Section 3L
Transportation/Circulation

Introduction

This section describes the existing transportation infrastructure and traffic conditions in the affected area, the regulatory setting as it relates to traffic and transportation, and the potential impacts on traffic and circulation that could result from the proposed project. Additional information is provided in the Traffic Study (Appendix B) of this EIR. No potential impacts on air traffic were noted in the initial study and, therefore, none will be discussed in this section.

The proposed Malibu Legacy Park Project has ~~four~~ three main elements that could affect traffic in the project area: 1) stormwater detention and treatment; 2) public park development, including Legacy Park and the Linear Park; and 3) habitat restoration~~; and 4) wastewater treatment and reuse. Since the wastewater/reuse element is in the preliminary planning and design phases, a detailed analysis of traffic impacts would be provided in a subsequent environmental document~~.

For the purposes of this section, "project area" refers to the area that encompasses the extents of the ~~four~~ three main elements described above. "Legacy Park site" refers to the 15-acre parcel bounded by Civic Center Way to the north, Webb Way to the west, Cross Creek Road to the east, and Pacific Coast Highway to the south. "Linear Park site" refers to the 20-foot-wide area along the north side of Civic Center Way between Webb Way and Cross Creek Road that would be developed as a landscaped pathway with bioswales. ~~"Wastewater treatment plant site" refers to the area where the wastewater treatment plant could be located.~~

Setting

Environmental Setting

The key source of data and information for this section is the *Traffic Assessment of the Legacy Park Project, Malibu, California*, memorandum prepared by Fehr & Peers/Kaku Associates on January 3, 2008. The City's General Plan Circulation and Infrastructure Element was another key source of data.

Existing Conditions

The following discussion describes the existing transportation/circulation conditions in the project area. This includes information on the existing street system, traffic volumes and operating conditions at key intersections, and transit service in the project area.

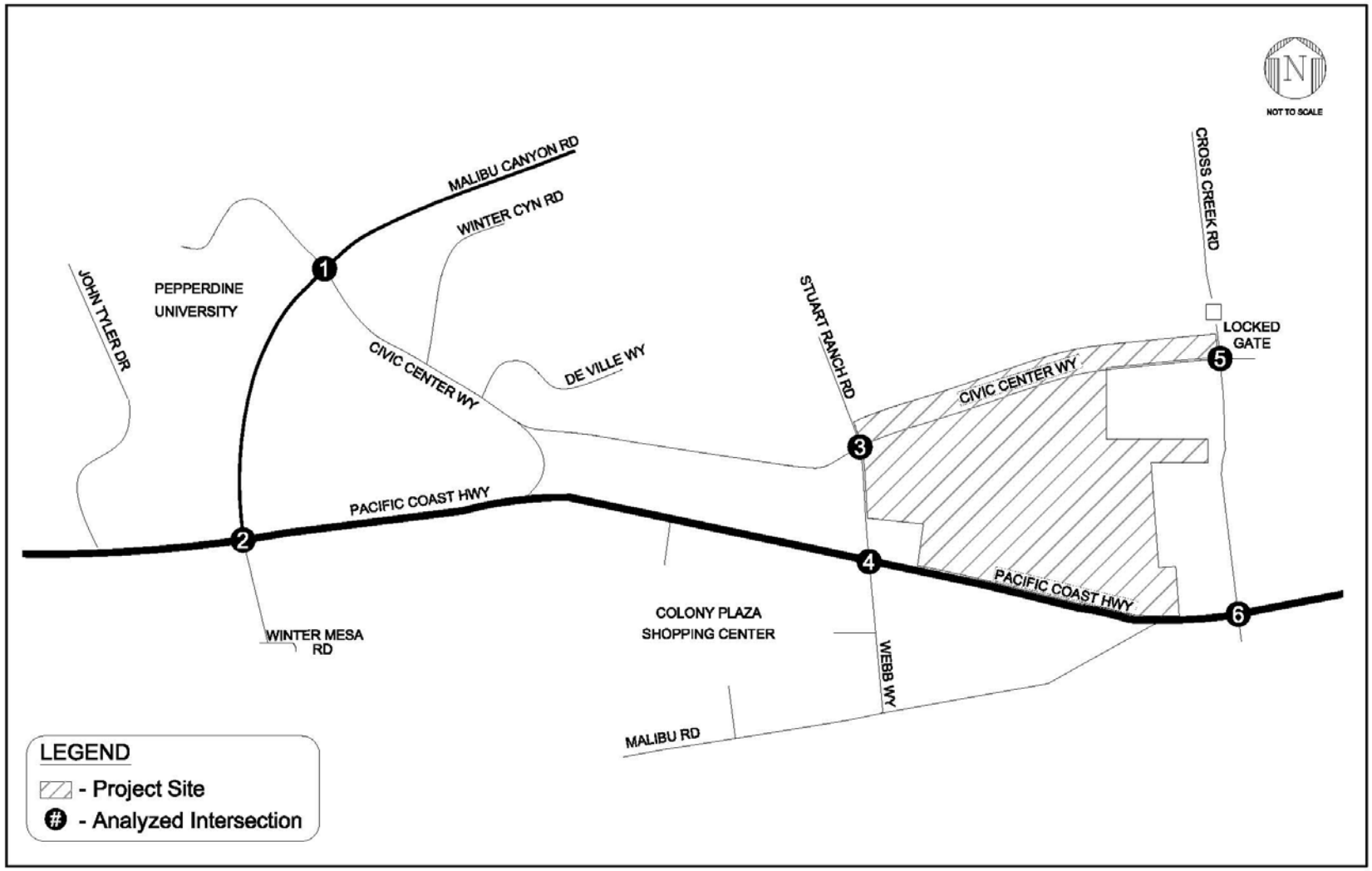
Existing Street System

The local street system in the project area consists of five major roadways: Pacific Coast Highway, Malibu Canyon Road, Cross Creek Road, Civic Center Way, and Webb Way. These roads are shown in Figure 3L-1 and described below.

- **Pacific Coast Highway—**Pacific Coast Highway is a state route (SR-1) with an east–west alignment adjacent to the Legacy Park site. Pacific Coast Highway provides four travel lanes in the vicinity of the Legacy Park site. Average daily traffic on Pacific Coast Highway ranges from 35,000 to 45,000 vehicles between Cross Creek Road and Malibu Canyon Road (Caltrans 2005). Pacific Coast Highway is a designated route in Los Angeles County's Congestion Management Program (CMP).

- **Malibu Canyon Road**—Malibu Canyon Road is a north–south road that provides two travel lanes through the Santa Monica Mountains. It becomes Las Virgenes Road as it nears Mulholland Drive. Malibu Canyon Road provides four travel lanes between Civic Center Way and its southern terminus at Pacific Coast Highway. During the weekday morning peak period (7:00 a.m. to 9:00 a.m.), southbound left turns from Malibu Canyon Road to Civic Center Way are prohibited to limit cut-through traffic in the Civic Center area. The posted speed limit is 45 mph.

Figure 3L-1: Existing Street System and Study Intersections



SOURCE: Ferr & Peers 2007

- **Cross Creek Road**—Cross Creek Road is a north–south road that provides two travel lanes between Civic Center Way and Pacific Coast Highway. Cross Creek Road serves the project area, Malibu Country Mart, and the Malibu Lagoon State Beach parking area. This Roadway segment was recently reconstructed.

- **Civic Center Way**—Civic Center Way is an east–west road that provides two travel lanes between the Pepperdine University campus and the Civic Center area, including the Malibu Country Mart. The posted speed limit is 40 mph, except near the school at Vista Pacifica Street where the speed limit is reduced to 25 mph when children are present.

- **Webb Way**—Webb Way is a north–south road that provides four or five travel lanes between Civic Center Way and Pacific Coast Highway. Webb Way provides access to the Civic Center area, the City Hall complex, the Malibu Colony Plaza commercial center, and residences along Malibu Road.

~~Other streets that may be affected during construction of the pipeline work proposed as part of the wastewater element would include Malibu Road, Malibu Colony Drive, Stuart Ranch Road, and La Paz Lane. However, these roads would be affected only during the construction period. Since these roads would not be permanently affected by operation of the proposed project, intersections along these roads were not analyzed for operational traffic impacts.~~

Existing Traffic Volumes and Operating Conditions at Key Intersections

Peak-hour traffic volumes and operating conditions were evaluated to determine the existing traffic conditions in the project area. For the purposes of this traffic and transportation analysis, the project area is defined as the area containing the following six intersections:

1. Malibu Canyon Road and Civic Center Way,
2. Malibu Canyon Road and Pacific Coast Highway,
3. Webb Way and Civic Center Way,
4. Webb Way and Pacific Coast Highway,
5. Cross Creek Road and Civic Center Way, and
6. Cross Creek Road and Pacific Coast Highway.

These intersections are shown in Figure 3L-1. Existing weekday morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak-hour traffic volumes in the project area as well as Saturday midday (12:00 p.m. to 2:00 p.m.) peak-hour traffic volumes are shown in Figure 3L-2 and Figure 3L-3.[12]

Peak-hour operating conditions at the six intersections are reported in terms of LOS using the letter grades "A" (excellent, free-flow conditions) through "F" (severely congested conditions). For information on LOS evaluation, see the Methodology section below.

The existing weekday and Saturday peak-hour operating conditions for each of the intersections are summarized in Table 3L-1. The table shows that most of the study intersections are currently operating at an acceptable LOS in these peak hours. Five of the six study intersections currently operate at LOS C or better during the weekday morning peak hour, while two of the intersections operate at LOS C or better during the weekday afternoon peak hour. During the Saturday midday peak hour, four of the six intersections operate at LOS C or better.

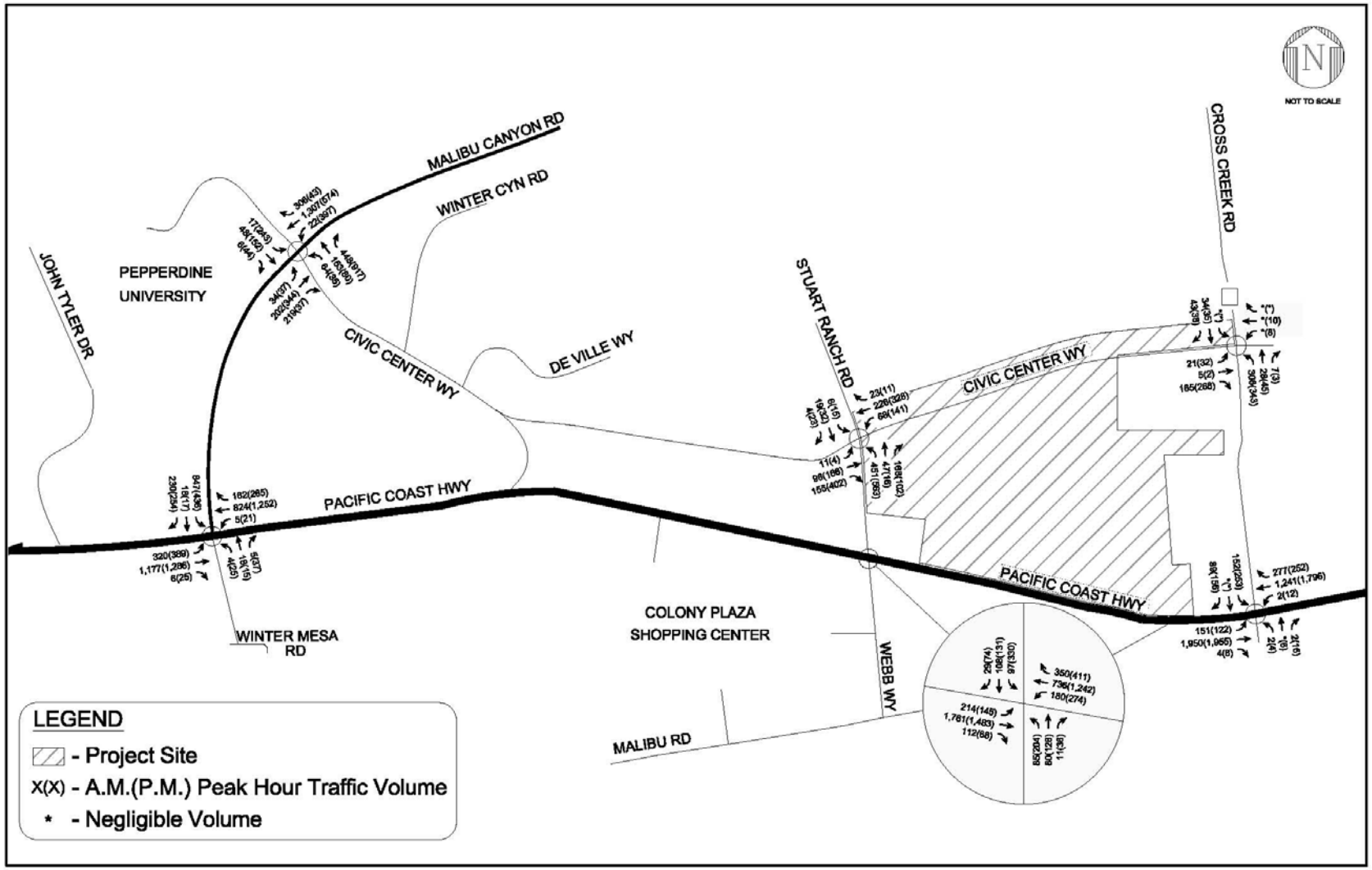
Existing Transit Service

One bus line operated by the Los Angeles County Metropolitan Transportation Authority (Metro) serves the study area. Line 534 is an east–west line that connects the Trancas Canyon communities in Malibu to Metro's transit hub at Fairfax Avenue and Washington Boulevard in the City of Los Angeles. Line 534 travels along Pacific Coast Highway, Cross Creek Road, Civic Center Way, and Malibu Canyon Road through the study area.

[1] This study used peak-period traffic counts, with data collected in April and May 2003 for the following periods: the weekday morning peak period (7:00 to 9:00 a.m.), the weekday afternoon peak period (4:00 to 6:00 p.m.), and the Saturday midday peak period (12:00 to 2:00 p.m.). To approximate existing 2007 traffic levels, the volumes were increased by 1 percent per year to account for regional growth.

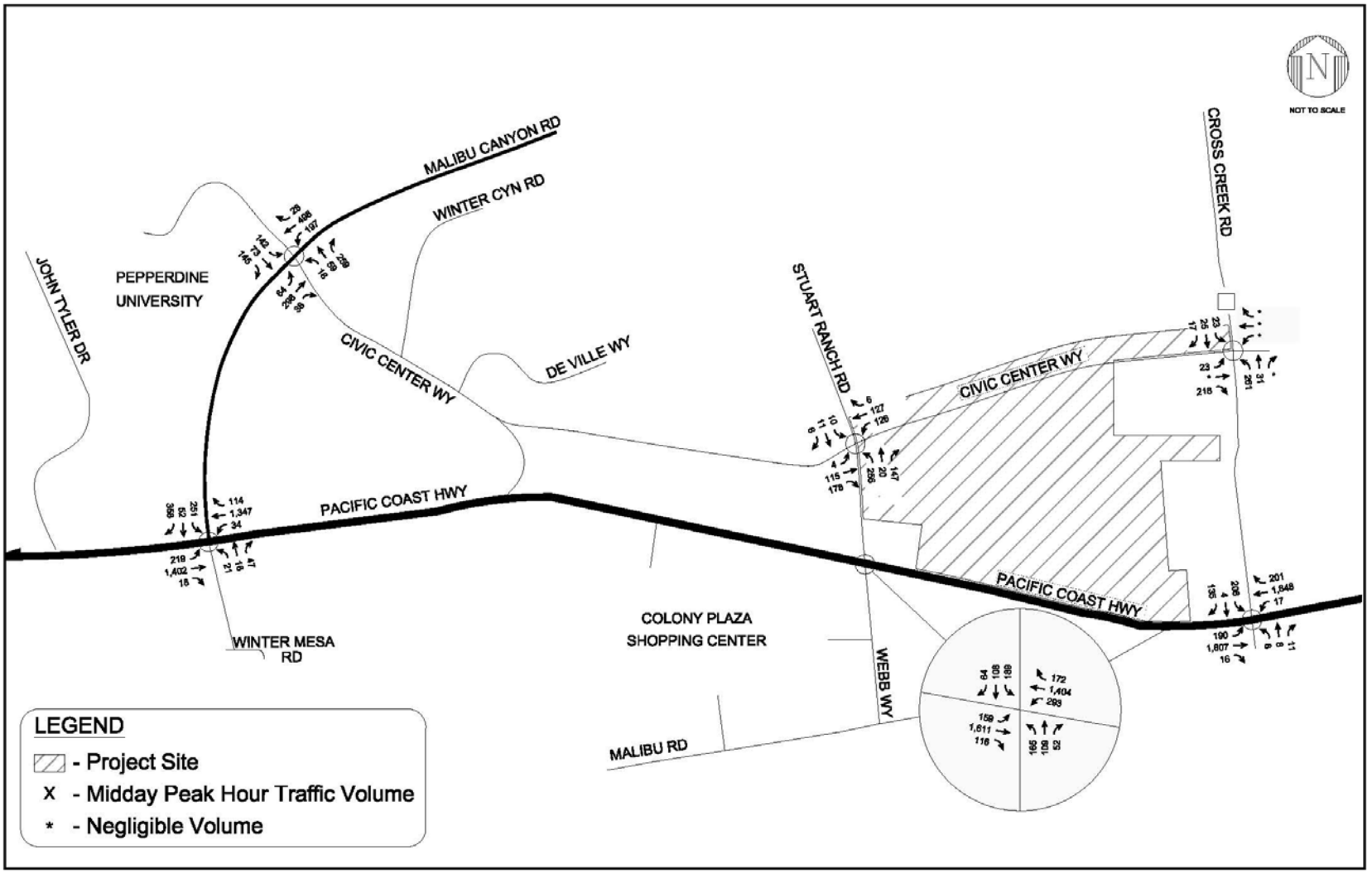
[2] According to the Congestion Management Program, one study intersection has updated 2007 traffic (Congestion Management Program, 2007. However, the updated traffic counts have not affected earlier findings for the proposed project. Therefore, the 2003 traffic counts for this intersection were used.

Figure 3L-2: Existing Traffic Volumes, AM and PM Peak Hours



SOURCE: Ferr & Peers 2007

Figure 3L-3: Existing Traffic Volumes, Saturday Midday Peak Hour



SOURCE: Ferr & Peers 2007

Table 3L-1: Existing Weekday and Saturday Peak-Hour Operating Conditions

Intersection	Control	Weekday			Saturday		
		Peak Hour	**V/C or Delay**	**LOS**	**Peak Hour**	**V/C or Delay**	**LOS**
Malibu Canyon Road and Civic Center Way	Signalized	AM	0.674	B	Midday	0.529	A
		PM	0.761	C			
Malibu Canyon Road and Pacific Coast Highway	Signalized	**AM**	0.809	D	Midday	0.786	C
		PM	0.838	D			
Webb Way and Civic Center Way	All-Way Stop	AM	23.2	C	Midday	11.4	B
		PM	60.3	F			
Webb Way and Pacific Coast Highway	Signalized	AM	0.681	B	**Midday**	0.829	D
		PM	0.857	D			
Cross Creek Road and Civic Center Way	All-Way Stop	AM	9.9	A	Midday	9.5	A
		PM	11.6	B			
Cross Creek Road and Pacific Coast Highway	Signalized	AM	0.746	C	**Midday**	0.919	E
		PM	0.889	D			

Notes:

Bold indicates deficient level of service.

V/C = volume to capacity.

Source: Fehr & Peers/Kaku Associates, 2008.

Regulatory Setting

Traffic analysis in the State of California is guided by policies and standards set at the state level by Caltrans and the local jurisdictions. The proposed project is within the City's jurisdiction and, therefore, subject to adopted City transportation policies and guidelines, which are consistent with Caltrans policies and standards. In addition, two of the intersections analyzed are located on the Pacific Coast Highway, which is part of the Los Angeles County Congestion Management Plan. No federal regulations apply to the proposed project.

Traffic impacts are typically evaluated using an LOS standard, which is a measure of performance for transportation facilities. The City's LOS standard for intersection operation is LOS D. A project impact would be considered significant if it were to contribute 0.02 or more to delay at an already deficient signalized intersection or cause an intersection to become deficient.

For unsignalized intersections, there is no one measure of significance for project impacts. Individual movements may experience LOS E or F delays, but the intersection may still operate an acceptable LOS overall. In general, if project traffic causes intersection delays to increase to a point where signalization is required, the project impact would be considered significant. The project would then be required to contribute to the cost of a signal, or if a signal is not practical, other mitigation could be required. More information regarding LOS evaluation is provided in the Methodology section below.

Los Angeles County Congestion Management Plan

The Los Angeles County CMP requires new development projects to analyze potential project impacts on CMP monitoring locations. The CMP requires a traffic study to analyze traffic conditions at all arterial monitoring locations where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours. The CMP also requires traffic studies to analyze mainline freeway monitoring locations where the proposed project would add 150 or more trips in either direction during either the AM or PM weekday peak hours. If, the traffic study identifies no locations where this would occur, no further traffic analysis is required.

City of Malibu General Plan

The City's General Plan was adopted in 1996 and last revised in 2004 (City of Malibu 1996c). The General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the General Plan.

Circulation and Infrastructure Element

The Circulation and Infrastructure 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. 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.

Circulation (C) Goal 1: Safe, environmentally sensitive, and efficient transportation for the City.

- **C Policy 1.1.1:** Where level of service at signalized intersections and roadways is below LOS 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 two percent in the circumstances set forth in Land Use Implementation Measure 70; and 2) does not degrade LOS below LOS C.
- **C Policy 1.1.2:** The City shall utilize sound traffic engineering and enforcement principles to safely regulate traffic and improve traffic flow.
- **C Policy 1.1.3:** The City shall improve traffic flow through procedural improvements.
- **C Policy 1.1.4:** The City shall reduce peak-time traffic.
- **C Policy 1.2.1:** The City shall promote a balanced and integrated transportation system and reduce dependence on the automobile.
- **C Policy 1.2.2:** The City shall encourage the use of alternative modes of transportation.
- **C Policy 1.2.3:** The City shall develop year-round local and regional public transportation.
- **C Policy 1.2.4:** The City shall develop bikeways, pedestrian walkways, and equestrian paths in areas that can safely accommodate them.
- **C Policy 1.3.1:** The City shall require sufficient off-street parking.
- **C Policy 1.3.2:** The City shall develop alternate parking opportunities for recreational uses to minimize disruption of residential neighborhoods and reduce air pollution.

City of Malibu Local Coastal Program

The City lies entirely within with the California Coastal Zone, as defined by the California Coastal Act. The Coastal Act requires that its goals and policies be implemented by local government through the LCP process. The LCP is composed of two parts: the LUP and the LIP; both were adopted by the California Coastal Commission on September 13, 2002.

Land Use Plan

The LUP has several policies regarding circulation and traffic. These include the following:

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.

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.

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.

Policy 7.12 Restrictions on or elimination of existing on-street public parking on Pacific Coast Highway 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 Local Implementation Plan

The LIP implements the policies of the Land Use Plan of the LCP. The implementation measures governing traffic and circulation under various sections of the LIP are as follows:

Section 3.12. The purpose of the Parking Regulations section of the LIP is to ensure adequate off-street parking facilities in conjunction with any residential, commercial, or other use or development. These standards provided in the section should be considered the minimum required for preserving the public health, safety, and welfare. LIP Section 3.12.3, related to specific parking requirements, details parking requirements in accordance with the list of uses. LIP Section 3.12.5 provides development standards for parking facilities.

Apart from these parking regulations, there are no other implementation actions in the LIP pertaining to traffic and circulation.

Impacts and Mitigation

Methodology

Fehr & Peers/Kaku Associates prepared the traffic study for the proposed project. The scope of the traffic study was discussed with the City's Planning Department and Public Works Department to determine the appropriate study area and study methodologies. In addition, comments received at the public scoping meeting were considered and addressed in the study. The peak-hour and midday intersection operations are evaluated in the traffic report using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the Highway Capacity Manual (HCM) methodology for unsignalized intersections.

Intersection operation for signalized intersections is evaluated by measuring the amount of intersection capacity that is used by the traffic that flows through the intersection during the peak hours (see Table 3L-2). For unsignalized intersections, intersection operation is evaluated by measuring the average amount of delay, expressed in seconds, each vehicle experiences.

Table 3L-2: Level of Service Definitions for Signalized Intersections

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

Source: Transportation Research Board, 2000.

For unsignalized intersections, there is no one measure of significance for project impact. Individual movements may experience LOS E or F delays. Table 3L-3 provides LOS definitions for unsignalized intersections.

Thresholds of Significance

For this analysis, an impact pertaining to transportation and circulation would be considered significant under CEQA, based on professional practice and CEQA Guidelines, Appendix G (14 CCR 15000 et seq.), as well as the City's transportation policies and standards, if it would result in any of the following environmental effects.

Table 3L-3: Level of Service Definitions for Unsignalized Intersections

Level of Service	Average Total Delay (seconds/vehicle)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

Source: Transportation Research Board, 2000.

A transportation or circulation impact generated by the project would be considered significant if it would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);
- Cause, either individually or cumulatively, an exceedance of an LOS standard established by the Los Angeles County congestion management agency for designated roads or highways;
- Result in inadequate emergency access; or
- Result in inadequate parking capacity.

Project Impacts

Construction-Period Impacts

Traffic-related impacts during construction (less than significant)

Park, Habitat, and Stormwater Elements~~, and Wastewater Components~~

Traffic impacts from construction of the proposed project would not be considered significant either individually or cumulatively. The proposed project would result in increased vehicle trips due to construction workers commuting to the project area. In addition, the proposed project would add approximately five truck trips per hour to the local road network during the first 3 months of construction due to earthwork activities. However, these trips would be for a limited time period and would not cause levels of service at study intersections to deteriorate. In addition, the transport of construction materials and equipment would require permits and the submittal of a traffic management plan, to be approved by the City. The

traffic management plan would minimize the impact of truck traffic by providing designated routes, staging areas, and measures to avoid peak-hour hauling. Any lane closures or dirt hauling along Pacific Coast Highway would require permits from Caltrans.

Thus, construction-period impacts on traffic would be less than significant.

Mitigation Measures

No mitigation is required.

Temporarily obstruct emergency or bus access (less than significant)

Park, Habitat, and Stormwater Elements~~, and Wastewater Components~~

The proposed project, as required by law, would continue to provide adequate access for emergency vehicles and appropriate evacuation routes within the project area. In the event of a major emergency, such as a wildfire or tsunami, the City has prepared an emergency plan with specific guidelines for residents. Temporary road and lane closures, which could block emergency access and/or evacuation routes, would not occur during construction of the proposed project.

In the event of wildfire, staging areas for equipment and personnel have been designated in areas surrounding the Civic Center area. Since road closures are not anticipated during construction and the City would adhere to the existing emergency plan, implementation of the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan.

In addition, the proposed project would continue to provide alternative routes and bus stop area for buses that currently service Civic Center Way. After the end of the construction period, the bus stop area would be restored to its current location and buses would continue to use the current route. Therefore, this impact would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation is required.

Long-Term Operations Impacts

Increased traffic volumes on surrounding streets (less than significant)

Park, Habitat and Stormwater Elements~~, and Wastewater Components~~

To evaluate potential impacts on the surrounding street system under 2010 conditions (the estimated year of project completion), both with and without the proposed project, traffic forecasts were developed for the study intersections.

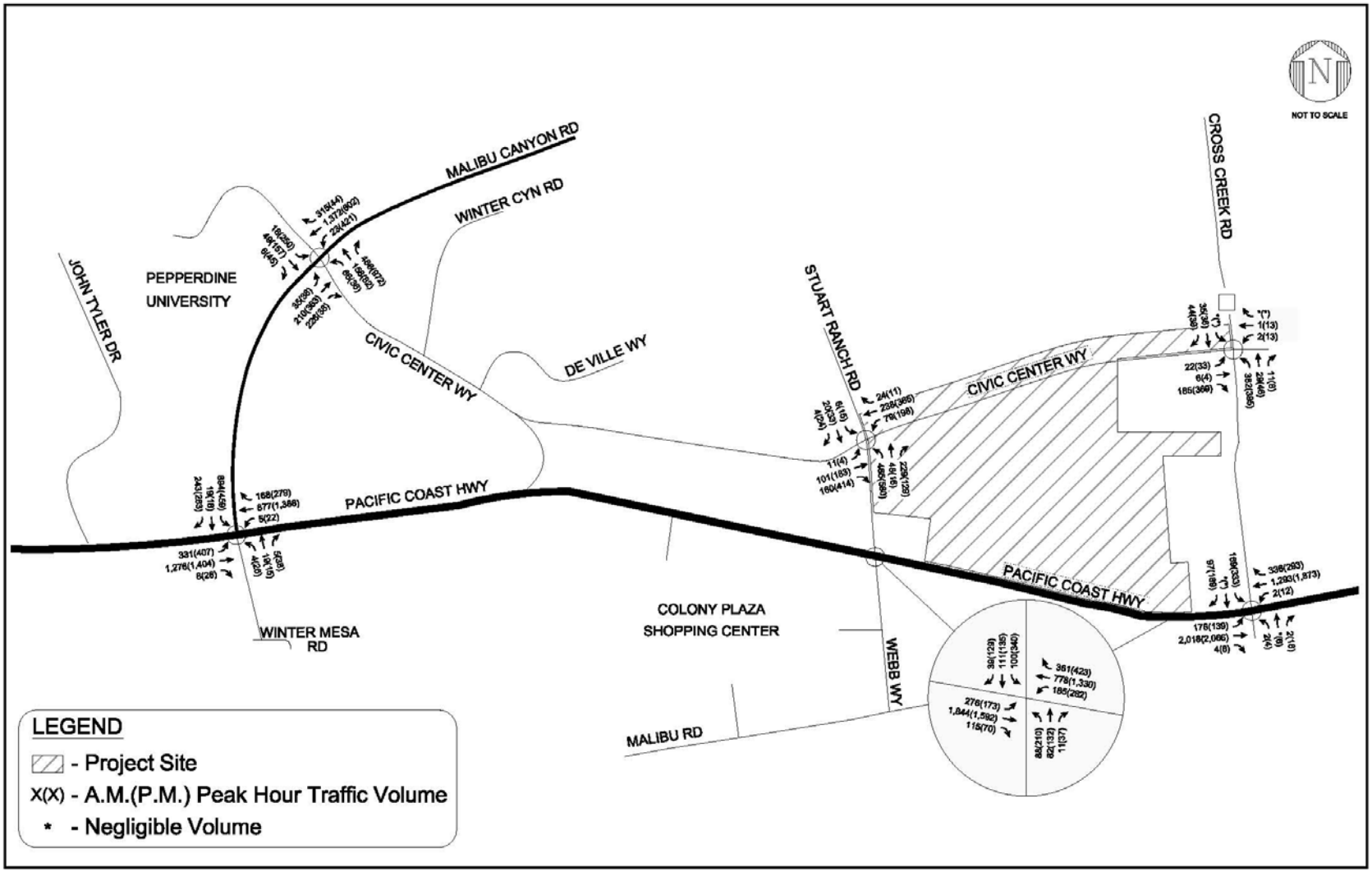
Future Base Conditions plus Related Projects

Without the project, the year 2010 forecasts reflect increased amounts of traffic due to general regional growth. Existing traffic volumes are expected to increase 1 percent per year due to this ambient growth. The traffic forecasts also include the effects of specific projects, called "related projects," that are expected to be implemented in the vicinity of the project area.

Related project trips are embedded in the traffic volumes beginning in the base year, 2007. Figure 3L-4 and Figure 3L-5 show the base traffic volumes for the year 2010, which include ambient growth and related projects, for the weekday and weekend peak hours, respectively. The future cumulative base weekday and Saturday peak-hour operating conditions for each of the intersections are summarized in Table 3L-4. In addition**,** physical street system improvements expected to be implemented by the year 2010 in the project area were included in the analysis of cumulative base conditions. However, because many of the cumulative projects were not approved by the City when the analysis was conducted, physical improvements developed as measures to mitigate impacts generated by the cumulative projects included:

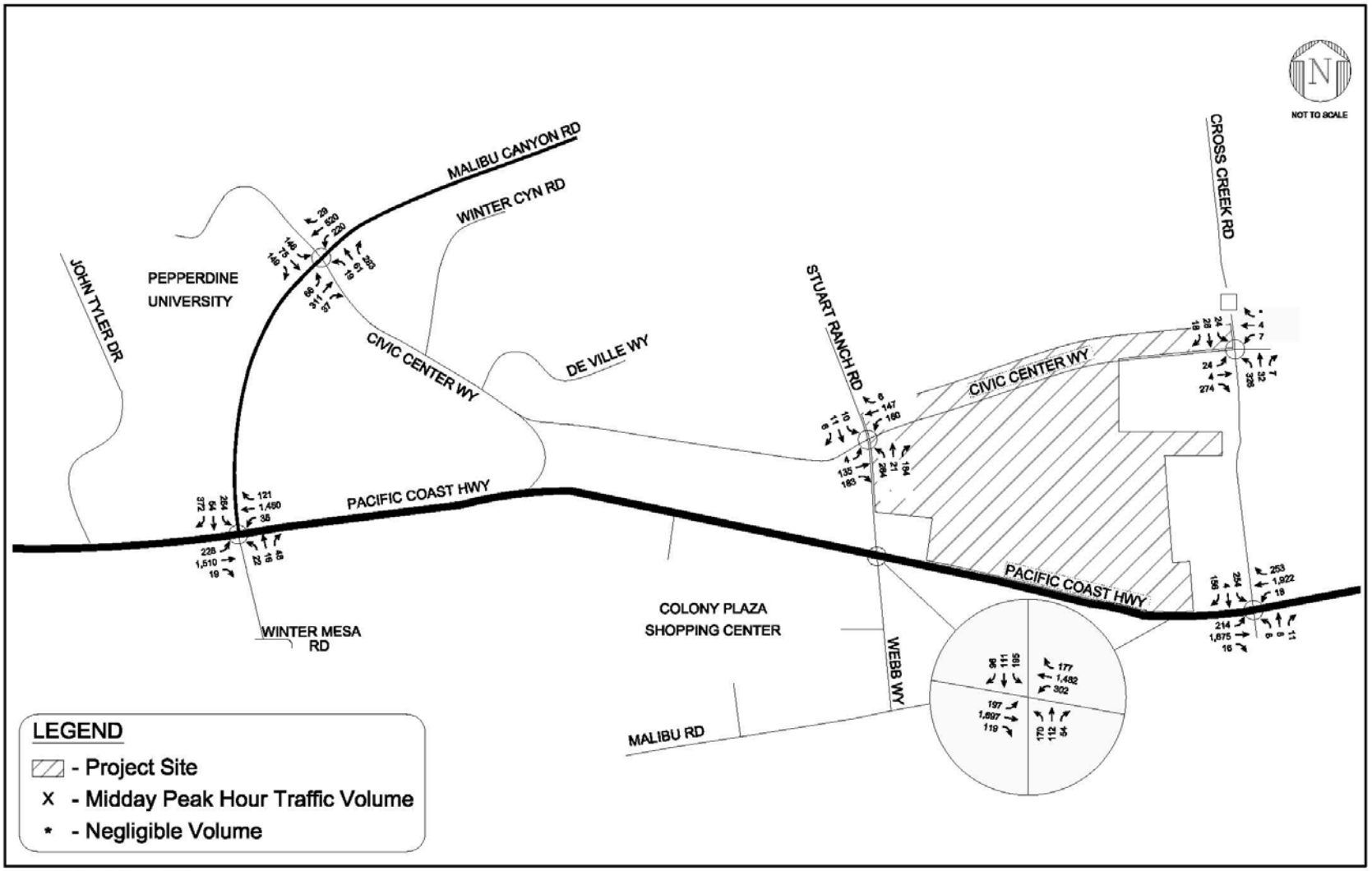
- Cross Creek Road Improvement Project – This project has been completed in the recent months. The project included minor striping changes to parking stalls and the addition of new sidewalks and crosswalks along Cross Creek Road. The intersection of Cross Creek Road and Civic Center Way has been converted to an all-way stop.
- Malibu Canyon Road and Civic Center Way – Pepperdine University is proposing the addition of a dedicated southbound right-turn lane on Malibu Canyon Road to the main campus entrance. Additionally, the enhancement project would extend the second northbound lane of Malibu Canyon Road from Pacific Coast Highway through the intersection. Both improvements are part of the existing right-of-way. The project is currently under review by the City.

Figure 3L-4: Cumulative Base Peak-Hour Traffic Volumes, Weekdays



SOURCE: Ferr & Peers 2007

Figure 3L-5: Cumulative Base Peak-Hour Traffic Volumes, Weekend



SOURCE: Fehr & Peers 2007

Table 3L-4: 2010 Cumulative Base Intersection Peak-Hour Levels of Service without Proposed Project

Intersection	Control	Weekday			Saturday		
		Peak Hour	V/C or Delay	LOS	Peak Hour	V/C or Delay	LOS
Malibu Canyon Road and Civic Center Way	Signalized	AM	0.722	C	Midday	0.476	A
		PM	0.706	C			
Malibu Canyon Road and Pacific Coast Highway	Signalized	**AM**	0.879	D	**Midday**	0.857	D
		PM	0.928	E			
Webb Way and Civic Center Way	Signalized*	AM	0.571	C	Midday	0.457	B
		PM	0.724	C			
Webb Way and Pacific Coast Highway	Signalized	AM	0.727	C	**Midday**	0.912	E
		PM	0.941	D			
Cross Creek Road and Civic Center Way	All-Way Stop	AM	11.4	B	Midday	11.1	B
		PM	14.8	B			
Cross Creek Road and Pacific Coast Highway	Signalized	AM	0.800	C	**Midday**	0.946	E
		PM	0.892	D			

Notes:

Bold indicates deficient level of service.

* Improvements proposed for the intersection would change the traffic control from the existing "all-way stop" to a "signalized" intersection by 2010. These improvements would include the following: adding a signal and widening Webb Way south of Civic Center Way; restriping the northbound approach and eastbound approach to provide one left-turn lane, one through lane, and one right-turn lane; and widening the southbound approach to provide one left-turn lane and one shared through/right lane.

Source: Fehr & Peers/Kaku Associates, 2008.

Project Traffic Generation

The proposed project includes the Legacy Park and~~,~~ Linear Park ~~and wastewater treatment plant~~ sites. ~~It is assumed that the wastewater treatment plant would be staffed by up to three persons working 8- to 10-hour shifts 5 days per week. In addition,~~ It is assumed that the redesign of Civic Center Way includes elements that could alter travel patterns, such as landscaping, pedestrian walkways, and diagonal parking on both sides of the street. These changes are expected to have a calming effect on traffic along Civic Center Way.

~~Two~~ Legacy Park is a traffic-generating use~~s~~ that has been proposed as ~~are~~ part of the proposed project~~: Legacy Park itself and the wastewater treatment plant~~. The proposed park would have a "passive" design and, based on previous studies for similar projects, a trip generation rate of five trips per acre, with 4 percent in the AM peak hour and 8 percent in the PM peak hour.[3] ~~Using empirical data available for the site, the wastewater treatment plant would not be expected to generate more than three inbound trips in the AM peak hour and three outbound trips in the PM peak hour, for a total daily trip generation of six trips. These trip generation rates are based on the anticipated number of employees.~~[4]

Table 3L-5 provides estimated trip generation data for the project area ~~including Legacy Park and the wastewater treatment plant~~. Table 3L-5 indicates that, at most, the project would be expected to add six trips to the local street network in the AM peak hour. In the PM peak hour, the project would be expected to add no more than nine trips to the local street network.

Table 3L-5: Estimated Trip Generation Data

				AM Peak			PM Peak		
Land Use	**Size**	**Rate**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Park	15 Acres	Per acre	75	3	0	3	6	0	6
~~Wastewater Treatment Plant~~	~~NA~~	~~NA~~	~~6~~	~~3~~	~~0~~	~~3~~	~~0~~	~~3~~	~~3~~
New Trips	—	—	81	6	0	6	6	3	9

Source: Fehr & Peers/Kaku Associates, 2008.

The additional AM/PM peak-hour vehicle trips would not present a substantial increase in vehicles that could affect service levels on the local street network. Cumulative levels of service for the year 2010 would not change as a result of the proposed project. Thus, because the proposed project would not negatively affect LOS in the project area, the proposed project would result in a less-than-significant impact.

[3] *Trip Generation, 7th Edition* (Institute of Transportation Engineers [ITE] 2003), provides trip generation rates for parks; however, the facilities described are more active and include amenities such as ball fields, swimming facilities, campsites, and picnic facilities, which will not be present at Legacy Park. In *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (San Diego Association of Governments [SANDAG] 2002), a trip generation rate of five trips per acre is provided for an undeveloped neighborhood or county park, with 4 percent in the AM peak hour and 8 percent in the PM peak hour.

[4] ~~Neither the ITE manual nor the SANDAG guide provides trip generation rates for a stormwater treatment plant.~~

[5] Improvements developed as mitigation measures for cumulative projects were not assumed for the cumulative base conditions.

Mitigation Measures

No mitigation is required.

Reduction in intersection LOS (less than significant)

Park, Habitat, and Stormwater~~,~~ Elements ~~and Wastewater Components~~

The proposed project may affect future traffic conditions at the study intersections. During the weekday and Saturday peak hours, the intersections would be expected to operate at the present LOS due to the very small number of trips that would be generated by the proposed Park ~~and wastewater treatment plant~~. As Table 3L-4 indicates, the project is expected to add no more than six trips to the local street network in the AM peak hour and no more than nine trips in the PM peak hour. Cumulative-plus-project conditions by the year 2010 are not expected to be adversely affected by this additional number of trips on the local street network.

Furthermore, physical street system improvements are expected to be implemented by the year 2010 in the project area; these were included in the analysis of cumulative base conditions. These improvements, as well as other improvements developed as measures to mitigate impacts generated by cumulative projects,[5] are described in Appendix G of this EIR. As a result of improvements, four of the six study intersections are expected to operate with an improved LOS under the 2010 cumulative base scenario.

Traffic generated by the proposed project under future conditions would not create significant impacts at the study intersections. Therefore, the impacts would be less-than-significant.

Mitigation Measures

No mitigation is required.

Compliance with the Los Angeles County Congestion Management Plan (no impact)

Park, Habitat, and~~,~~ Stormwater Elements~~, and Wastewater Components~~

The Los Angeles County CMP requires new development projects to analyze potential project impacts on CMP monitoring locations. The CMP requires a traffic study to analyze traffic conditions at all arterial monitoring

[5] Improvements developed as mitigation measures for cumulative projects were not assumed for the cumulative base conditions.

locations where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours. The CMP also requires traffic studies to analyze mainline freeway monitoring locations where the proposed project would add 150 or more trips in either direction during either the AM or PM weekday peak hours. If, the traffic study identifies no locations where this would occur, no further traffic analysis is required.

Pacific Coast Highway is a designated route in the CMP. However, because the proposed project would generate no more than six trips in the AM peak hour and nine trips in the PM peak hour, a CMP analysis is not required for this project. As such, the proposed project would be in compliance with the CMP, and no impact would result.

Mitigation Measures

No mitigation is required.

Inadequate parking capacity (less than significant)

Park, Habitat, and Stormwater Elements~~, and Wastewater Components~~

The ~~two~~ proposed Park is the traffic-generating component of the proposed project~~ are the proposed Park and the proposed wastewater treatment plant~~. The proposed Park would have a trip generation rate of five trips per acre. ~~The proposed wastewater treatment plant would generate about three inbound trips in the AM peak hour and three outbound trips in the PM peak hour, for a total daily trip generation of six trips.~~ Planned improvements for Civic Center Way would result in a landscaped street with approximately 150 to 170 angled parking spaces and a few parallel parking spaces (approximately 10 to 15) to the north near the intersection with Stuart Ranch Road. Visitors to Legacy Park and occasional park maintenance staff would use parking spaces in this area. Visitors arriving via Pacific Coast Highway would access the parking area from Webb Way or Cross Creek Road. ~~In addition, three parking spaces would be located at the proposed wastewater treatment plant to accommodate two or three full-time equivalent employees.~~ Thus, adequate parking would be provided for employees and visitors, and impacts on parking capacity would be less-than-significant.

Furthermore, a significant percentage of Park visitors will arrive by foot. The visitors will come from Malibu Lagoon, Pacific Coast Highway, the commercial area along Cross Creek Road, Los Angeles County facilities, local schools, and the other office and retail uses in the vicinity of the project area. The passive trail system within the natural setting will attract visitors who will use Legacy Park before or after shopping or working in the area. Furthermore, there are hundreds of residences within walking distance of the project site. Many of the residents can walk or bicycle to the site.

Mitigation Measures

No mitigation is required.

Unavoidable Significant Adverse Impacts

Implementation of the proposed project would not result in unavoidable significant adverse traffic impacts.