIRT PARKING AREA AND ACCESS RAMP TO REMAIN.
7. PLACE 8-INCHES OF CRUSHED ROCK OVER FILTER FABRIC AT THE ENTRANCE TO DIRT PARKING AREA 1. ROCK SHALL EXTEND INTO PARKING AREA FOR 10-FEET.
8. PARKING AREA TO REMAIN AS IS. CLEAN SEDIMENT AND DEBRIS OUT CATCH BASINS AND FLUSH STORM DRAIN LINE TILL CLEAN.
9. INSTALL FOSSIL FILTER INSERTS INTO EXISTING CATCH BASIN.
10. CONSTRUCT SUPPLEMENTAL FOSSIL FILTER AT EDGE OF BRIDGE PER DETAIL "D" ON SHEET 52.
11. INSTALL SILT FENCE.
12. CLEAN SEDIMENT AND DEBRIS OUT CATCH BASINS AND FLUSH STORM DRAIN LINE TILL CLEAN.
13. CONSTRUCT CONCRETE PAVEMENT TO WIDEN ROAD TO DIMENSIONS SHOWN ON PLAN (20-FEET WIDE MINIMUM BY 50-FOOT LONG MINIMUM) FOR VEHICLE TURNOUT.
14. CONSTRUCT VEHICLE TURNOUT.
15. CONSTRUCT AREA FOR PARKING AND EMERGENCY VEHICLE TURN-AROUND.
16. CONSTRUCT AREA FOR EMERGENCY VEHICLE TURN-AROUND.
17. THE VEHICLE ACCESS AREA AROUND THE ART DECO HOUSE WAS PREVIOUSLY APPROVED AS BEING ADEQUATE FOR EMERGENCY VEHICLE TURN-AROUND BY FIRE CAPTAIN JIM JORDAN DURING THE DECEMBER 15, 1999 SITE VISIT.
18. REMOVE DEAD TREE STUMP AND ROCK TREE WELL. REBUILD WALL MATCHING EXISTING CONSTRUCTION. PATCH PAVEMENT TO MATCH EXISTING STRUCTURAL SECTION AND GRADES.
19. TRIM BUSHES BACK TO ALLOW FOR GREATER SIGHT DISTANCE ALONG ROADWAY.
20. TRIM BUSHES BACK TO ALLOW FOR VEHICLE PARKING.
21. CONSTRUCT SIGN AT ENTRY INTO PARKING AREA 1 WITH 2" HIGH WHITE LETTERING ON DARK BACKGROUND STATING "VAN SHUTTLE PARKING MUST USE THIS LOT".
22. RE-CONSTRUCT EXISTING GRAVEL ROAD. RE-LEVEL ROAD TO SLOPE AWAY FROM THE TOP OF SLOPE.
23. CONSTRUCT AREA FOR EMERGENCY VEHICLE TURN-AROUND.
24. CONSTRUCT AREA FOR EMERGENCY VEHICLE TURN-AROUND.
25. RAISE THE CATCH BASIN TO MATCH THE PROPOSED GRADE AND SURFACING.



EMERGENCY ACCESS AND PARKING IMPROVEMENTS CONSTRUCTED IN 2001

SCALE: 1"=30'

0 30 60 90

MALIBU PARKS PUBLIC ACCESS ENHANCEMENT PLAN
PUBLIC WORKS PLAN CONCEPT

FOR REDUCED PLANS
ORIGINAL SCALE IN INCHES
0 1 2 3

DUDEK
621 CHAPALA STREET
SANTA BARBARA, CA 93101
(805) 963-0651

NO.	DATE	REVISIONS	APPD.

Penfield & Smith
Engineering · Surveying · Planning · Construction Management ·
111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

DESIGN BEF CHECKED STS

BRET FOSTER DATE:
PROJECT ENGINEER
R.C.E. 48,267 (EXP. 06-30-12)

ADOPTED ON AUGUST 23, 2010 BY SANTA MONICA MOUNTAINS CONSERVANCY AND MOUNTAINS RECREATION AND CONSERVATION AUTHORITY.

CERTIFIED ON _____
BY CALIFORNIA COASTAL COMMISSION.

EMERGENCY ACCESS, PARKING, AND BMP'S
RAMIREZ CANYON
SANTA MONICA MOUNTAINS CONSERVANCY
MALIBU, CALIFORNIA

P&S PROJECT NO. 13638.05
SHEET 51 OF 63
PLAN DATE AUGUST 25, 2010

34-ENG SAVE DATE: 7/23/2010 3:38:35 PM PLOT BY:Scott Smith PLOT DATE:8/25/2010 4:40:56 PM PLOT SCALE:1:2.58
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