

4.15. Transportation and Traffic

This section describes the environmental and regulatory settings related to transportation and traffic, discusses impacts on transportation and traffic that would result from implementation of the proposed Project, and identifies mitigation measures to reduce any impacts that have been determined to be significant.

The Project would be constructed in three phases and has four main elements that could result in population and housing impacts: 1) wastewater treatment facility, 2) pump stations, 3) wastewater collection and recycled water distribution system pipelines, and 4) percolation ponds and groundwater injection wells. For the purposes of this section, “Project area” refers to the area that encompasses the extents of the four main elements described above and the area that would be served by these proposed Project facilities, and “Project site” refers specifically to those areas that would be disturbed by construction activities associated with these four main elements. The Project would include a Local Coastal Program Amendment and modification of zoning for the wastewater treatment facility to include an Institutional District Overlay.

4.15.1. Environmental Setting

Regulatory Setting

Federal and State Regulations

The California Department of Transportation (Caltrans) is responsible for planning, design, construction, operation and maintenance of all State-owned roadways in Los Angeles County. Federal interstate highway standards are implemented in California by Caltrans. Caltrans requires encroachment permits from agencies or new development before construction work may be undertaken within the State’s right-of-way, and all modification to State facilities must meet all mandatory design standards and specifications.

Local Regulations

City of Malibu General Plan

The City’s General Plan provides a framework that individual property owners can use when planning for development of their property. It also ensures that basic infrastructure and services are available and adequate.

Circulation and Infrastructure Element

The Circulation and Infrastructure Element sets forth policies and standards for the rational and cost-efficient provision and extension of public services and infrastructure, such as transportation and transit systems, to support planned development and protect natural resources. It establishes present transportation and infrastructure conditions and is structured to accommodate future growth and development patterns. The goals and policies of the Circulation and Infrastructure Element are consistent with and complementary to the goals and policies of other elements in the City’s General Plan and include the following:

- Circulation Goal 1: Safe, environmentally sensitive, and efficient transportation for the City.
 - Policy 1.1.1: Where level of service at signalized intersections and roadways is below LOS¹ C, the City shall ensure that proposed development maintains the then-current LOS. Where LOS at signalized intersections and roadways is at LOS C or above, the City shall ensure that proposed development: 1) does not cause a degradation of LOS greater than or equal to 2% in the circumstances set forth in Land Use Implementation Measure 70; and 2) does not degrade LOS below LOS C.
 - Policy 1.1.2: The City shall utilize sound traffic engineering and enforcement principles to safely regulate traffic and improve traffic flow.
 - Policy 1.1.3: The City shall improve traffic flow through procedural improvements.
 - Policy 1.1.4: The City shall reduce peak-time traffic.

City of Malibu LCP Land Use Plan

The Land Use Plan contains several policies regarding circulation and traffic. These include the following:

- LUP Policy 7.3: Improvements to existing public roads shall be permitted as necessary for public safety and to improve access to recreation areas where such improvements are consistent with all policies of the LCP.
- LUP Policy 7.4: Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.
- LUP Policy 7.5: In scenic areas, roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible.
- LUP Policy 7.12: Restrictions on or elimination of existing on-street public parking on PCH and adjacent side-streets shall not be permitted unless a comparable number of replacement parking spaces are provided in the immediate vicinity and it is demonstrated that such restrictions or elimination will not adversely impact public access to the shoreline.

City of Malibu LCP Local Implementation Plan

The implementation measures governing traffic and circulation under the Local Implementation Plan include Section 3.12, which provides parking regulations to ensure adequate off-street parking facilities in conjunction with residential, commercial, or other uses or development.

Existing Conditions

Pacific Coast Highway (PCH), Civic Center Way, Malibu Canyon Road, Malibu Road, Cross Creek Road, and Stuart Ranch Road/Webb Way provide primary access within the Prohibition Area.

PCH is a state route (State Route 1) that traverses the City in an east-west direction adjacent to the south side of the proposed treatment plant site. Within the City, PCH is four lanes, includes a Class III bicycle lane, and is designated as a modified major arterial (City of Malibu 1995). Traffic volume is

¹ "LOS" means level of service.

approximately 46,591 Average Daily Trips (ADT) at its intersection with Cross Creek Road (City of Malibu 2012).

Civic Center Way is a two-lane east-west collector roadway that borders the wastewater treatment plant site on the north. Civic Center Way connects to Malibu Canyon Road to the west, Cross Creek Road to the east, and includes a short tight U-turn “onramp” connection for eastbound traffic onto westbound PCH adjacent to the wastewater treatment plant site. Civic Center Way provides access to Winter Canyon Road, which is the primary means of access to two schools (Our Lady of Malibu School and Webster Elementary School), a church (Our Lady of Malibu Catholic Church), and three condominium communities, and is a relatively high speed road with a narrow cross section. A cross walk and stop light at the intersection of Winter Canyon Road and Civic Center Way allows pedestrians to cross to the south side of Civic Center Way to the existing bus stop. Civic Center Way is estimated to carry 5,082 ADT between Webb Way and Cross Creek Road (City of Malibu 2012).

Malibu Canyon Road is designated a north-south arterial roadway that extends from PCH across the Santa Monica Mountains National Recreation Area (SMMNRA) north to the Ventura Freeway (Highway 101) (as Las Virgenes Road). Malibu Canyon Road generally has one lane in each direction north of Civic Center Way. Two lanes in each direction are provided between PCH and Civic Center Way, with the road narrowing to two lanes northeast of Civic Center Way. Near Mulholland Highway, Malibu Canyon Road becomes Las Virgenes Road, which connects with Highway 101 three miles to the north to provide regional access to communities along Highway 101. Malibu Canyon Road carries approximately 9,400 vehicles per day near its intersection with PCH. Additionally, Malibu Canyon Road is estimated to carry 23,009 ADT north of Civic Center Way (City of Malibu 2012).

Stuart Ranch Road and Webb Way are two-lane north south local streets that provide access to vacant and developed lands within the City’s Civic Center. Webb Way provides a short connection between Civic Center Way and PCH, and Stuart Ranch Road, a private street, serves areas north of Civic Center Way (City of Malibu 1995). Weekday peak-hour traffic volumes at the intersection of Webb Way and PCH indicate that approximately 2,300 peak-hour daily trips occur along Webb Way. The intersection of Webb Way and Civic Center Way is stop sign controlled. Therefore, it typically has a higher per vehicle delay than other intersections in the Civic Center area. As of 2012, the Webb Way/PCH intersection had an average delay of 10 seconds in the weekday morning (AM) peak hour, 22 seconds in the weekday evening (PM) peak hour, and 10 seconds on weekends at midday. Accordingly, the corresponding level of service (LOS) for this intersection (LOS B for AM, LOS C for PM, and LOS C for midday) is lower than that of any other major intersection in the vicinity of the wastewater treatment facility but still acceptable per the City General Plan Circulation Element (Overland Traffic Consultants, Inc. 2013).

4.15.2. Environmental Impact Analysis

Thresholds of Significance

For the purpose of this EIR and in accordance with Appendix G of the State CEQA Guidelines, the proposed Project would have a significant impact on the environment if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.
- Conflict with an applicable congestion management program.

- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impacts

Construction of the project would result in additional traffic in the Civic Center area due to an increase in trips for construction workers travelling to the area, and trucks bringing construction materials and equipment. In addition, heavy trucks would be used to haul excavated soil adding additional traffic to local roadways. Construction of the collection and distribution system under each phase of the project involves installation of below ground pipes within existing roadway. As a result, temporary traffic impacts ~~can~~ would be expected throughout the Civic Center area during periods of pipeline installation as portions of roadway would be excavated and construction equipment would be present within the roadway. However, as described in Chapter 3, [Section 3.4.3](#), the Traffic Control Plan that would be prepared and implemented under the Project would require the following:

- Provisions for maintaining access to all properties along roadways affected by pipeline construction including providing trench covers to allow cars to move freely during non-construction periods;
- Plans for maintaining traffic flow on roadways where temporary lane closures are necessary, and the requirement that at least one lane in each direction remains open at all times during construction;
- Designated haul routes that minimize traffic on local streets;
- Limits on or specialized hours for truck deliveries and construction along Civic Center Way and Winter Canyon Road so as to avoid hours when students are arriving and departing from Webster Elementary School and Our Lady of Malibu School;
- Provisions for maintaining pedestrian and bicycle safety, including any special conditions needed to ensure safety at the crosswalk on Civic Center Way just north of the treatment facility site;
- Coordination with facility owners or administrators of sensitive land uses such as schools, churches, and condominiums, including advance notification of timing, location and duration of construction activities and locations of any detours or lane closures.
- Requirements for notification of emergency service providers, and provision for emergency access; and
- Provision for construction worker parking that would not reduce availability of parking in the Project area.

At buildout, operation of the Project would result in a negligible increase in the number of trips to the Civic Center area. The wastewater treatment plant would require two trips per day by employees of the facility, one truck per day for solids removal, four truck trips per week for screening/grit pickup and chemical deliveries, plus an additional four to six trips over the course of a year for routine inspection and maintenance. Pump stations and pipelines would be periodically inspected, requiring, at most, one trip per week. This small increase in the number of vehicle trips would not require a City traffic impact analysis to be prepared, and the associated traffic impacts

would be considered negligible. Routine removal of solids would require a single 5,000-gallon truck per day, which is comparable to existing solids removal activities at the site for the [Winter Canyon Wastewater Treatment-existing privately owned and operated wastewater treatment facility operations on the proposed treatment plant site](#). Though an increase from two trips per week to two trips per day would result from the operation of the Project, this increase is too small to make any noticeable difference in local traffic. In addition, the proposed access road at the treatment facility site has been designed to adhere to Los Angeles County Fire Department requirements [for site access](#). Therefore, there is no potential for inadequate emergency access at the treatment plant site. Maintenance of the proposed injection wells would occur every 5 to 7 years, resulting in approximately 100 feet of one lane as well as on-street parking along Malibu Road to be unavailable for up to 1 month. These maintenance activities would be scheduled so as to limit the length of time for lane and parking closures to the greatest extent possible. In addition, injection well maintenance would be scheduled during periods with the lowest volume of beach visitor traffic (e.g., outside of summer months) to limit the impact on available parking and traffic. The City would notify local residents in advance of any maintenance activities [along Malibu Road](#). Accordingly, a less-than-significant traffic impact would result from operation of the Project.

4.15.3. Mitigation Measures

Implementation of the proposed Traffic Control Plan [described in Section 3.4.3](#) would ensure that temporary construction impacts to traffic would be less than significant. To ensure the efficacy of the proposed Traffic Control Plan, the following mitigation measure shall be enforced by the City:

MM TRANS-1: To the greatest extent possible, the City shall coordinate the Traffic Control Plan and construction of the proposed Project with any projects that are scheduled to be constructed concurrently in the Civic Center area or along PCH within 1 mile of the Civic Center area. If related projects are anticipated to be constructed concurrently within the Civic Center area or along PCH within 1 mile of the Civic Center area, the City shall provide the Traffic Control Plan to the related project's proponent or other responsible entity and receive additional input from the proponent or responsible entity on potential construction haul routes and timing. [The Traffic Control Plan will also be coordinated with school traffic patterns via consultation with the Santa Monica-Malibu Unified School District and Our Lady of Malibu representatives.](#) Prior to finalization and approval of the Traffic Control Plan by the City and prior to the commencement of construction, the Traffic Control Plan shall be reviewed by LACFD and LASD.

4.15.4. Significant Unavoidable Adverse Impacts

The Project would not result in any unavoidable significant adverse impacts related to transportation and traffic.

4.15.5. Cumulative Impacts

Several other projects are proposed in the vicinity of the proposed project, and it is likely that at least one of these would be constructed concurrently with Phase 1 of the Project. As part of the Traffic Control Plan for the proposed Project, construction of the collection and distribution system would be coordinated with construction activities of nearby related projects to minimize construction impacts on local roadways that are to be used for haul truck traffic. Accordingly, impacts related to construction traffic would be less-than-significant.