



City of Malibu

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October 18, 2018

Carey Upton, Chief Operations Officer
Santa Monica-Malibu Unified School District
2828 Fourth Street
Santa Monica, CA 90265

Sent via email: cupton@smmusd.org

RE: CITY OF MALIBU COMMENTS ON THE DRAFT MITIGATED NEGATIVE DECLARATION FOR THE MALIBU SCHOOLS ALIGNMENT PROJECT

Thank you for the opportunity to comment on the recently published Draft Mitigated Negative Declaration for the Malibu Schools Alignment Project, which analyzed phased improvements proposed at Point Dume Marine Science (Point Dume) located 6955 Fernhill Drive in the City of Malibu. The phased improvements will facilitate combining the populations of Juan Cabrillo Elementary School and Point Dume on the current Point Dume site. The first phase of the project proposes the placement of ten portable classrooms/buildings and the second phase proposes the construction of a new, two-story, 15,000 square foot classroom building and a 2,500 square foot administrative office building.

The City acknowledges the Santa Monica-Malibu Unified School District's (SMMUSD) role in preparing and adopting the Mitigated Negative Declaration (MND). The City intends to rely on the adopted MND to process the coastal development permits required for each phase of the project. Accordingly, the City has the following comments to ensure the adequate assessment and mitigation of potential impacts anticipated by the project:

3.4 BIOLOGICAL RESOURCES

1. Section 3.4(a) (Page 50): The MND concluded that "less than significant impacts" were anticipated for species identified as a candidate, sensitive, or special status species by direct or indirect habitat modification. However, no explanation was provided to specify what impacts, if any, justified the "less than significant impact" determination.
2. Monarch Butterfly Overwintering Habitat (Page 51): Sycamores are not known to provide overwintering roosts for monarchs. Moreover, eucalyptus groves must be of a specific size and configuration to provide the suitable microhabitat for monarchs. The photos do not suggest this condition exists.
3. Mitigation Measure BIO-1 (Page 51): California Department of Fish and Wildlife (CDFW) requires a 300-foot buffer for common species and 500 feet for special-status species and raptors. Consultation may occur with CDFW to reduce a setback for a specific nest if one is discovered. However, the buffer cannot be reduced without concurrence from CDFW.
4. Section 3.4(e) (Page 52): The Malibu Local Coastal Program (LCP) is a CEQA approved document and the project must comply with its standards. Accordingly, CEQA does not require additional

mitigation measures for potential impacts that are reduced by compliance with applicable development standards of the LCP; the requirement to follow CEQA approved development standards is not mitigation. The MND should state that impacts to native protected trees would be “less than significant” through compliance with the requirements in LIP Chapter 5. Mitigation Measure BIO-2 should reference LIP Chapter 5 and how impacts will be reduced by compliance with the standards. Also, pursuant to LIP Chapter 5, the MND should include a discussion that addresses project alternatives that could avoid impacts to the trees.

3.16 TRANSPORTATION / TRAFFIC

1. The traffic study is required to evaluate and discuss the impact analysis for “future with project.” Typically future is considered to be in the year 2030 at a growth rate of 1.5%.
2. In order to accurately assess potential parking and traffic impacts, a parking demand and traffic study needs to evaluate the demand for parking and expected traffic impacts based on the school’s expected capacity of 450 students and the anticipated staff at the Point Dume site.
3. The study needs to evaluate parking and traffic impacts associated with increased vehicle trips during parent/teacher conferences and other special events occurring before, during, or after school.
4. The traffic study is required to evaluate and discuss the potential impacts to on-street pick-up/drop-off areas expected with the implementation of Phase 1 of the project.
5. Section 3.16 of the MND appears to have a typo in the date of the traffic impact report (should be 9/27/18 and not 9/17/18).
6. Intersection Operations, Future Year (2019) - Table 15 (Page 99): The existing Level of Service (LOS) at the intersection of Zumirez Drive and Pacific Coast Highway (PCH) is LOS C, but the future LOS expected after the project’s implementation is expected to improve to LOS B. Since no improvements are proposed for that intersection to improve the LOS, the expected PM peak hour LOS at Zumirez/PCH for “future with project conditions” needs to be at least at the level of service of “existing plus project conditions.”
7. The MND needs to discuss the probability of vehicle trips being rerouted northbound on Fernhill Drive during drop off/pick-up times or if measures will be implemented to allow drop-off and pick-up via southbound Fernhill Drive only.
8. The MND anticipates the school population to double with the commencement of Phase 1 of the project. Accordingly, traffic mitigation measures need to be implemented with Phase 1 rather than after impacts have exceeded the threshold of significance. The applicant needs to work with a traffic consultant to identify additional mitigation measures to be implemented with Phase 1 of the project, including the possibility of reconfiguring the “visitor lot” accessed from Fernhill Drive in order to lengthen the queuing lane for drop-off and pick-up, the placement of directional signs, driveway realignment, etc.

3.18 UTILITIES AND SERVICE SYSTEMS

1. In order to determine potential impacts from the proposed project to the existing onsite wastewater treatment system (OWTS), a report from a City Registered OWTS designer must be submitted to Environmental Health Administrator (EH) for review to determine if the existing system can accommodate the additional loading from the increase in population and addition of plumbing drainage fixture units.
2. The location of the OWTS must be shown on the site plan to determine if proper setbacks from buildings to all components of the OWTS are maintained.
3. Conformance with any waste discharge requirements from the Los Angeles Regional Water Quality Control Board must be demonstrated.

PROJECT PHASING

1. Once details for the implementation of Phase 2 have been confirmed, i.e., building location, size, etc., a subsequent environmental review needs to be conducted. That CEQA analysis should address the transition from Phase 1 to Phase 2 of the project, including the assessment of potential air quality impacts for the school children as sensitive receptors and the potential parking and traffic impacts anticipated during the implementation of Phase 2.

Should you have any questions or comments, please contact Raneika Brooks at (310) 456-2489, extension 276 or at rbrooks@malibucity.org.

Sincerely,

Bonnie Blue, AICP
Planning Director

cc: Reva Feldman, City Manager