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## 3.0 ENVIRONMENTAL SETTING

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### 1. AESTHETICS/VIEWS

The visual character of area surrounding the Project Site is largely defined by the natural and built environment consisting of the developed areas in and around the Civic Center area and the scenic natural characteristics of the Santa Monica Mountains, the Malibu Lagoon and the Pacific Ocean. The narrow coastal terraces and lowlands of the City, backed by steeply ascending slopes of the Santa Monica Mountains, create a highly visible tiered-array of private and public properties.

The City of Malibu has defined the Civic Center area to be the commercial center of the City. In the area of the Project Site, the existing views of surrounding areas from the Project Site consist of existing commercial, residential and governmental/institutional land uses. The Santa Monica Mountains also define some of these existing viewsheds. The availability of views of the Project Site from off-site locations varies due to natural and built characteristics. Views of the Project Site are generally less obstructed by such features the closer a viewer is to the site, particularly from streets and properties that are adjacent to or above the site. Overall, the Project Site is visible from private and public viewing locations. The Project Site is prominently visible from Legacy Park, which is located directly across from the Project Site on Civic Center Way. The Project Site is not directly visible from the Pacific Ocean and the coastline, however limited and distant views of the Project Site are available from Pacific Coast Highway in the vicinity of Webb Way. Additionally, the Project Site is not prominently visible from available designated scenic turnouts along the scenic highway, Malibu Canyon Road.

Existing nighttime lighting conditions vary substantially throughout the City of Malibu. Nighttime lighting varies from moderately high levels in areas of commercial development, such as along the Pacific Coast Highway, to areas of low level or a complete absence of night lighting in undeveloped or rurally developed areas. Existing sources of glare on the Project Site include light reflecting off of parked vehicles, windows, and light-colored structures in the Project area. More information on views of and from the Project Site and light and glare can be found in Section 4.1, Aesthetics.

### 2. AIR QUALITY

The Project Site is located within the South Coast Air Basin (Basin). The air quality within the Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

The South Coast Air Quality Management District (SCAQMD) divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Project Site is located in the SCAQMD's Northwest Los Angeles County Coastal Air Monitoring Area (SRA No. 2). SCAQMD Station No. 91 collects ambient air quality data for the following criteria pollutants within SRA 2: O<sub>3</sub>, CO, NO<sub>2</sub>, Total Suspended Particulates (TSP), and Sulfates. Station No. 91 does not monitor for PM<sub>10</sub>, PM<sub>2.5</sub>, Lead, and SO<sub>2</sub>. Based on ambient air quality data reported for 2013, the maximum 1-hour and 8-hour concentrated measurement of ozone was 0.088 ppm and 0.75 ppm, respectively. Neither the federal 1-hour or 8-hour standards, or the State's 1-hour

standard was exceeded on any day in 2013. However the State's 0.75 ppm 8-hour standard was exceeded one time in 2012 and once in 2013. For more information on Air Quality, see Section 4.2.

### **3. CULTURAL RESOURCES**

Cultural resources in the City of Malibu are known to include archaeological sites of the Chumash Native Americans and their ancestors, sacred places of the Chumash, and historic buildings. The Chumash Native Americans are believed to have inhabited areas of the Santa Monica Mountains, including a portion of territory encompassing the Project Site and extending mainly northward. Humaliwo, located in the Malibu Lagoon, was the southern capital of the Chumash and, with a population of several hundred families, it dominated the politics and economic life of most of the Chumash population of the Santa Monica Mountains and the San Fernando Valley. For this reason, the Chumash are a very important and sensitive cultural resource to Malibu, particularly near Malibu Lagoon.

The Project Site was initially surveyed for cultural resources by South Central Coastal Information Center on May 20, 2013. Five archaeological sites and two above-ground historic resources have been identified on maps within a ½ -mile radius of the Project Site. The site survey concluded that no evidence of either prehistoric or historic artifacts or features have been found on the Project Site. For more information on Cultural Resources, see Section 4.3.

### **4. GEOLOGY AND SOILS**

The Project Site is located in the Transverse Ranges geomorphic province of Southern California. The Transverse Ranges are essentially east-west trending elongate mountain ranges and valleys. Structurally, the province reflects the north-south compressional forces that are the result of a bend in the San Andreas Fault. The Project Site lies in the southwestern portion of the province, in the City of Malibu. The Project Site is situated atop relatively flat-lying, near-shore sediments between the coast and the Santa Monica Mountains. These sediments are mapped as Quaternary-age floodplain deposits and are associated with the Malibu Creek.

The Project Site is within the onshore portion of the Malibu Coast Fault Zone, which involves a broad zone of faulting and shearing as much as one mile in width. The Malibu Coast Fault is the most predominant feature within this broad deformation zone. Malibu Coast Fault's surface trace runs approximately 20 feet south of the Project Site. The Malibu Coast Fault may underlie the Project Site, although active faulting has not been recognized within or east of the Malibu Creek drainage.

Based on the site-specific geotechnical investigation performed by GEOLABS-Westlake Village on June 20, 2012 (revised December 18, 2013), the Project Site is underlain by a thin layer of artificial fill over alluvium. The total relief across the Project Site is approximately six feet from the low point near Civic Center Way and the high point at the northern boundary of the parcel. Groundwater underneath the Project Site ranges from six to twenty-three feet in depth. Historic high groundwater in the vicinity of the Project Site is found to be five feet below the surface. The northeast corner of the Project Site contains underground seepage pits. The soils below the Project Site have a low to high risk of liquefaction based on their Liquefaction Potential Index, and the Project Site has the potential for liquefaction. The potential

effects of liquefaction could include lateral spreading and seismically-induced settlement. On-site manifestations due to surface rupture, landslides, subsidence, expansive soils and settlement are expected to be relatively low risk. For more information on Geology and Soils, see Section 4.4.

## **5. GREENHOUSE GAS EMISSIONS**

The California Energy Commission (CEC) published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004* in December 2006. This report indicates that California emitted between 425 to 468 million metric tons of greenhouse gases in 1990. California has the second lowest per capita rate of CO<sub>2</sub> emissions in the nation, with only the District of Columbia being lower. Between 1990 and 2000, California's population grew by approximately 13.8% (or 4.1 million) people and during the 1990 to 2003 period, California's gross State product grew by 83 percent (in dollars, not adjusted for inflation). However, California's GHG emissions were calculated to have grown by only 12 percent over the same period. The report concluded that California's ability to slow the rate of growth of GHG emissions was largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. The State's programs and commitments were calculated to have lowered its GHG emissions rate of growth by more than half of what it would have been otherwise.

The Project Site is currently improved with the former Los Angeles County Sheriff's Station, which was decommissioned in the early 1990s. The Sheriff's Station building includes approximately 23,882 square feet of developed floor area, of which approximately 7,279 square feet is located below grade in a basement level and approximately 16,603 square feet is located at-grade. Because the former Sheriff's Station has been decommissioned for more than 20 years, the existing Project Site is considered to have zero existing GHG emissions for purposes of this analysis. For more information on Greenhouse Gas Emissions, see Section 4.5.

## **6. HAZARDOUS MATERIALS**

According to aerial photographs for the Project Site, the Project Site was undeveloped until the mid-1900s. During the mid-1900s, the Project Site started being developed with agricultural uses. By the 1960s, aerial photographs show that the Project Site was developed with two rectangular buildings on the west and east side of the property. In 1969, the Project Site was developed with a cluster of adjoining buildings that remain today. Currently, the Project Site has several improvements including parking lots, a temporary trailer, a communication tower, and a one-story Sheriff's Station that was decommissioned in the 1990s. The Sheriff's Station has a basement that contains a pump station. An unpaved road to the east of the Project Site, La Paz Lane, provides access to the interior and back parking lot on the Project Site that serves the Waterworks building.

Ellis Environmental, Inc. performed an initial investigation of the Project Site in August 2011. The Project Site is listed on the Leaking Underground Storage Tank list for four former USTs on-site. The Project Site LUST was issued closure by the County of Los Angeles Regional Water Quality Control Board and the County of Los Angeles Department of Public Works in the 1990s. The LUST classification on the Project Site represents a historic recognized environmental condition (RECs). No RECs currently exist on the Project Site.

Two sites located within a one-mile radius of the Project Site have documented spills or leaks. The property located at 23670 Pacific Coast Highway is listed under State and tribal LUST list. The Regional Water Quality Control Board case is currently open at the site, and the site is undergoing remediation as of January 2008. The potential contaminant of concern is listed as gasoline. It appears that this facility may be up gradient with respect to groundwater flow direction. The case is monitored semiannually. The second site, located at 2011 Malibu Canyon Road is an active case under the California Department of Toxic Substances Site Cleanup Program. Potential contaminants of concern are chromium III, mercury, white phosphorus, polynuclear aromatic hydrocarbons, diesel, PCE and TCE. Based on the distance to the Project Site and the media listed as impacted, this facility does not represent a REC in association with the Project Site.

All buildings at the Project Site are served by septic systems. A pump station was observed in the basement of the former Sheriff's Station building and septic tanks are located north of the buildings under the public works yard. According to an on-site representative the leach field serving these tanks is located on the property to the north of the Project Site.

Since the existing buildings on-site were constructed prior to 1979, the structures are expected to contain asbestos and lead paint. Refer to Section 4.6 for more information on the Project's Hazards and Hazardous Materials analysis.

## **7. HYDROLOGY AND WATER QUALITY**

The nearest body of water is the Malibu Creek located approximately 1,300 feet east of the Project Site. The Project Site occupies a 100-year floodplain area. Surface water from the Project Site appears to be directed toward storm drains via on-site drainage swales and drainage improvements. The direction of regional groundwater flow in the area of the property is to the east. Groundwater underneath the Project Site ranges from six to twenty-three feet in depth. Historic high groundwater in the vicinity of the Project Site is found to be five feet below the surface.

Based on the results of the Soil and Groundwater Sampling report, dated January 17, 2012, Ellis Environmental Inc. (Ellis) concludes that the proposed area for the new Santa Monica City College building appears to be free of residual gasoline contamination associated with a previous release from the Sheriff's Station building. No evidence was found to suggest that soil, soil vapor, or groundwater contamination is present at levels of concern. Additionally, very minor residual groundwater contamination was noted in two boring locations on the LA County Waterworks property. The concentrations detected were below applicable drinking water standards, and Ellis does not believe them to be of significant consequence. For more information on Hydrology and Water Quality, see Section 4.7.

## **8. LAND USE AND PLANNING**

The Proposed Project Site is bounded by open space to the north and west, Civic Center Way and Legacy Park to the south, and the existing Civic Center complex to the east. The Project Site is located within the existing Los Angeles County Civic Center complex in the City of Malibu. The Civic Center complex currently includes the municipal land uses: Courthouse (vacant), Library, Waterworks, and Sheriff's Station (vacant). In addition to the municipal land uses occupying the Malibu Civic Center, portions of the Project Site are licensed to three non-governmental land uses: the Malibu Tow Yard, the Malibu Community Labor Exchange, and the Malibu Farmer's Market. The Project Site encompasses 400,252 square feet (9.19 acres) of Civic Center lot area and 128,500 square feet (2.95 acres) of the proposed SMC lease lot area. The Project Site is currently improved with the former Los Angeles County Sheriff's Station, which includes approximately 23,882 square feet of developed floor area. Because the property was developed prior to the incorporation of the City of Malibu, some features within the Malibu Civic Center property are considered existing non-conforming land uses; such as the height of the existing emergency communications tower and the size of the existing parking stalls.

The Zoning designation of the Project Site is "Institutional" and the General Plan Land Use Designation is "Institutional." Pursuant to Section 17.34.020 of the Malibu Municipal Code, government facilities including police and fire stations and government offices are permitted uses within the Institutional Zoning District. Wireless telecommunications antennae and facilities are also permitted uses (pursuant to the provisions of Chapter 17.46 and Section 17.62.040) that comply with the most restrictive design standards set forth in Section 17.96.070. Public or private educational institutions are conditionally permitted used in the Institutional Zone (MMC Section 17.34.030).

Regional governmental agencies and regulatory plans that have jurisdiction over development on the Project Site include the Southern California Association of Government's (SCAG) Regional Comprehensive Plan Guide (RCPG), the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS); the Los Angeles Regional Water Quality Control Board (LARWQCB); the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); and the Los Angeles County Metropolitan Transportation Authority's (Metro) 2010 Congestion Management Program (CMP). Local government agencies and plans that regulate the development of the Project Site include the County of Los Angeles and the City of Malibu and its General Plan, Local Coastal Program, and Malibu Municipal Code. More information on Land Use and Planning is provided in Section 4.8.

## **9. NOISE**

Data used to prepare the noise analysis were obtained from the City of Malibu General Plan Noise Element from the City Municipal Code, and from measuring and modeling existing and future noise levels at the Project Site and the surrounding land uses.

To establish baseline noise conditions, existing daytime noise levels were monitored at surrounding locations within 500 feet of the Project Site. The City of Malibu's General Plan Noise Element recognizes that certain land uses are more sensitive to increases in ambient noise levels than others. These noise sensitive land uses include single and multiple family residences, schools, libraries, medical facilities,

retirement and rest homes, and places of religious worship. For purposes of this analysis, the adjacent Los Angeles County Superior Court (Malibu Courthouse) and the Los Angeles County Malibu Library have been identified as noise-sensitive uses. The noise survey was conducted using a Larson-Davis 824 precision noise meter, which exceeds the minimum industry standard performance requirements for “Type 1” standard instruments as defined in the American National Standard Institute (ANSI) S1.4. This noise meter complies with “Type S2A” standard instruments or better, and was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above the local grade. Three ambient noise surveys were conducted at three locations on and around the Project Site: (1) the eastern driveway near Malibu Public Library; (2) the western driveway on the Project Site; and (3) the courtyard area within the Project Site near the Malibu Courthouse. Current noise levels do not exceed the threshold for a significant impact to occur (an equivalent energy noise level of 65 dBA or greater). Additional detailed information on the ambient noise environment can be found in Chapter 4.9.

## **10. PUBLIC SERVICES**

### **Fire Protection**

The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services for the City of Malibu. The Department’s operations are divided into three Operational Bureaus, which are composed of 22 Battalions serving unincorporated areas of Los Angeles County and 57 contract cities (including the City of Malibu).<sup>1</sup> The Project Site is located within Battalion 5. Fire Station 88, located at 23720 W. Malibu Road, is the primary station serving the Project Site. The City of Malibu’s water supply is provided by the Metropolitan Water District of Southern California (MWD). Water infrastructure serving the Project Site is maintained by the Los Angeles County Department of Public Works, Waterworks District 29.

The Santa Monica Mountains are considered particularly susceptible to wildfires due to several factors including: climate patterns and weather conditions; fire adaptation of vegetation types; slope steepness; and frequency of fires caused by human activity. The Proposed Project is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). More information on fire protection is provided in Chapter 4.10.

### **Police Protection**

Police protection, enforcement, and emergency services in the City of Malibu are provided by the Los Angeles County Sheriff’s Department (LACSD) on a contract basis with the City. The LACSD’s Malibu/Lost Hills Station, located at 27050 Agoura Road in Agoura Hills, serves the City of Malibu as well as the cities of Agoura Hills, Calabasas and Westlake Village, and the surrounding unincorporated areas of Los Angeles County.

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<sup>1</sup> *County of Los Angeles Fire Department, website: <http://fire.lacounty.gov/HometownFireStations/HometownFireStations.asp>, accessed December 2013.*

Unlike fire protection services, police units are often in a mobile state; hence, the actual distance between a headquarters facility and the Project Site is often of little relevance in responding to emergencies. Instead, the number of officers out on the street is more directly related to the realized response time. Response time is defined as the total time from when a call is dispatched until the time that a police unit arrives at the scene. The most common criminal offenses within the City of Malibu in 2012 and 2013 include larceny theft, burglary, and grand theft auto. More information on police protection is provided in Section 4.10.

## **11. TRANSPORTATION AND CIRCULATION**

### **a. Existing Street System**

The local streets serving the Proposed Project are under the jurisdiction of the City of Malibu. Primary access would be provided by streets adjacent to the Proposed Project Site. The local street network serving the Project Site is a combination of Civic Center Way with other major streets in the Project vicinity. The streets comprising this street network are described below:

*Pacific Coast Highway (SR-1)* is an east-west oriented roadway that is located south of the Project Site. Pacific Coast Highway is designated as a Modified Major Arterial in the Circulation Element of the City of Malibu General Plan and an eligible Scenic Highway by the California Department of Transportation. Two through travel lanes are provided in each direction in the Project vicinity. It should be noted that a third eastbound through travel lane is provided at the eastbound approach on Pacific Coast Highway at Webb Way. Exclusive left-turn lanes are provided in both directions at major intersections in the Project vicinity. Dual left-turn lanes are provided in the eastbound direction at the Malibu Canyon Road intersection. Exclusive right-turn only lanes are provided in the westbound direction at the Kanan Dume Road, Malibu Canyon Road, Webb Way, and Las Flores Canyon Road intersections. An exclusive right-turn only lane is also provided in the eastbound direction on Pacific Coast Highway at Webb Way. Curbside parking is generally prohibited on both sides of Pacific Coast Highway in the Project vicinity. Pacific Coast Highway is posted for speed limits of 50 miles per hour west of Malibu Canyon Road and 45 miles per hour east of Malibu Canyon Road.

*Civic Center Way* is an east-west oriented roadway that borders the Project Site to the south. Civic Center Way is classified as a Collector roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction in the Project vicinity. A free-flow right-turn lane is provided in the westbound direction at the Malibu Canyon Road intersection, and an exclusive right-turn lane is provided in the eastbound direction at the Webb Way intersection. Parking is generally prohibited along both sides of Civic Center Way west of Webb Way, while off-road and curb parking is accommodated east of Webb Way. Civic Center Way is posted for a speed limit of 40 miles per hour.

*Kanan Dume Road* is a north-south oriented roadway that is located approximately seven miles west of the Project Site. Kanan Dume Road is classified as a Major Arterial in the Circulation Element of the City of Malibu General Plan. Two through travel lanes are generally provided in each direction, except near the Pacific Coast Highway intersection, where there is only one lane in each direction. An exclusive right-turn lane and dual left-turn lanes are provided in the southbound direction on Kanan Dume Road at the Pacific Coast Highway intersection. A truck arrestor located within the center median is provided in the

southbound direction at the Pacific Coast Highway intersection. Parking is allowed along both sides of Kanan Dume Road. Kanan Dume Road is posted for a speed limit of 50 miles per hour within the study area near Pacific Coast Highway.

*Malibu Canyon Road* is a north-south oriented roadway that is located west of the Project Site. Malibu Canyon Road is classified as a Major Arterial in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction north of Civic Center Way, while two through travel lanes are provided between Civic Center Way and Pacific Coast Highway. An exclusive right-turn lane, one combination left-turn/through lane and one exclusive left-turn lane are provided in the southbound direction on Malibu Canyon Road at the Pacific Coast Highway intersection. Exclusive left-turn lanes are also provided in both directions on Malibu Canyon Road at the Civic Center Way intersection. Parking is prohibited along both sides Malibu Canyon Road. Malibu Canyon Road is posted for a speed limit of 45 miles per hour within the study area.

*Webb Way* is a north-south oriented roadway that extends between Civic Center Way and Pacific Coast Highway and is located west of the Project Site. Webb Way is classified as a Collector roadway in the Circulation Element of the City of Malibu General Plan. One through travel lane is provided in each direction in the Project vicinity. Parking is prohibited along both sides of Webb Way. One exclusive left-turn lane is provided in both directions on the roadway at the Pacific Coast Highway intersection. One exclusive right-turn lane is also provided in the southbound direction at the Pacific Coast Highway intersection and in the northbound direction at the Civic Center Way intersection. There is no posted speed limit on Webb Way in the Project vicinity, thus it is assumed to be a prima-facie speed limit of 25 miles per hour, consistent with the State of California Vehicle Code.

*Cross Creek Road* is a north-south oriented roadway that borders the Project Site to the east. Cross Creek Road is designated as a Collector roadway in the Circulation Element of the City of Malibu General Plan between Pacific Coast Highway and Civic Center Way, while it is designated as a Local roadway north of Civic Center Way. One through travel lane is provided in each direction in the Project vicinity. Parking is allowed along both sides of Cross Creek Road near the Project Site. One exclusive left-turn lane and one exclusive right-turn lane are provided in the southbound direction at the Pacific Coast Highway intersection. One exclusive right-turn lane is also provided in the northbound direction at the Pacific Coast Highway intersection. Cross Creek Road is posted for a speed limit of 25 miles per hour in the study area.

*Carbon Canyon Road* is a north-south oriented roadway that is located east of the Project Site. Carbon Canyon Road is designated as a Local roadway in the Circulation Element of the City of Malibu General Plan. Curb parking is generally provided along west side of Carbon Canyon Road in the Project vicinity. Carbon Canyon Road is posted for a speed limit of 30 miles per hour within the study area.

*Las Flores Canyon Road* is a north-south oriented roadway that is located east of the Project Site. Las Flores Canyon Road is designated as a Local roadway in the Circulation Element of the City of Malibu General Plan. Curb parking is prohibited along both sides of Las Flores Canyon Road in the Project vicinity due to right-of-way constraints, but angled, off-street parking is allowed. Las Flores Canyon Road is posted for a speed limit of 25 miles per hour within the study area.



**b. Existing Traffic**

The traffic analysis follows City of Malibu traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program. The traffic analysis evaluates potential Project-related impacts at eleven key intersections encompassing a study area that extends from Malibu Canyon Road to the north, Pacific Coast Highway to the south, Kanan Dume Road to the west, and Topanga Canyon Boulevard to the east. The study intersections were determined in consultation with City of Malibu Planning Department staff and Santa Monica Community College District (SMCCD), the Lead Agency for this Project:

1. Kanan Dume Road/Pacific Coast Highway (SR-1)
2. Malibu Canyon Road/Civic Center Way
3. Malibu Canyon Road/Pacific Coast Highway (SR-1)
4. Winter Canyon Road/Civic Center Way
5. Stuart Ranch Road-Webb Way/Civic Center Way
6. Webb Way/Pacific Coast Highway (SR-1)
7. Cross Creek Road/Civic Center Way
8. Cross Creek Road/Pacific Coast Highway (SR-1)
9. Malibu Pier Signal/Pacific Coast Highway (SR-1)
10. Carbon Canyon Road/Pacific Coast Highway (SR-1)
11. Las Flores Canyon Road/Pacific Coast Highway (SR-1)

Nine of the eleven study intersections selected for analysis are presently controlled by traffic signals. The remaining two study intersections, Stuart Ranch Road-Webb Way/Civic Center Way and Cross Creek Road/Civic Center Way, are presently all-way stop controlled intersections. Manual traffic counts of vehicular turning movements were conducted in July 2012, and these manual traffic counts were increased at an annual ambient growth rate of 1.5% from 2012 to 2014. All study intersections currently operate at a Level of Service D or better.

**c. Existing Public Transit and Bicycle Routes**

Public bus transit service within the vicinity of the Project Site is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro). The nearest bus stop to the Project Site is located at the northwest corner of Webb Way/Civic Center Way intersection for Metro Route 534. Metro Route 534 provides a significant means of transportation for much of the working population of the City of Malibu.

Bicycle access is currently provided in the western portion of the City of Malibu, primarily along Pacific Coast Highway.

**d. Existing Vehicular Project Site Access**

Vehicular access to the existing Civic Center complex is currently provided via four driveways on Civic Center Way. The most easterly driveway on Civic Center Way serves the rear (north) parking area behind the Courthouse facilities. The next driveway to the west serves as the easterly entrance/exit for the surface public parking area located in the front (south) side of the Courthouse and existing Sheriff's Station building. To the west, there are currently two driveways along Civic Center Way: one driveway serves the rear parking area behind the existing Sheriff's Station building and the second serves as the westerly entrance/exit for the public parking area in front of the complex.

More information on Transportation and Traffic is provided in Section 4.11.

**e. Existing Parking**

Existing parking for the Civic Center complex is providing on-site at the front parking lot (available to Civic Center visitors), the back parking lot, and street parking. The current front lot parking area within the Civic Center complex has a total parking supply of 157 spaces. In addition, a total of 72 on-street parking spaces are provided on Civic Center Way along the property frontage. More information on Parking is provided in Section 4.11.2.

**12. PUBLIC UTILITIES****a. Wastewater**

The City of Malibu is not served by a citywide wastewater treatment facility. Sewage from most properties within the City of Malibu is disposed by private on-site wastewater treatment systems (OWTS). The Project Site is currently served by on-site septic system that is connected to and services the buildings within the Malibu Civic Center complex. A pump station is located in the basement of the former Sheriff's Station building and septic tanks are located north of the buildings under the Public Works yard. The leach field serving these tanks is located on the property to the north of the Project Site.

The Tapia Wastewater Treatment Plant is known to contribute to wastewater discharge to bodies of water such as the Malibu Creek, Malibu Lagoon, and consequently the Santa Monica Bay. Water quality issues associated with the discharge of wastewaters released from OWTS (specifically in the Civic Center area in the City of Malibu) and the Tapia Wastewater Treatment Plant has led to elevated levels of pathogens and nitrogen in the area's bodies of water and groundwater. According to California's Water Resources Control Board, the Malibu Creek, Malibu Lagoon, Malibu Beach, and Surfrider Beach are impaired water bodies with imposed total maximum daily loads.

On November 5, 2009, the Regional Water Quality Control Board, Los Angeles Region (Los Angeles Water Board) adopted Resolution R4-2009-007 approving an amendment to Chapter IV of the Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan), to prohibit on-site wastewater disposal systems (OWDS) in the Malibu Civic Center Area, as defined in

Resolution R4-2009-007, (Basin Plan Amendment).<sup>2</sup> On August 23, 2011 the State Board approved a Memorandum of Understanding (MOU) with the City of Malibu. The MOU establishes time frames and milestones for the City to achieve compliance with the prohibition of new on-site septic systems.<sup>3</sup> The MOU was last updated in December 2014 and the Final EIR for the Civic Center Wastewater Treatment Facility (CCWTF) was certified on January 12, 2015. The City is working on programs to manage stormwater runoff and wastewater. Implementation of the City's OWTS Operating Permit program, which is a separate program from the CCWTF Project, includes contributing to the development of the City's proposed Civic Center Wastewater Treatment Facility design and operation.<sup>4</sup>

**b. Water**

Water service to the City of Malibu is provided by the Los Angeles County Waterworks District 29 (the District). The District obtains its water mostly from the West Basin Municipal Water District (WBMWD), but also receives portions from the Las Virgenes Municipal Water District (LVMWD) and the City of Los Angeles Department of Water and Power (LADWP).

The City of Malibu receives water through a 30-inch water main running along Pacific Coast Highway. Smaller water mains connect to this water main and run to other parts of the City. The Project Site has water mains beneath Civic Center Way and Cross Creek Road, ranging in size from six inches to twelve inches. There are smaller mains branching off of these mains that range from four inches to eight inches.

The Los Angeles County Department of Public Works (LACDPW) is currently in the process of accessing the future water demands for the Waterworks District 29 system.

**c. Energy Conservation**

**(1) Electricity**

The Southern California Edison Company (SCE) currently provides electrical service to the City of Malibu. Southern California Edison (SCE) is one of the largest electric utilities in California, serving more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California, excluding the City of Los Angeles and certain other cities.

Energy consumption from new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate energy

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<sup>2</sup> *City of Malibu, Memorandum of Understanding Regarding Phased Implementation Of Basin Plan Amendment Prohibiting On-Site Wastewater Disposal Systems In The Malibu Civic Center Area, August 2011.*

<sup>3</sup> *City of Malibu, Environmental Sustainability Department, Policy For Environmental Health Review of Development Projects Within The Civic Center Prohibition Area, website: <http://www.ci.malibu.ca.us/Index.aspx?NID=261>, accessed December 2013.*

<sup>4</sup> *City of Malibu, California, website: <http://www.ci.malibu.ca.us/index.aspx?nid=517>, accessed December 2013.*

consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided that these standards meet or exceed those provided in Title 24 guidelines.

## (2) Natural Gas

The Southern California Gas Company (Gas Company) provides natural gas service to the City of Malibu through gas mains that run under the streets. The availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, the Gas Company is under the jurisdiction of the Public Utilities Commission (PUC), but can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

### 13. CUMULATIVE RELATED PROJECTS

CEQA requires that Environmental Impact Reports analyze “cumulative impacts,” defined in CEQA Guidelines Section 15355 as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” In addition, CEQA Guidelines Section 15130 indicates that the analysis of cumulative impacts need not be as in-depth as what is performed relative to the proposed project, but instead is to “be guided by the standards of practicality and reasonableness.” The cumulative impacts analysis considers the anticipated impacts of the Master Plan along with reasonably foreseeable growth. According to CEQA Guidelines Section 15130(b)(1), reasonably foreseeable growth may be based on:<sup>5</sup>

- A list of past, present, and probable future projects producing related or cumulative impacts; and/or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area and the applicable related projects for each individual environmental impact may vary. For example, a cumulative visual impact generally could only affect the area within the view of a project site, while a cumulative air quality impact could affect the entire South Coast Air Basin. The specific boundaries, and the related projects within those boundaries, for the cumulative study area of each environmental issue are identified in the applicable environmental issue sections in Chapter 4.0 (Environmental Impact Analysis), of this Draft EIR. For purposes of the cumulative impact analysis, Table 3.1, below, identifies a list of past, present, and

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<sup>5</sup> Clarification based on *Communities for a Better Environment v. California Resources Agency, 2002*.

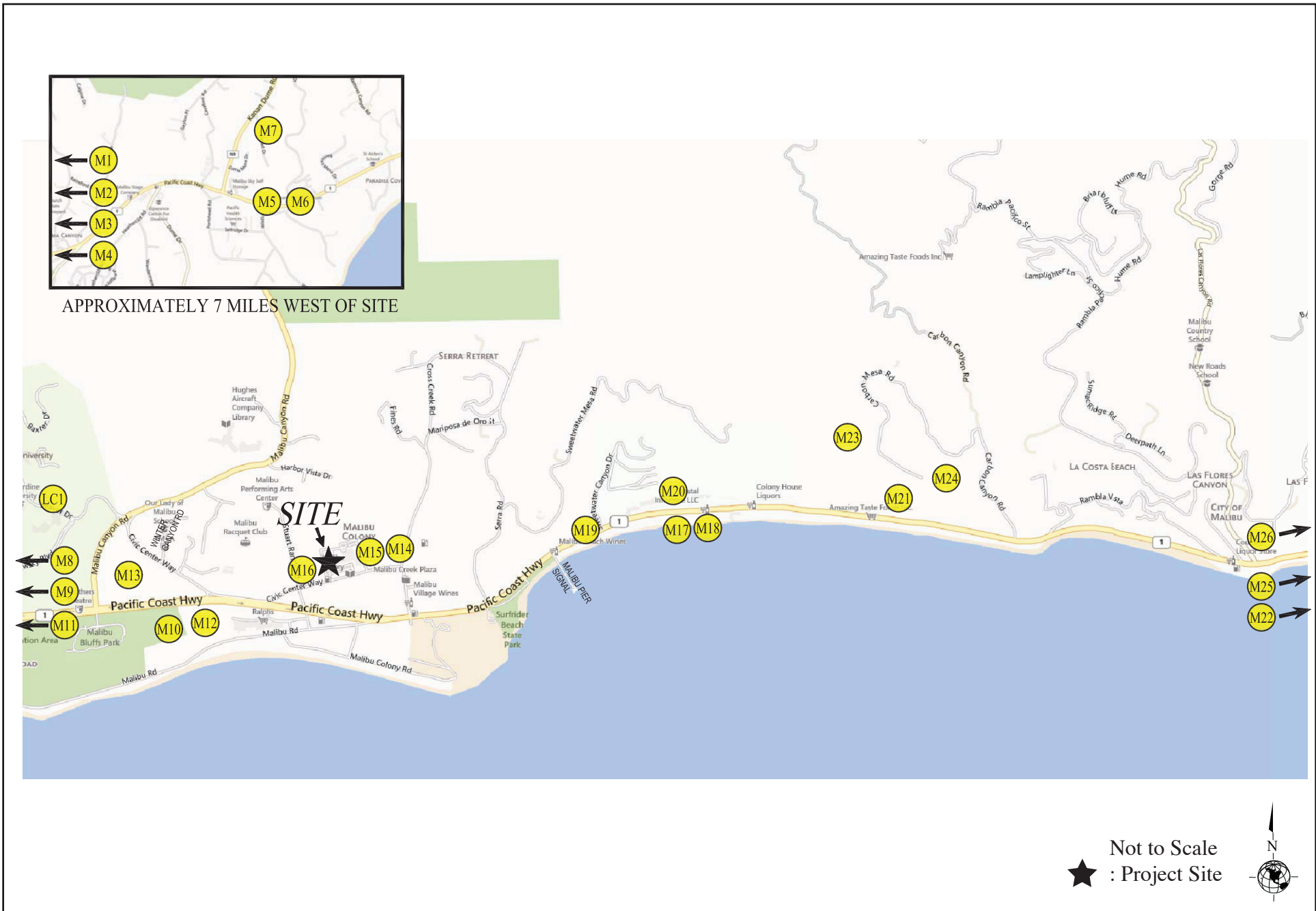
probable future projects derived from building and planning application records from the City of Malibu as of October 2014. The general location of each identified related project in relation to the Project Site is provided in Figure 3.1, Related Projects Location Map.

**Table 3.1**  
**Related Projects**

<b>Map No.</b>	<b>Project Name / Address</b>	<b>Land Use</b>	<b>Size</b>	<b>Unit</b>
M1	Broad Beach Estates 30999 Pacific Coast Highway	Single-Family Residential 8 Two-Unit Duplex Multi-Sport Athletic Field	46 16 2	du du fields
M2	Trancas Country Market 30745 Pacific Coast Highway	Specialty Retail, Quality Restaurant, Office, and Pharmacy	25,728	glsf
M3	Sea Star Estates 6270-6398 Sea Star Drive	Single-Family Residential	5	du
M4	Malibu High and Middle School Campus Improvements 30215 Morning View Drive	Administration Building	35,315	sf
M5	28811 Pacific Coast Highway	Single-Family Residential	3	du
M6	LA County Fire Station No. 71 28722 Pacific Coast Highway	Fire Station Addition	3,152	sf
M7	Galahad Subdivision 6061 Galahad Drive	Single-Family Residential	4	du
M8	5905-5909 Latigo Canyon Road	Single-Family Residential	2	du
M9	Beau Rivage 26023 Pacific Coast Highway	Restaurant	2,800	gsf
M10	Crummer 24120 Pacific Coast Highway	Single-Family Residential Baseball Field	5 2	du games
M11	Hajian 24903 Pacific Coast Highway	Office	9,685	gsf
M12	Towing Subdivision 23915 Malibu Road	Single-Family Residential	4	du
M13	Rancho Malibu Hotel 4000 Malibu Canyon Road	Hotel Fitness Retail Spa	146 100 19,849 20,925	rooms members glsf gsf
M14	La Paz Shopping Center 23465 Civic Center Way	Specialty Retail Office	77,110 53,825	glsf gsf
M15	Whole Foods in the Park 23401 Civic Center Way	Shopping Center Restaurant (High-Turnover) Restaurant (Fast Food)	34,425 2,500 1,500	gsf glsf gsf
M16	Malibu Sycamore Village 23575 Civic Center Way	Office/Retail/Restaurant Urgent Care	71,000 5,000	glsf gsf
M17	Pierview 22716 Pacific Coast Highway	Restaurant	7,100	gsf
M18	Windsail 22706 Pacific Coast Highway	Restaurant	5,904	gsf
M19	Surfrider Plaza 22959 Pacific Coast Highway	Office Retail	2,630 4,517	gsf glsf
M20	22729 Pacific Coast Highway	Office	2,499	gsf
M21	Carbon Condominiums	Condominiums	8	du

<b>Map No.</b>	<b>Project Name / Address</b>	<b>Land Use</b>	<b>Size</b>	<b>Unit</b>
	22065 Pacific Coast Highway			
M22	18805-18809 Pacific Coast Highway	Single-Family Residential	3	du
M23	22301-22309 Pacific Coast Highway	Single-Family Residential	4	du
M24	21997, 22003 Pacific Coast Highway	Single-Family Residential	2	du
M25	20624, 20630 Pacific Coast Highway	Single-Family Residential	2	du
M26	21100 Seaboard	Single-Family Residential	4	du
LC1	Pepperdine Campus Life Project 24255 Pacific Coast Highway	Student Housing, Athletics Center, Soccer Field, Welcome Center, and Recreation Center	394,137	sf

*Source: Linscott, Law & Greenspan Engineers, Traffic Impact Study: SMC Malibu Satellite Campus Project, City of Malibu, California, October 17, 2014.*



Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.