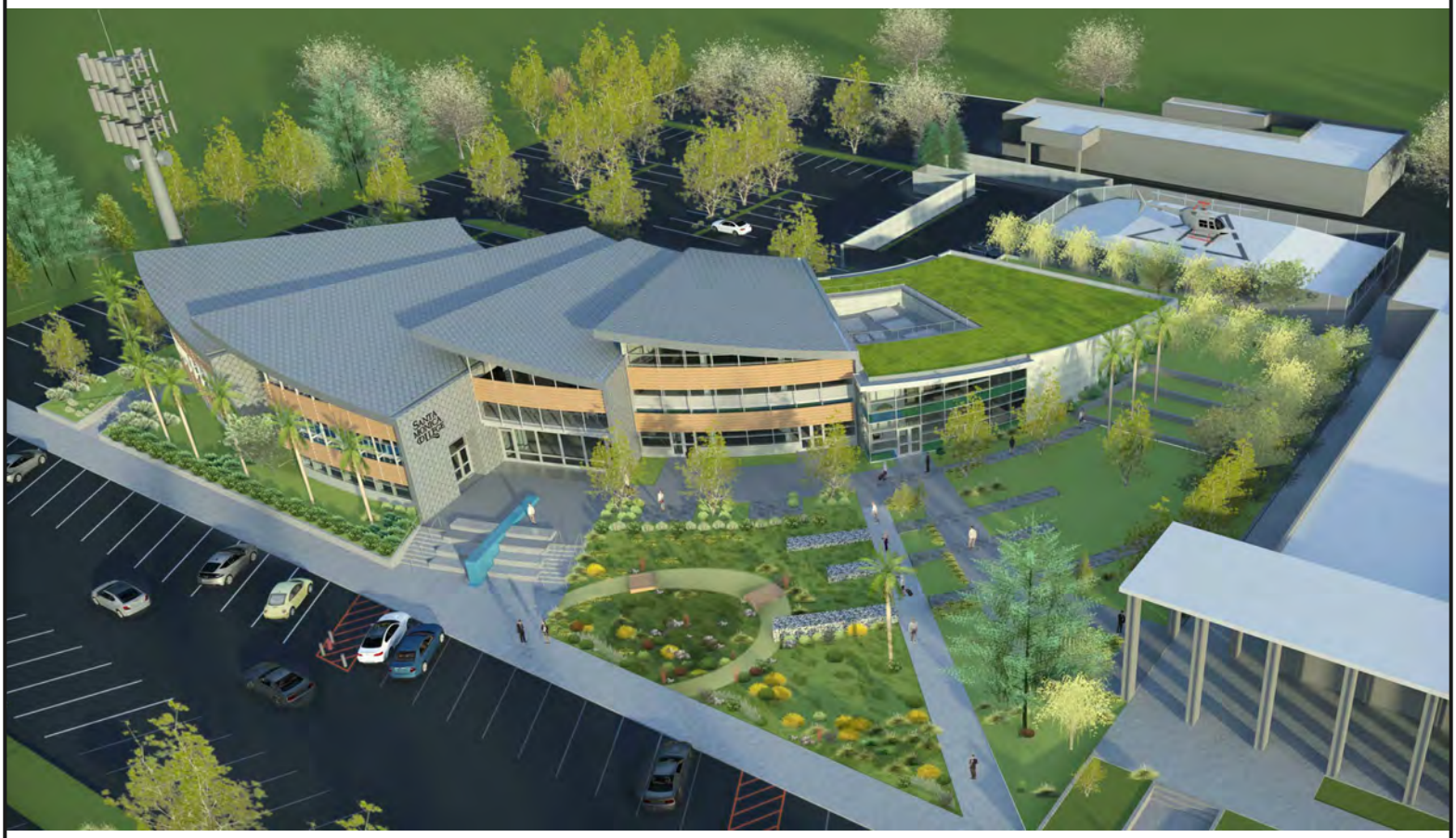
SMC MALIBU CAMPUS PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT



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1.0 EXECUTIVE SUMMARY

1. INTRODUCTION

The California Environmental Quality Act (CEQA) (Public Resources Code (P.R.C.) Division 13, § 21000 et seq.) was enacted in 1970 with the main objective of providing public disclosure to inform decision makers and the public of the significant environmental effects of proposed activities and to require agencies to avoid or reduce the environmental effects by implementing feasible alternatives or mitigation measures. CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed Santa Monica College (SMC) - Malibu Campus Project ("Proposed Project") requires discretionary approval from multiple governmental agencies and is therefore subject to CEQA.

a. Lead Agency

The Lead Agency is defined by CEQA as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. (CEQA § 21067). The SMC Board of Trustees (Trustees) is the primary governmental institution responsible for proposing, funding and carrying out the Proposed Project. Therefore, the Santa Monica Community College District ("SMCCD" or "SMC") is identified as the Lead Agency for the Proposed Project.

b. Responsible Agencies

(1) County of Los Angeles

The Project Site is located within the Malibu Civic Center, which is a public facility that is owned and operated by the County of Los Angeles. Accordingly, the EIR, ground lease, and Proposed Project must be approved by the County of Los Angeles Board of Supervisors before the Project can commence. Accordingly, the County of Los Angeles is identified as a responsible agency pursuant to CEQA.

(2) City of Malibu

The Project Site is located within the jurisdiction of the coastal zone within the City of Malibu. Development within the City of Malibu is authorized through the Coastal Development Permit process, pursuant to the policies and procedures set forth in the City of Malibu Local Coastal Program - Land Use Plan and Local Implementation Plan (LUP/LIP). Accordingly, the City of Malibu is identified as a responsible agency pursuant to CEQA.

(3) The Malibu Public Facilities Authority

The Malibu Public Facilities Authority was formed on October 12, 2004 through a Joint Powers Authority (JPA) agreement between the City of Malibu and Santa Monica College for purposes of acquiring property and planning for the operation of public facilities in Malibu. The Malibu Public

Facilities Authority is identified as a responsible agency and will rely on information contained in the EIR for any necessary approvals that may fall under its purview.

c. CEQA Process

This Project-Level Draft Environmental Impact Report (EIR) was prepared in accordance with CEQA, the State CEQA Guidelines (California Code of Regulations (C.C.R.), Title 14, Division 6, Chapter 3, § 15000-15387, as amended), and the Santa Monica College Guidelines for Implementation of CEQA (January 2002). The State CEQA Guidelines § 15121(a) provides the following description of an EIR:

> *An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*

(1) Notice of Preparation and EIR Scope

The Notice of Preparation (NOP) for the Draft EIR was published and circulated for a 30-day review period starting on May 17, 2012 and ending on June 17, 2012. The NOP and Initial Study are provided in their entirety in Appendix A to this Draft EIR. Agency and public responses to the NOP are included in Appendix B to this Draft EIR. Based on a review of the agency and public comments received in response to the NOP, the Lead Agency determined that the following environmental issue areas should be included within the scope of the EIR:

- Aesthetics (Views, Light and Glare)
- Air Quality
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services (Police and Fire Protection)
- Transportation (Traffic and Parking)
- Public Utilities (Water, Sewer, Energy Conservation)

(2) Public Participation

To provide full public disclosure of potential environmental impacts that may occur as a result of a proposed project, CEQA requires the Draft EIR to be circulated during the public review period to all responsible agencies, trustee agencies, and the general public. Consistent with CEQA, this Draft EIR shall be circulated for a minimum 45-day review period (P.R.C. § 21091 (a)). During this review period, all public agencies and interested individuals and organizations have the opportunity to provide written comments raising their concerns, if any, with the adequacy and completeness of the Draft EIR. When providing written comments on the subject matter of the Draft EIR, the readers are referred to State CEQA Guidelines §15204(a), which states:

> *In reviewing Draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

The Draft EIR is being circulated for a 60-day public review period that will begin on July 10, 2015 and end on September 7, 2015. During this period, the Draft EIR will be made available to the public via the College's official website at: http://www.smc.edu. Copies of the Draft EIR and all documents referenced in the Draft EIR will be also be available for public review at SMC's Administrative Offices during normal business hours at 2714 Pico Boulevard, Room 320, Santa Monica, California 90405. All comments regarding the adequacy and completeness of the Draft EIR should be submitted in writing by no later than 5:00 p.m. on September 7, 2015 via any one of the following methods:

Via U.S. Mail:	**Hand Delivered or Messenger:**	**Via email:**
Greg Brown,	Greg Brown,	Brown_Greg@smc.edu
Director of Facilities Planning	Director of Facilities Planning	
Santa Monica College	Santa Monica College	
1900 Pico Boulevard	2121 16th Street	
Santa Monica, CA 90405	Santa Monica, CA 90405	

Following the public review period, the Lead Agency will prepare a Final EIR. The Final EIR will include additions and corrections to the Draft EIR, as appropriate, and written responses addressing the comments and recommendations received from individuals, organizations, and public agencies during the public review period.

d. Organization of Draft EIR

This Draft EIR is organized into eight sections, as follows:

Chapter 1.0 Executive Summary: This section provides an introduction to the CEQA environmental review process, an overview of the Proposed Project, areas of concern, issues to be resolved, alternatives to the Proposed Project, and environmental impacts and mitigation measures.

Chapter 2.0 Project Description: This section provides a description of the Proposed Project, including the project location, project objectives, project characteristics, and required discretionary actions.

Chapter 3.0 Environmental Setting: An overview of the study area's environmental setting is provided including a description of existing and surrounding land uses as they existed at the time of the NOP, and a list of related projects proposed in the project area.

Chapter 4.0 Environmental Impact Analysis: Sections 4.1 through 4.12 are the focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions for the project area, an assessment and discussion of the significance of impacts associated with the Proposed Project, proposed mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Chapter 5.0 General Impact Categories: This section provides a summary of the environmental issues that the Initial Study determined would not be significantly affected by the Proposed Project and provides a summary of any significant and unavoidable impacts and a discussion of the potential growth inducement of the Proposed Project.

Chapter 6.0 Alternatives to the Proposed Project: This section provides an analysis of a reasonable range of alternatives to the Proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Proposed Project and their ability to avoid or substantially lessen any of the significant effects of the Proposed Project. This section also identifies various alternatives that were considered but rejected as infeasible during the scoping process and briefly explains the reasons underlying the determination of infeasibility.

Chapter 7.0 Preparers of the EIR and Persons Consulted: This section presents a list of SMC and other agencies and consultant team members that contributed to the preparation of the Draft EIR.

Chapter 8.0 References and Acronyms: This section includes a list of written materials used in the preparation of this Draft EIR.

Appendices: The various technical appendices cited and referenced throughout the Draft EIR are incorporated as Appendices to the Draft EIR.

2. PROJECT OVERVIEW

The Proposed Project is located at 23525 Civic Center Drive, Malibu, CA. The Project Site consists of an approximately 128,500 square-foot (2.94 acres) irregularly shaped ground lease area within the larger 9.19-acre Los Angeles County-owned and operated Civic Center complex. The existing portions of the Los Angeles County Civic Center complex that include the former Los Angeles County Superior Court operations, the Los Angeles County Public Works Office, the helipad, the newly renovated public library, and associated parking and maintenance areas are located outside of the ground lease area and are therefore not a part of the Proposed Project.

The Project Site is currently improved with the former Los Angeles County Sheriff's Station, which was decommissioned in the early 1990s. The existing 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. The Proposed Project includes the demolition of the existing former Sheriff's Station building and the construction of a new joint community college satellite campus facility and Community Sheriff's Substation and Emergency Operations and Planning Center. The new construction will include a 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The Proposed Project would yield a net increase of 1,428 square feet as compared to the size of the existing Sheriff's Station building. The total proposed developed floor area (FAR) is approximately 0.20 to 1. The Proposed Project will also involve the relocation and replacement of the existing 70 foot high emergency communications antenna, with a new approximate 75 foot high monopole emergency communications antenna, which will be located approximately 10 to 20 feet to the west of its current location.

Upon completion, the SMC-Malibu Campus would include 5 classrooms and labs; a multi-purpose community room that will convert into an Emergency Operations Center (EOC) for local emergencies; a computer lab; and administrative offices to accommodate up to 210 students (FTE) and 12 faculty and staff members during peak time periods. The SMC-Malibu Campus also proposes an interpretive center to support Legacy Park or other programs to highlight Malibu's unique coastal environment and cultural history. The Proposed Project will also include ancillary improvements within the Project Site associated with pedestrian and vehicular access, surface parking, open space, landscaping improvements, and relocation of on-site utilities, which may include but is not limited to, relocating an existing communications antenna. It is anticipated that the occupancy and operation of the Proposed Project will be conditioned on connecting to the City's proposed Civic Center Wastewater Treatment Facility when it becomes operational. The Proposed Project is anticipated to become operational in 2017.

3. AREAS OF CONCERN

Included in Appendix B to this Draft EIR, are written comment letters that have been submitted to the Lead Agency during the NOP public review period. Comment letters submitted to the City of Malibu Planning Department were forwarded to SMC and are also included in Appendix B. Comment letters were received by the following governmental agencies, organizations and individuals: California Department of Transportation (Caltrans), California Native American Heritage Commission (NAHC), Los Angeles County Fire Department (LACFD), Los Angeles County Metro (Metro), South Coast Air Quality Management District (SCAQMD), City of Malibu, Wishtoyo Foundation, Sally Benjamin, Joan C. Lavine, and Steve Uhring.

In addition to these written comments, verbal comments were made during the course of three public outreach meetings, including one formal scoping session. The Project Scoping meeting was noticed in the NOP and was held at Malibu City Hall on May 31, 2012 from 6:00 p.m. to 7:00 p.m. Verbal and written comments received in response to the NOP focused on the issues of project operations, traffic, parking, aesthetics/architecture, nighttime lighting and illumination, glare from architectural materials and photovoltaic panels, water supply, waste disposal, construction noise, cultural resources, wastewater, and cumulative impacts associated with increased development within the Malibu Civic Center. Collectively, these issues are addressed within the scope of this EIR within the respective sections contained in Section 4.0, Environmental Impact Analysis.

4. PROJECT ALTERNATIVES

Section 15126.6(c) of the State CEQA Guidelines requires that the Draft EIR include a reasonable range of project alternatives that could feasibly accomplish most of the basics objectives of the Proposed Project and could avoid or lessen one or more of the significant effects of the Proposed Project. The following Alternatives are analyzed in this Draft EIR:

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the existing Sheriff Station building and communications tower would remain in place and no further development would occur. The existing former Sheriff's Station would remain vacant.

- **Zoning Compliant Alternative:** This Alternative would consist of redesigning the Proposed Project to conform to the Malibu Zoning Code and Local Coastal Program (LCP) for purposes of avoiding the variances that are currently being requested. The height of the structure would be reduced to 28 feet to conform to the height limit of the Institutional zone and the Project would be redesigned to accommodate the required parking spaces in conformance with the City's parking stall dimensions. The communications tower would remain in place and would not be upgraded.

As required pursuant Section 15126.6 of the State CEQA Guidelines, this Draft EIR includes selection of an "environmentally superior" alternative from amongst the Project Alternatives analyzed and includes a discussion of the reasons for such selection. The environmentally superior alternative is the alternative

that would be expected to generate the least adverse impacts. Based on the Analysis contained in Section 6.0 - Project Alternatives, the environmentally superior alternative is Alternative 2, Zoning Compliant Alternative. Section 6.0 - Alternatives to the Proposed Project, includes a detailed description of each of the above-listed alternatives.

5. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1.1 on the following pages summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Table 1.1

Summary of the Project's Environmental Impacts and Mitigation Measures

Summary of Environmental Impacts	Mitigation Measures	Level of Impact After Mitigation
Aesthetics (Views, Light and Glare): *Construction:* The existing visual character of the Project Site would temporarily change from an underutilized lot to an active construction site. The temporary nature of construction activities, combined with Mitigation Measure AES-1, would reduce potential aesthetic impacts on the quality and character of the Project Site to a less than significant level. *Operation:* Construction of the Project would provide a modern two-story building with a green roof and public open space, as a Santa Monica College satellite campus for the City of Malibu. With implementation of Mitigation Measures AES-1 and AES-2, possible visual impacts will be mitigated to a less than significant level. *Obstruction of Views:* The Project is not expected to significantly alter the existing viewsheds and aesthetic character of the area. The Proposed Project would not adversely impact or block any existing scenic views within the immediate Project vicinity. Therefore, the Project would have a less than significant impact with respect to public scenic vistas. *Light Pollution:* Light emanating from the proposed lighting plan would not adversely impact other properties in the immediate area. With the implementation of Mitigation Measure AES-4, impacts related to nighttime lighting would therefore be less than significant. *Glare:* The proposed modern building would enhance the visual appearance of the Project Site and the area by introducing a new structure with modern architecture. With the implementation of AES-3, impacts associated with glare from building elements would be less than significant.	AES-1 Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in good appearance throughout the construction period. Graffiti shall be removed immediately upon discovery. AES-2 Prior to the issuance of a grading permit, SMC shall submit a landscape plan that incorporates native plant species to the satisfaction of the City of Malibu Planning Department and Los Angeles County Department of Regional Planning. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained during the life of the Project. AES-3 The exterior of the proposed building shall be constructed of glare-reducing materials that minimizes glare impacts on motorists and other persons on and off-site. AES-4 Outdoor lighting shall be incorporate low-level lighting fixtures and shall be designed and installed with directional shields so that the light source cannot be seen from adjacent land uses, consistent with the Rural Outdoor Lighting District Ordinance.	*Construction:* Less than significant. *Operation:* Less than significant. *Obstruction of Views:* Less than significant. *Light Pollution:* Less than significant. *Glare:* Less than significant.
Air Quality *AQMP Consistency:* The Proposed Project would be consistent with the underlying assumptions of the SCAQMD's 2012 AQMP and does not cause or worsen an exceedance of an ambient air quality standard, the Proposed Project is concluded to be consistent with the AQMP and these	AQ-1 The Project Applicant shall include in construction contracts the control measures required and/or recommended by the SCAQMD at the time of development, including but not limited	*AQMP Consistency:* Less than significant.

impacts are less than significant. *Regional Construction Air Quality Impacts:* The peak daily emissions generated during the construction of the Proposed Project would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, regional air quality impacts associated with the Project-related construction emissions would be considered less than significant. *Localized Construction Air Quality Impacts:* Localized On-Site Peak Daily Construction Emissions, on-site emissions generated by the Project would exceed the established SCAQMD localized thresholds for $PM_{2.5}$ emissions. Therefore, the localized air quality impacts resulting from construction emissions associated with the Project would be potentially significant. *Regional Operational Air Quality Impacts:* The operational emissions associated with the Project would not exceed the established SCAQMD threshold levels during the summertime (smog season) or wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Project would be less than significant. *Localized Operational CO Impacts:* Implementation of the Project would not expose any possible sensitive receptors (such as residential uses, schools, or hospitals) located in close proximity to the studied intersections to substantial localized pollutant CO concentrations. Thus, impacts with respect to exposure of sensitive receptors to substantial pollutant CO concentrations would be less than significant. *Toxic Air Contaminants (TAC) Impacts:* The Project would not include the operations of any land uses routinely involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. The construction activities associated with the Project would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant. *Odor Impacts:* The Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Therefore, a less than significant impact would occur with respect to the	to the following: *Rule 403 - Fugitive Dust* • Use watering to control dust generation during demolition of structures or break-up of pavement; • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Cover stockpiles with tarps or apply non-toxic chemical soil binders; • Limit vehicle speed on unpaved roads to 15 miles per hour; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the Site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and, • An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt if feasible. AQ-2 The Applicant shall comply with SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines to limit potential objectionable odor impacts during the Project's long-term operations phase. AQ-3 The Applicant shall ensure all construction contractors comply with SCAQMD Rules 1108 and 1113, which include control measures to limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents.	*Regional Construction Air Quality Impacts:* Less than significant. *Localized Construction Air Quality Impacts:* Less than significant. *Regional Operational Air Quality Impacts:* Less than significant. *Localized Operational CO Impacts:* Less than significant. *TAC Impacts:* Less than significant. *Odor Impacts:* Less than significant.

creation of objectionable odors.		
Cultural Resources Based on the available evidence, construction and operation associated with the Proposed Project would not result in any adverse impacts upon cultural resources on the Project Site. No known archaeological or cultural resources are known to occur within or beneath the limits of the Project Site. Nevertheless, the potential still exists to uncover unknown archaeological resources or human remains during excavation and/or surface grading activities. Such unforeseen impacts can be avoided by implementing preventative Mitigation Measurers CR-1 and CR-2 during the construction. Therefore, impacts to cultural resources would therefore be considered less than significant.	CR-1. In the event that archaeological resources are encountered during the course of grading or construction, all development must temporarily cease in the area of discovery until the resources are properly assessed and subsequent recommendations are determined by a qualified consultant. CR-2. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains or cultural resources. If evidence of prehistoric artifacts is discovered, construction activities in the affected areas shall not proceed until written authorization is granted by the City of Malibu Planning Director.	Less than significant.
Geology/Soils *Seismic Hazards:* The Project Site might be underlain by the projection of the Malibu Coast Fault. The Malibu Coast Fault has the potential of producing relatively low magnitude earthquakes due to the low slip rate. Therefore, the probability of exposing people or structures to potential substantial adverse effects from earthquakes on the Malibu Coast Fault is considered low. The Project Site is within a Seismic Hazard Zone delineated as having potential for liquefaction as mapped by the California Geological Survey (formerly CDMG) for the Malibu Beach 7.5 Minute Quadrangle. Implementation of Mitigation Measure GEO-1 would ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations, Malibu's General Plan (Safety and Health Element), and Local Coastal Program Land Use Plan. Therefore, with implementation of the site development recommendations, development of the Proposed Project would not expose people to significant seismic-	GEO-1 The Proposed Project shall be designed and constructed in accordance with the City and State Building Codes and shall adhere to all modern earthquake standards, including the recommendations provided in the Project's Final Geotechnical Report, which shall be reviewed by the Division of the State Architect prior to construction.	*Seismic Hazards:* Less than significant.

related ground failure, including liquefaction, and these impacts would be considered less than significant. *Landslides:* The Project Site is not immediately adjacent to any mountains or steep slopes, and the topography of the Project Site is relatively flat. The Project Site is not located in the City of Malibu designated areas of high susceptibility for landslides. In addition, the Project Site is not located within a Seismic Hazard Zone for earthquake-induced landsliding. Therefore, potential hazards associated with landslides would be less than significant. *Sedimentation, Soil Erosion, and Loss of Topsoil:* Soils could be exposed to the elements during construction. The Project would be designed to comply with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ to prevent short-term construction-induced water quality impacts resulting from erosion and sedimentation issues. Similarly, as a regulatory requirement, the Project requires the preparation of a Stormwater Pollution and Prevention Plan (SWPPP) because construction activities would disturb more than one acre of land. Mitigation Measure WQ-1 in Section 4.7, Hydrology and Water Quality, would minimize soil erosion and the transmission of sediment into the City's separate storm sewer system. Therefore, Project impacts related to sedimentation, erosion and loss of topsoil would be less than significant. *Soil Stability:* The Preliminary Geotechnical Study indicates that the Project Site is considered to be suitable for the proposed construction from a geotechnical engineering standpoint, provided that the geotechnical recommendations are incorporated into the final construction plans. Mandatory code-compliance measures would ensure project impacts would be less than significant. *Expansive Soil:* The Proposed Project is not expected to withdraw or disrupt any groundwater, nor does the surrounding development. Mitigation Measure GEO-1 would ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations, City of Malibu's General Plan (Safety and Health Element), and Local Coastal Program Land Use Plan. Therefore, with implementation of the site development recommendations, development of the Proposed Project would have less than significant impacts related to soil stability.		*Landslides:* Less than significant. *Sedimentation, Soil Erosion, and Loss of Topsoil:* Less than significant. *Soil Stability:* Less than significant. *Expansive Soil:* Less than significant. *Flooding and Inundation:*

Flooding and Inundation: The Project Site lies on the floodplain of Malibu Creek. The approximate eastern half of the Project Site is disposed to flooding during the 100-year-flood and is located in a Special Flood Hazard Area (SFHA) Zone of "AO." This corresponds to average flood depths (usually sheet flow on sloping terrain of up to two feet during a 100-year flood event). Several dammed reservoirs are located up-canyon from the Project Site. From northwest to southwest these reservoirs include Lake Sherwood (LSW), Westlake Lake (PW), the Las Virgenes Reservoir (WLR), Malibu Lake (MBL), and Century River (CTR). The Project Site lies within an inundation area for one or more of these reservoirs. With the implementation of acceptable design and building practices, the impact of a 100-year-flood and an inundation of up to two feet on the Proposed Project would be considered less than significant. *Waste Water Disposal Systems:* Consistent with the City's Policy For Environmental Health Review Of Development Projects within The Civic Center Prohibition Area, the Proposed Project plans to connect to the City of Malibu's planned wastewater treatment facility for the Civic Center Area when it becomes operational. The Project's anticipated wastewater flow of 9,747 gallons per day has already been factored into the planned treatment capacity for the City's Wastewater Treatment Facility. Therefore, impacts will be reduced to a less than significant level.		Less than significant. *Wastewater Disposal Systems:* Less than significant.
Greenhouse Gas Emissions Although the Proposed Project would emit GHGs, compliance with the CalGreen Code would reduce GHG emissions. The total amount of construction related GHG emissions is estimated to be approximately 450.34 CO2e MTY, or approximately 15.01 CO2e MTY amortized over a 30-year period. Operation of the Proposed Project is estimated to generate a net increase of approximately 880.29 CO2eMTY. The Proposed Project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California and the City of Malibu. As such, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be considered less than significant.	No mitigation measures required.	Less than significant.

Hazardous Materials *Construction-Related Impacts* There are no current identified recognized environmental conditions (RECs) on the Project Site and no evidence of RECs in the current and past uses of adjoining and surrounding properties. There is a seepage pit for septic systems on the northwest corner of the Project Site. The Project Site is listed on the Leaking Underground Storage Tank list for three former USTs. 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 1990's, which indicates that the investigation and/or remediation have been completed to their satisfaction. The LUST classification on the Project Site represents a historic recognized environmental condition in connection with the Project Site. Additionally, there are two sites that are located within a one-mile radius of the Project Site that have documented spills or leaks of gasoline. Both sites are considered unlikely to have contaminated the Project Site and do not represent an REC in association with the Project Site. *Asbestos:* The structures on the Project Site were built prior to the federal banning of ACMs. Structures have the potential to have been constructed with building materials containing lead-based paint and/or ACMs. The potential release of ACMs is considered to be a significant impact. Mitigation Measure HAZ-2 is recommended to address this potential impact. *Radon:* Based on the location of the Project Site, elevated levels of radon are not expected to be of concern. *Lead:* Due to the building's age, it is presumed that lead-based paint is present on the Project Site. The structures on site containing lead-based materials could release lead into the environment during demolition activities. Therefore, Mitigation Measure HAZ-3 is recommended to address this potential impact. *Polychlorinated Biphenyls (PCBs):* It is presumed that fluorescent light ballasts manufactured prior to 1978 might be located on the Project Site. Fluorescent light ballasts manufactured prior to 1978 may contain small quantities of PCBs. It is possible that PCBs could be released into the environment during demolition activities. Therefore, Mitigation Measure	HAZ-1. The Project Developer shall obtain all necessary permits from the RWQCB prior to the installation of any temporary and/or permanent dewatering systems. Procurement of all applicable RWQCB permits will ensure the water quality of groundwater discharge into the storm drain infrastructure. HAZ-2. A demolition-level asbestos survey by a licensed contractor shall be conducted for the existing on-site structures. If the survey reveals that these structures contain ACMs, the structures shall be stabilized, removed, and disposed of in accordance with applicable regulations, including but not limited to, SCAQMD Rule 1403 and Cal/OSHA requirements. HAZ-3. During the demolition of existing structures, building materials shall be handled and disposed of in accordance with applicable federal, State, and local regulations regarding lead-containing materials. HAZ-4. Fluorescent light ballasts not specifically labeled as not to contain PCBs shall be presumed to contain them and shall be disposed of in accordance with applicable regulations, including but not limited to, Cal/OSHA requirements. HAZ-5 If any operation within the Project Site includes construction, installation, modification, or removal of underground storage tanks (Los Angeles County Code Title 11, Division 4), the County of Los Angeles must be contacted for required approvals and operation pemits.	*Construction-Related Impacts* Less than significant. *Asbestos Impacts* Less than significant. *Radon Impacts* Less than significant. *Lead Impacts:* Less than significant. *Polychlorinated Biphenyls (PCBs) Impacts:* Less than significant.

HAZ-4 is recommended to address this potential impact. *Groundwater Sampling and Analysis:* All buildings on-site are served by septic systems, and septic tanks are located north of the decommissioned Sheriff Substation. In the early 1990s, four USTs were removed from the Project Site. The soil underlying two unleaded gasoline tanks and one aviation fuel storage tank was contaminated following the tank pull. Groundwater contamination was observed on-site. The Los Angeles Regional Water Quality Control Board granted case closure in October 1996 stating that the Malibu area does not use the aquifer as a potable source of water and "passive remediation should decrease the contamination to acceptable levels." However, pumped groundwater could potentially draw higher concentrations of contaminants onto the Project Site. Mitigation Measure HAZ-1 is provided to ensure that accidental contamination of the Project Site would not occur during construction activities. *Operational Impacts:* The proposed uses do not involve any materials or activities that would entail the use of hazardous materials that could potentially pose a threat to persons on-site or on immediately adjacent properties. The proposed Sheriff's Substation would require the on-site storage and handling of explosives and other potentially hazardous projectile materials. The type of explosives that would likely be stored on-site within the proposed Sheriff's Station and within secured Sheriff Department vehicles include ammunition with inert projectile, tear gas and smoke, sting balls, and small arms ammunition. All of these items will be stored in the Armory on-site in the Sheriff's space and in Sheriff Department vehicles that would be parked in a secured and fenced in area in the back lot. Based on the Proposed Project's required compliance with applicable regulations, the risk of upset and accidental conditions involving the release of hazardous materials into the environment is considered to be less than significant. Additionally, there are no public schools or proposed public schools within a quarter of a miles radius of the Project Site.		*Groundwater Sampling and Analysis:* Less than significant. *Operational Impacts:* Less than significant.
Hydrology and Water Quality: *Hydrology/Flooding:* Construction of the Proposed Project would require excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition. The finished floors of the Proposed Project would be elevated above the flood level and would not	WQ-1: The Project shall comply with all applicable City and County Low/Impact Development water quality requirements. The Proposed Project shall be designed and constructed in accordance with the Construction General Permit Water Quality	*Hydrology/Flooding:* Less than significant.

be prone to flooding. Thus, construction of the Proposed Project would not expose people or structures to a significant risk, loss, injury, or death involving flooding. Therefore, potential impacts associated with flooding hazards would be considered less than significant impact.		Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ. The Applicant shall submit a Stormwater Pollution and Prevention Plan (SWPPP) to the appropriate governing agency.	
Drainage and Water Runoff: The Project would alter the existing configuration of the surface parking lot, which in turn would alter the surface water flows within the Project Site. Surface water runoff would continue to be directed through the Project Site's surface parking lot areas and into adjacent stormwater bio swale along Civic Center Way. The volume of surface water runoff from the Project Site is expected to decrease as a result of the Proposed Project. As compared to the existing conditions, the Project will increase the site's permeable surface area by approximately 12,800 square feet, an increase of approximately 46%. Thus, construction of the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site. Therefore, drainage impacts would be considered less than significant impact.	WQ-2	Prior to the start if any construction activity, SMC or its contractor shall submit a Water Quality Management Plan (WQMP) to the satisfaction of the City of Malibu that incorporates appropriate site design and source control BMPs from Section 17.6 of the LIP and Appendix A to minimize or prevent post-construction polluted runoff.	*Drainage and Water Runoff:* Less than significant.
Construction Impacts: There is little exposed soil that would be susceptible to weathering and erosion on the Project Site. The Proposed Project would be designed with BMPs to comply with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ to prevent short-term construction-induced water quality impacts resulting from erosion and sedimentation issues. Similarly, as a regulatory requirement, the Project requires the preparation of a Stormwater Pollution and Prevention Plan (SWPPP) because construction activities would disturb more than one acre of land. Implementation of Mitigation Measure WQ-1 will ensure appropriate and effective BMPs are implemented during construction to minimize soil erosion and the transmission of sediment into the City's separate storm drain system. Therefore, construction impacts upon water quality would be less than significant.			*Construction Impacts:* Less than significant.
Operational Impacts: Post-development stormwater runoff has the potential to contribute pollutants to the stormwater conveyance system and ultimately to the ocean. The quality of stormwater is generally affected by the length of time since the last rainfall, the rainfall intensity, the urban uses of the area, and the quantity of transported sediment. The EPA considers street and parking lot surfaces to be the primary source of storm-water pollution in urban areas. Post-construction phase water quality			*Operational Impacts:* Less than significant.

BMPs are required as stated in Section 17.4.2 of the LCP. Section 17.4.2 of the LCP requires post-construction plans detailing how stormwater and polluted runoff will be managed or mitigated during the life of the project. A WQMP is required for all development that requires a Coastal Development Permit and shall require the implementation of appropriate site design and source control BMPs from Section 17.6 of the LIP and Appendix A to minimize or prevent post-construction polluted runoff. With the preparation, approval and successful implementation of a WQMP, impacts to water quality would be mitigated less than significant levels. *Groundwater Impacts:* Construction of the Proposed Project would require excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition. Excavations would not extend deeper than required to remove the existing basement level and would be filled with approximately 4,200 cy of soil to raise the finished floor to a surface elevation of 23 feet above mean sea level. Thus, the Proposed Project will not include deep excavations into the groundwater table. Therefore, impacts to groundwater would be less than significant.		*Groundwater Impacts:* Less than significant.
Land Use and Planning SMC is seeking approval of a Coastal Development Permit (CDP) from the City of Malibu and approval of the following three Variances from the M.M.C and LCP: (1) a height variance to allow a 35'-10" high building with a sloped roof for the main structure, (2) a height variance for the County's replacement emergency communications tower, and (3) a parking variance to deviate from the standard parking stall dimensions. Impacts related to consistency with the applicable land use planning policies and compliance with the zoning code would be less than significant prior to mitigation.	No mitigation measures are required.	Less than significant.
Noise Construction Noise: Due to the use of construction equipment, surrounding land uses would be exposed to increased ambient exterior noise levels. For purposes of this analysis, the sensitive noise receptors	N-1 Consistent with the City of Malibu Noise Ordinance (Section 4204 G), construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on	*Construction Noise:* Significant and

are identified as the Malibu Public Library, located east of the Project Site within the Civic Center, Malibu Legacy Park, south of the Project Site, and the residential homes on Harbor Vista Drive and Colony View Circle, to the north of the Project Site. The Project's construction noise impacts would exceed the maximum allowable exterior noise levels for non-transportation sources at the County Public Works building, the Malibu Public Library, and Legacy Park, although the construction noise levels would be below the threshold for the residential land uses to the north. The Proposed Project's construction noise impacts would be considered significant on a short term and intermittent basis during the construction period.		Saturdays, and prohibited on Sundays and holidays. Special circumstances may arise where construction activities are permitted during prohibited hours by expressed written permission of the City Manager, or if construction is necessary to preserve life or property when such necessity arises (Section 4205 D).	unavoidable.
	N-2	Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be situated away from the nearest noise- and vibration-sensitive land uses wherever feasible to do so.	*Operational Noise (Traffic Noise):*
Operational Noise (Traffic Noise): During the Proposed Project's operational phase, noise would primarily be generated by traffic associated with implementation of the Project. The Proposed Project's mobile noise impacts were assessed based on the peak hour traffic volumes for existing conditions (2012), future cumulative without project conditions (2017), and future cumulative with project conditions (2017). Project traffic would not increase the ambient noise level at any intersection by more than 3 dBA. As such, the Proposed Project's mobile source noise impacts would not cause an exceedance of the maximum allowable noise exposure levels from transportation sources. Therefore, Proposed Project's impacts associated with a permanent increase in ambient noise levels to the surrounding environment from mobile noise sources would be less than significant.	N-3	When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.	Less than significant.
	N-4	Barriers such as plywood structures or flexible sound control curtains shall be erected around the perimeter of the Project Site to minimize the amount of construction noise impacting adjacent off-site land uses. Plywood barriers should have a minimum thickness of ¾ inch (21 mm) and extend to a height of eight (8) feet above grade to effectively block the line of sight from the noise source to the noise receptor.	
	N-5	The project construction contractors shall ensure that equipment is properly maintained per the manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc) or as required by the City's Department of Building and Safety, whichever is the more stringent.	*Operational Event Noise:* Less than significant.
Operational Event Noise: Outdoor events at the Project Site are predicted to occasionally exceed exterior noise standards at surrounding sensitive noise receptors; however, the types of uses from operation of the Proposed Project in the Civic Center area are not anticipated to result in substantial on-site noise generation. As such, Civic Center noise would incrementally increase, but would not combine with the Proposed Project to contribute to a cumulatively substantial operational increase in Civic Center area noise levels. Therefore, long-term cumulative impacts would be less than significant.	N-6	The project construction contractors shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.	
	N-7	The project construction contractors shall ensure that construction equipment does not idle for extended periods of time.	
(c) HVAC Noise: Noise impacts resulting from HVAC systems can vary considerably depending on the equipment selected, the system design, and the location of the equipment relative to the noise sensitive use. Noise levels from commercial HVAC systems are typically in the range of 70 to 92 dBA L_{eq} at a distance of 15 feet. The proposed building's mechanical			*HVAC Noise:* Less than significant.

and HVAC equipment would be located on the green roof and would be screened from public view. The location and placement of the mechanical equipment on the lower roof and adjacent to a higher wall of the building also would serve to attenuate noise levels at the property's boundaries. Installation and operation of the HVAC equipment would also be done in accordance with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) Noise and Vibration Control Standards and Best Practices to ensure indoor noise levels are maintained at an acceptable level. As such, noise from HVAC and mechanical equipment would not exceed the ambient noise at the property line and noise impacts would be less than significant.			
Public Services (Police and Fire Protection)			
Fire Flow: The Proposed Project does not exceed the capacity of existing LACFD services and would not require provision of new or physically altered facilities to maintain service ratios. A Fire Access Plan has been submitted to and approved by the Los Angeles County Fire Department (See Appendix C of this Draft EIR). Based on the Fire Department's initial review, no adverse impacts associated with fire protection and life safety requirements have been identified. Specific fire and life safety requirements will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements (See Mitigation Measure PS-1). Therefore, with mitigation, impacts related to increased demands for fire protection services would be less than significant.	PS-1	The Project shall comply with all applicable code and ordinance requirements for construction, emergency access, water main fire flows and fire hydrants.	*Fire Flow:* Less than significant.
Construction Impact (Police): Sheriff service requirements will increase over the existing demands during the construction phase of the Proposed Project. The potential for vandalism and theft will increase due to the presence of construction equipment and building materials, increasing Sheriff's service demands for property protection.			*Construction Impact (Police):* Less than significant.
Operation Impacts (Police): The operation of a Sheriff's Substation within the Malibu Civic Center would reduce response times throughout the City and will greatly reduce downtime associated with transportation to and from the Lost Hills Station. The construction and operation of the Proposed Project would incrementally add to the existing demands on the			*Operation Impacts (Police):*

LASD in the City of Malibu, as additional daytime and evening population will be increased between the hours of 7:00 a.m. to 10:00 p.m. The increased presence of people on site would increase marginally the demands for police protection services. However the presence of the on-site Sheriff's Station alone would serve to increase public safety and reduce response times. As such, impacts upon Sheriff Department services would therefore be less than significant.		Less than significant.
Transportation (Traffic and Parking)		
Traffic: In order to evaluate the potential impacts to the local street system, eleven key intersections were analyzed during weekday and Saturday peak hour conditions to determine changes in operations following completion and occupancy of the Project. Application of the intersection impact threshold criteria from the City of Malibu indicates that the Proposed Project is not expected to create significant impacts at any of the eleven study intersections during weekday and Saturday conditions for existing with Project, as well as opening year with Project conditions and future 2030 with Project conditions. Street segment analyses yielded incremental, but not significant impacts at the two study street segments based on City of Malibu criteria. As no significant impacts are identified due to the Proposed Project, no traffic mitigation measures are required or recommended for the study intersections or street segments. Additionally, no significant impacts are identified due to the Proposed Project using school-time traffic count data at nine of the study intersections and at an additional Los Angeles County intersection.	No mitigation measures are required.	*Traffic:* Less than significant.
Parking A total of 189 on-site parking spaces will be provided within the ground lease area for the Project's portion of the Civic Center complex. Based on Malibu Municipal Code Sec. 17.48.030 the proposed parking would meet the Code parking requirement. A portion of the Project's parking supply within the ground lease area is contiguous to the public parking spaces for the existing Los Angeles County Superior Court and Malibu Library facilities. Under a conservative "worst case" condition whereby the SMC Malibu Satellite Campus and County uses are at peak activity throughout the day, there would be sufficient parking supply to accommodate the measured parking demand attributed to the County facilities and library. Based on the Project's proposed parking spaces, Project impacts would be	No mitigation measures are required.	*Parking*: Less than significant.

less than significant. No mitigation measures are required.			
Public Utilities (Water, Sewer, Energy Conservation) *Sewer:* The Proposed Project would generate approximately 9,747 gallons of wastewater per day (gpd). The Proposed Project is prohibited from utilizing the existing septic system on the Project Site, pursuant to Sections 13240 and 13241 of the California Water Code. In light of that, the Proposed Project's operation is dependent on the construction of the City's Wastewater Treatment Facility, as the Proposed Project will be required to connect to the new facility once it is operational. It is expected that the increase in the wastewater generated by the Proposed Project would not exceed the amount accounted for in the design and construction of the Wastewater Treatment Facility for the Civic Center Area and impacts associated with wastewater would be less than significant with incorporation of the Mitigation Measures PU-1 through PU-3. *Water:* The Proposed Project would generate a demand for 10,115 gallons per day (gpd). The estimated water demand for the Proposed Project was based on standard wastewater generation factors according to land use and irrigation demands. Should any additional on-site water system facilities or upgrades be identified at the time of construction to meet the requirements of the County/City Engineer and the County Fire Chief, they will be completed at the expense of the Applicant and in consultation with Water District 29 and the Fire Department. The Applicant will also be required to pay appropriate connection fees, including meter fees, capital and local improvement charges, and financially participate in the Civic Center Infrastructure Improvement Project prior to approval of water plans, start of construction, and installation of any additional permanent water service. Water efficiency will be a major consideration, as well as maintenance in the selection of all plumbing fixtures. Impacts associated with a net increase in water consumption would be less than significant as the project would be fitted with water efficient plumbing fixtures which would reduce the Project's water demand. Impacts associated with water supply would be less than significant and further reduced with implementation of Mitigation Measures PU-4 through PU-10. *Energy Conservation (Electricity):* During the construction period, temporary service outages may result in the surrounding area as	PU-1	Occupancy and operation of the Proposed Project shall be conditioned upon the successful operation of and connection to the City's proposed Civic Center Wastewater Treatment Facility, not on-site. The average wastewater generation rate for the project shall not exceed 11,102 gallons per day. PU-2 Certificate(s) of Occupancy for this Project shall not be issued until the Civic Center Wastewater Treatment Facility (under separate permit CDP 13-057) is constructed and operational, and all on-site sewer connections to the new sewer laterals are completed. PU-3 Conditions of approval by the City of Malibu Public Works Department for Sewer are incorporated by reference into the Environmental Health Conditions of approval. PU-4 Prior to the issuance of a building permit, the Applicant shall pay any applicable and lawful fees adopted by the City and generally and uniformly imposed by the City's Environmental Sustainability Department and/or Public Works Department for construction of new water supply and distribution facilities. PU-5 Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water loss from evaporation. Care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season to avoid wasting water by excessive landscape irrigation. PU-6 Selection of native, drought-tolerant, low water consuming plant varieties shall be used to reduce potable irrigation water consumption to the maximum extent feasible. PU-7 Best Management Practices (BMP's) for water conservation shall be used within buildings to reduce wastewater generation/water use. PU-8 The Applicant shall install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-	*Sewer:* Less than significant. *Water:* Less than significant. *Energy Conservation (Electricity):* Less than significant.

construction workers upgrade and extend the necessary infrastructure to serve the Project Site. Due to the temporary and intermittent nature of such outages, such impacts are considered less than significant. The Proposed Project's energy demands would be approximately 300,227 kWh/yr. This estimate is conservative and is anticipated to be reduced with compliance with the CAL Green Code, Title 24 (2013), and additional sustainability features that are proposed to meet LEED accountability goals. As such, the Proposed Project's energy demands would be less than significant, and no mitigation measures would be required. *Energy Conservation (Natural Gas):* The Proposed Project is anticipated to result in an increase of approximately 70,290 cubic feet per month of natural gas. Further determinations about necessary infrastructure improvements may be made upon the submission to The Gas Company of "final plans" for the Proposed Project. The Proposed Project would have a less than significant impact upon natural gas services, and no mitigation measures would be required.		efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. PU-9 The Applicant shall install restroom faucets with a maximum flow rate of 1.5 gallons per minute. PU-10 A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for the proposed new building to ensure a separate connection from the library building is maintained.	*Energy Conservation (Natural Gas):* Less than significant.
Source: Parker Environmental Consultants, 2015.			

2.0 PROJECT DESCRIPTION

1. PROJECT LOCATION

The Project Site is located at 23525 Civic Center Way, Malibu California, 90265.[1] As shown in Figure 2.1, Project Location Map, the Project Site is located within the City of Malibu. The City of Malibu and the Project Site are also within the 3rd District of the County of Los Angeles. The Applicant, Santa Monica College (SMC), proposes to lease the land from Los Angeles County and construct a joint community college satellite campus facility, a Community Sheriff's Substation and Emergency Operations and Planning Center, and an interpretive center within an approximate 128,500 square foot (approximately 2.94 acres) lease parcel (the "Project Site"). The Project Site is within the existing 400,252 square foot (9.19 acres) Malibu Civic Center complex (the "Malibu Civic Center"). The Malibu Civic Center is owned and operated by the County of Los Angeles.

An illustration depicting the exact boundaries of the Project Site (also referred to as the "lease parcel") is shown in Figure. 2.2, Project Site Boundaries. As shown in Figures 2.1 and 2.2, the Malibu Civic Center is bordered by Civic Center Way to the south and by vacant undeveloped properties to the west, north and east. The vacant property to the east is the site of the proposed Malibu Sycamore Village Project.[2] The vacant property to the west is a vacant parcel known as the Wave Property. The vacant property to the east is the approved La Paz Development Project, which is within the Town Center Overlay District.[3]

2. EXISTING ENVIRONMENTAL SETTING

a. Malibu Civic Center

The Malibu Civic Center is currently improved with 85,260 square feet of developed floor area including a vacant courthouse, the Malibu Public Library, administrative offices and an equipment/maintenance outbuilding for the County of Los Angeles Department of Public Works (Waterworks), a vacant Sheriff's station, an emergency helipad, and an aging 70-foot high communications tower, with ancillary antenna and satellite dishes mounted on a lattice structure tower. A summary of the total developed floor area within the Civic Center complex is provided in Table 2.1, Summary of Existing Development Within the Malibu Civic Center. A survey of the existing development within the Civic Center and Project Site boundaries is shown in Figure 2.3, Existing Site Survey.

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[1] *The address for the existing Sheriff's Station building is 23555 Civic Center Way. However, for purposes of processing the Coastal Development Permit with the City of Malibu, 23525 Civic Center Way is the only address recognized by the City for the entire Malibu Civic Center complex.*

[2] *See related project M16 in Table 3-1 in Section 3.0, Environmental Setting. This property is also known as the former Ioki Site.*

[3] *See related project No. M14 in Table 3-1 in Section 3.0, Environmental Setting.*

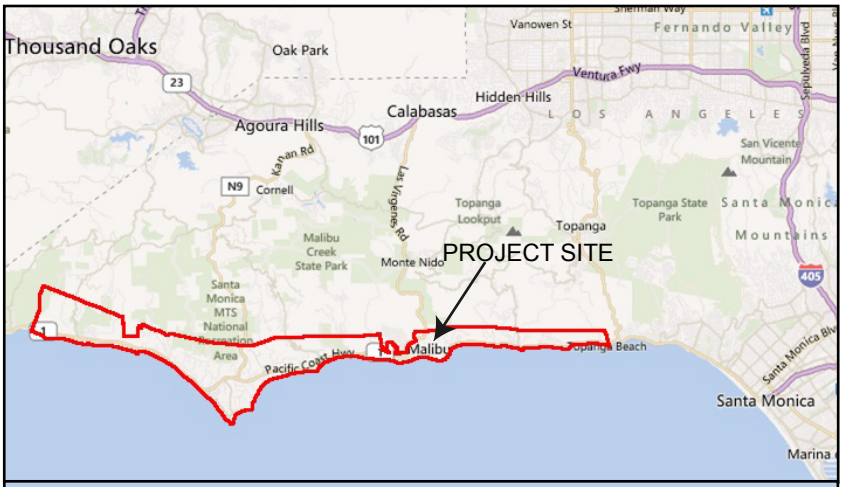
LEGEND

- LA COUNTY CIVIC CENTER COMPLEX
- PROJECT SITE
- CITY OF MAILBU LIMITS
- ASSESSOR PARCEL OUTLINES

NORTH

0 250 500 750 1,000

approximate scale (feet)

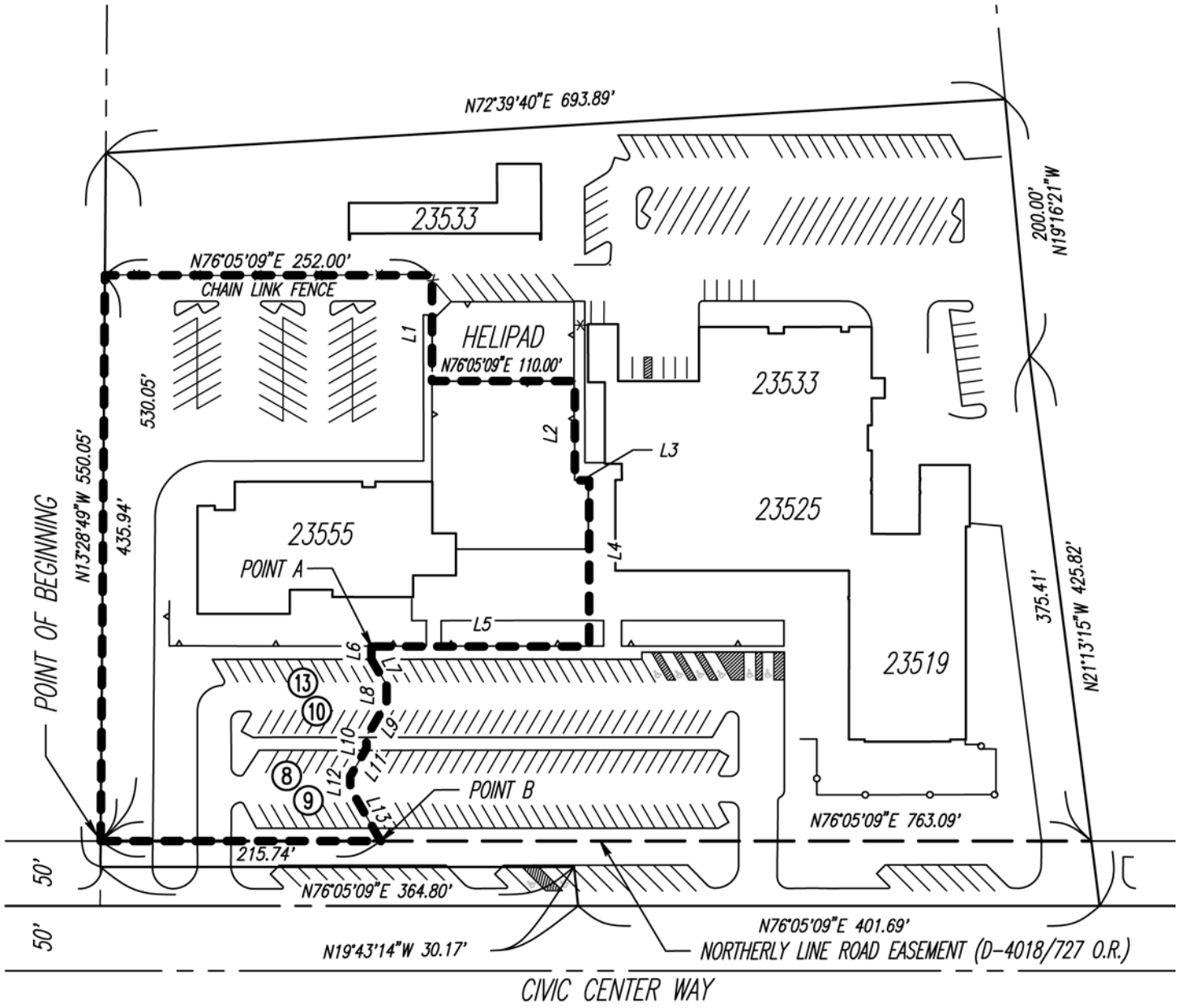


REGIONAL LOCATION MAP

Source: City of Malibu Community View™ / Microsoft - Bing Aerial, 2012; and Parker Environmental Consultants, 2012

PARKER ENVIRONMENTAL CONSULTANTS

Figure 2.1
Project Location Map

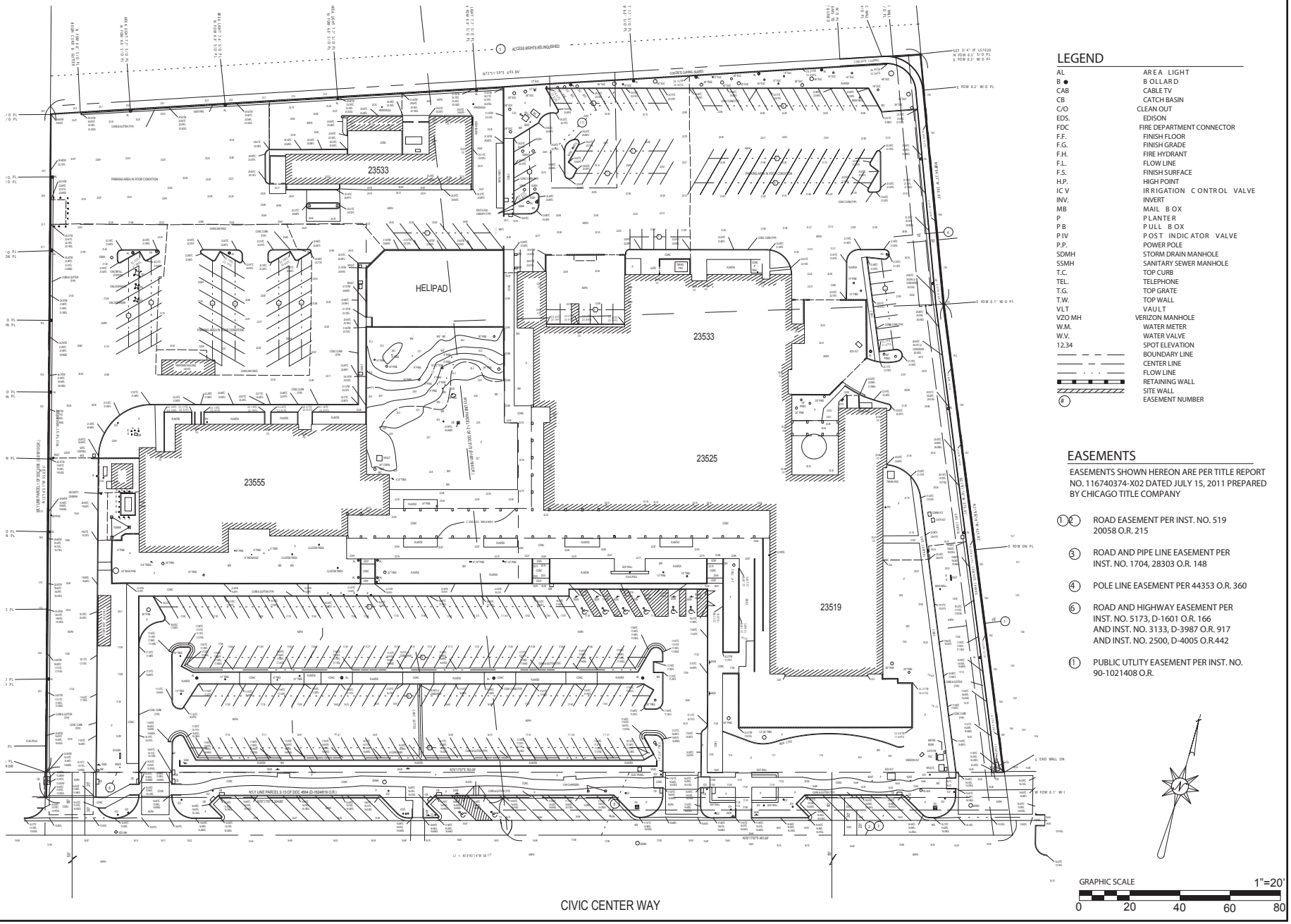


L1	N13°54'51"W 81.50'
L2	N13°54'51"W 76.50'
L3	N76°05'09"E 11.00'
L4	N13°54'51"W 128.00'
L5	N76°05'09"E 167.70'
L6	N13°54'51"W 10.00'
L7	N43°54'51"W 23.09'
L8	N13°54'51"W 13.27'
L9	N16°05'09"E 24.87'
L10	N13°54'51"W 8.46'
L11	N16°05'09"E 30.87'
L12	N13°54'51"W 9.29'
L13	N43°54'51"W 46.93'

Source: Santa Monica College

PARKER ENVIRONMENTAL CONSULTANTS

Figure 2.2
Project Site Boundaries



Source: Peak Surveys, Inc. , August 2011

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Figure 2.3
Existing Site Survey

Table 2.1
Summary of Existing Development Within the Malibu Civic Center

Land Uses		Gross Floor Area [a]	FAR Floor Area [b]
Courthouse (vacant)	Main Building	22,526	22,526
	Penthouse	1,714	1,714
	Subtotal Courthouse	**24,240**	**24,240**
Library	Main Building	14,515	14,515
	Basement	4,508	0
	Garages	2,118	0
	Penthouse	1,714	1,714
	Subtotal Library	**22,855**	**16,229**
Waterworks	Main Building	10,577	10,577
	Garages	1,992	0
	Penthouse	1,714	1,714
	Subtotal Waterworks	**14,283**	**12,291**
Sheriff's Station (vacant)	Main Building	16,603	16,603
	Basement	7,279	0
	Subtotal Sheriff's Station	**23,882**	**16,603**
	TOTAL (Civic Center)	**85,260**	**69,363**

Notes:

[a] Per Section 2.1 of the Malibu Local Implementation Plan (LIP), "gross floor area" is defined as the sum of the gross horizontal areas of the several floors of a building measured from the interior face of exterior walls, or from the centerline of a wall separating two buildings, but not including interior parking spaces, loading space for motor vehicles, vehicular maneuvering areas, or any space where the floor-to-ceiling height is less than six feet.

[b] Per Section 2.1 of the Malibu LIP, for purposes of calculating floor area ratio (the formula for determining permitted building area as a percentage of lot area) the FAR is obtained by dividing the above-ground gross floor area of a building or buildings located on a lot or parcel of land by the total area of such lot or parcel of land.

Source: Building Floor area values are as reported by R.P. Laurain & Associates, October 9, 2007.

The former Los Angeles County Sheriff's Station was decommissioned in the early 1990s and the building is currently vacant. In 2013, the Los Angeles County Superior Court ceased operating out of the Malibu Courthouse, and the courthouse structure is currently vacant. Thus, the only municipal land uses that are currently in operation are the County Waterworks Facility and the Malibu Public Library. Not including the Malibu Tow Yard or Waterworks utility yard areas, which are fenced off and not available to the public, there are approximately 254 existing parking spaces within the Malibu Civic Center, including 157 spaces in the front lot and 97 spaces in the rear lot.

b. Project Site

The Project Site occupies an approximate 128,500 square foot (2.94-acre) parcel within the existing Malibu Civic Center. As shown in Figure 2.3, Existing Site Survey, the Project Site is improved with the former Sheriff's Station building, which 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. This entire structure is currently vacant.

In addition to the various 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 (MCLE), and the Malibu Farmer's Market. The Malibu Tow Yard is a for-profit company that provides local towing and vehicle impound services for the community. The Malibu Tow Yard occupies an approximate 40,000 square foot fenced-in area within the surface parking lot to the north of the former Sheriff's Station building. The Malibu Tow Yard's administrative services are operated out of a portable trailer. The MCLE is a nonprofit 501(c)(3) charity that operates out of a portable trailer office located in the front parking lot of the former Sheriff's Station building. The MCLE operates under the assistance of grants and donations and provides an organized hiring center location for day laborers. The MCLE operates from 6:30 a.m. to 1:00 p.m. Monday through Saturday. The Malibu Farmer's Market, operated by the Cornucopia Foundation, a non-profit organization, also operates under a conditional use permit within the Malibu Civic Center's front parking lot on Sundays from 10:00 a.m. to 3:00 p.m. In addition, Verizon maintains satellite communication equipment on the existing communications tower through a license with the County of Los Angeles.

3. ZONING AND LAND USE DESIGNATIONS

The City has three guiding documents to regulate development: the General Plan, Malibu Municipal Code (M.M.C.), and the Local Coastal Program (LCP), which consists of two volumes — a Land Use Plan (LUP) and Local Implementation Plan (LIP). M.M.C. Title 17 (Zoning) and the LIP provide development standards applicable to all new development in the City.

The City's Zoning Map and General Plan Land Use Map designate the Project Site for "Institutional" land uses. Pursuant to LIP Section 3.3(N)(1) and M.M.C. Section 17.34.010, "[t]he I District accommodates public and quasi-public uses and facilities in the City. This District includes emergency communications and services, libraries, museums, maintenance yards, educational (private and public) and religious institutions, community centers, parks, and recreational and governmental facilities."

4. PROJECT BACKGROUND

In the 1970s and early 1980s, SMC offered a full program of about 70 general education classes and several non-credit classes in Malibu each semester. Program reduction occurred over time primarily due to SMC's inability to secure permanent sites from which to offer classes. In recent years, SMC's program in Malibu has been limited to a few classes offered at the Malibu Senior Center in City Hall as part of SMC's Emeritus College program for older adults, and, more recently, a small program of evening credit classes offered during the fall and spring semesters at Webster Elementary School.

In the early 2000s, SMC conducted a multi-year facility assessment survey of all of its existing campus buildings, identification of remaining instructional facility deficiencies, and a review of potential joint-use opportunities in the communities of Santa Monica and Malibu.

In June 2004, the Santa Monica Community College District (SMCCD) Board of Trustees approved in concept acquiring a future site in the City of Malibu for the purpose of constructing a classroom facility to provide general education classes, Emeritus College classes, and special interest classes to the Malibu community. This effort was to be funded by Measure S, a bond measure that was to be placed on the November 2004 ballot.

On October 12, 2004, and prior to the November election, the SMCCD Board of Trustees authorized entering into a Joint Exercise of Powers Agreement with the City of Malibu, creating the Malibu Public Facilities Authority (the "Authority"), in connection with the expenditure of Measure S General Obligation bond proceeds on projects located within the City of Malibu.

The Authority provides for the planning for, acquisition of, and operation of new instructional opportunities in the District (intended chiefly to accommodate students from the City of Malibu) and a related clean water facility for stormwater and wastewater intended to resolve related environmental effects of the District facility. The District and the City of Malibu are each required to reach independent agreement as to the particulars of the appropriate properties and projects, prior to the expenditure of up to $25 million in funds from Measure S, the bond measure that was approved by District voters at the November 2, 2004 election.

On November 7, 2005, the SMCCD Board of Trustees authorized allocating $2.5 million of bond funds to the City of Malibu for the purchase of property to be used for holding stormwater. On July 7, 2008, the SMCCD Board of Trustees further authorized allocating $2.5 million of bond funds to the City of Malibu to be used for the construction of a wastewater treatment facility. On April 20, 2010, the Authority authorized the District's pursuit of a long-term ground lease of the Project Site owned by the County of Los Angeles for the District's use as an educational center.

On April 19, 2011, the Los Angeles County Board of Supervisors approved a request of the County's Chief Executive to commence lease negotiations with the District as to the Project Site for the District's proposed construction of that educational facility. The District would need to demolish the County's former Sheriff's Station in order to construct the educational facility.

The contemplated lease would require that the District include within the new building up to 5,700 square feet of floor area at grade level for a Community Sheriff's Substation and Emergency Operations and Planning Center to be operated by the County, including a classroom design that would convert into an Emergency Operations Center for use by the County during local emergencies.

5. PROJECT OBJECTIVES

The SMCCD Board of Trustees contemplates entering into a long-term ground lease agreement with the County of Los Angeles that would facilitate the redevelopment and re-activation of a site within the Civic Center complex currently improved with a vacant and underutilized County building. The specific objectives of the Proposed Project are as follows:

1. To secure an interest in real property in the City of Malibu to ensure the District can provide a satellite campus centrally-located in Malibu on a long-term basis to serve the local community's needs for the types of educational programming offered by the College.
2. To restore the College's presence in Malibu by faithfully expending Measure S general obligation bond proceeds for the purpose of establishing a permanent satellite campus in the City of Malibu as approved by the voters of the cities of Malibu and Santa Monica.
3. To meet the educational needs for emeritus and community college classes in the Malibu community consistent with the Santa Monica College Facilities Master Plan for Education (2004 Update) goals and policies with respect to acquiring, planning, developing, and maintaining facilities and equipment to provide the best possible educational environment and promote the use of sustainable resources.
4. To construct a new, modern, attractive, safe, energy efficient, low-scale, useful educational facility to be used by Santa Monica College as a satellite campus.
5. To construct a building that will house sufficient community college classrooms and educational support facilities to meet the existing and projected needs of the Malibu community for the next 95 years.
6. To incorporate and achieve the successful sustainable building standards of Santa Monica College within a new building that will be LEED ® certified and will, among other things, promote efficiencies in water and energy use, feature a green roof, reduce stormwater runoff, treat stormwater runoff from the reconstructed surface parking lot, control night-sky light pollution from the Project Site, incorporate native plants in project landscaping, and maximize the building's operational efficiency by providing a passive air ventilation and circulation system.
7. To establish a satellite campus in Malibu that will accommodate all of its parking needs and the Sheriff's parking needs on-site.
8. To benefit the Malibu community by facilitating the County's desire to better serve the residents of Malibu by: (a) updating the County's existing antiquated emergency communications tower with a modern monopole support tower, (b) incorporating a police substation into the ground floor of the new educational building for use by the Los Angeles County Sheriff's Department, and (c) designing and constructing a classroom or multi-purpose room in a way that facilitates its occasional temporary conversion into an emergency operations center.
9. To redevelop and reactivate an underutilized portion of the Civic Center owned by the County of Los Angeles, and establish (in place of a long-abandoned Sheriff's Station) an institutional land use that would complement and expand upon the existing public services that are currently provided within other portions of the Civic Center.

10. To provide opportunities for an interpretive center that would support Legacy Park and/or other programs to highlight Malibu's unique coastal environment and cultural history.
11. To augment funding for a new water quality treatment facility in the Malibu Civic Center for effluent and stormwater consistent with the requirements of the Regional Water Quality Control Board.

6. PROJECT CHARACTERISTICS

The Proposed Project includes the proposed demolition of the existing former Sheriff's Station building, and the construction of a new 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. As shown in Table 2.2, the Proposed Project would result in a net increase of 1,428 square feet of developed floor area as compared to the size of the existing Sheriff's Station building. The total proposed developed floor area (FAR) for the proposed Project Site is approximately 0.20 to 1.

Table 2.2
Summary of Existing and Proposed Development

Existing Development	**Floor Area (sf)**
Sheriff's Station	
Main Building	16,603
Basement	7,279
Total Existing	**23,882**
Proposed Development	**Floor Area (sf)**
Educational Facility	19,670
Community Sheriff's Substation and Emergency Operations and Planning Center	5,640
Total Proposed	**25,310**
Less Existing (to be demolished)	**23,882**
Net Increase in Development	**1,428**
Source: Quatro Design Group, July 2014.	

The SMC Malibu Campus Project would include 5 classrooms and labs, a multi-purpose community room that will convert into an Emergency Operations Center (EOC) for local emergencies, a computer lab, and administrative offices, all of which will accommodate up to 210 students (FTE) and 12 faculty and staff members during peak time periods. The SMC Malibu Campus also proposes an interpretive center to support Legacy Park or other programs to highlight Malibu's unique coastal environment and cultural history. The Proposed Project will also include ancillary improvements within the Project Site to provide pedestrian and vehicular access, surface parking, open space, landscaping, and relocation of on-site utilities, including the replacement and relocation of the existing 70 foot tall communication tower with a new communications tower up to 75 feet in height at a location approximately 10-20 feet to the west of its current location. The Proposed Site Plan is depicted in Figure 2.4, Proposed Site Plan. Figures

2.5 through 2.7 depict the Ground Level Floor Plan, Second Level Floor Plan, and Roof Plan, respectively.

The normal operating hours for the proposed community college satellite campus facility would be approximately 6:00 a.m. to 11:00 p.m. Monday through Friday. Educational programs may also occur on Saturdays. The specific programming and operational hours for the interpretive center have not yet been confirmed; however, it is anticipated that this component would operate as an ancillary facility to the college and civic center and would operate within the same general operating hours as the college. The Sheriff's Department operations are anticipated to occur on-site on a continuous 24-hour basis 7 days a week.

a. Architectural Features

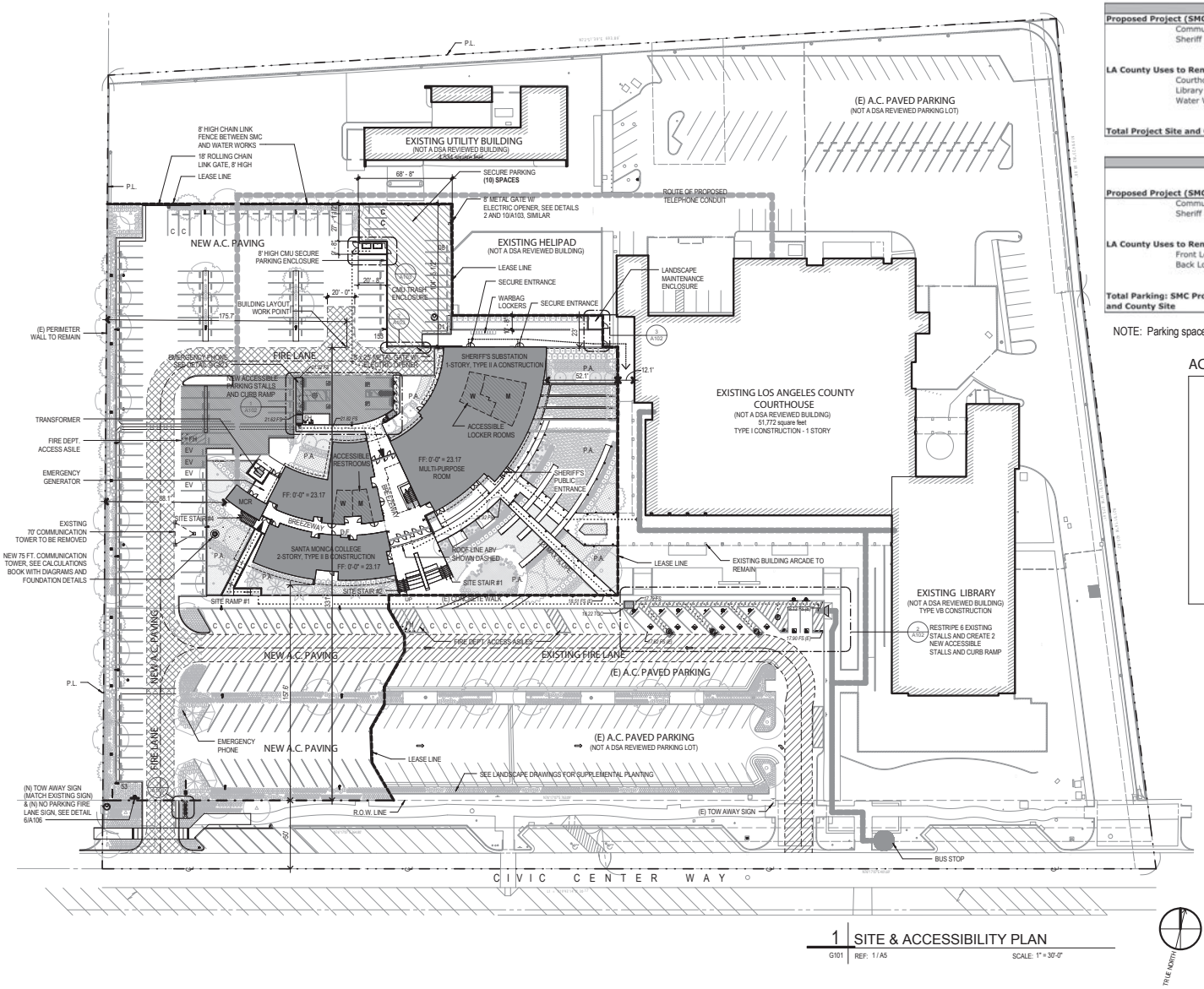
The proposed structure will include a 2-story above grade Type III building with a maximum height of approximately 35 feet - ten inches (35' – 10") above grade. The above grade portions of the structure would consist of two concrete levels. Architectural materials would include a mix of metal fascia panels, cast in place concrete walls with board formed finish, wood louvers, metal louvers, spandrel glazing and storefront glazing. Architectural features would include elements such as retaining walls, green roofs, and stepped terraces.

Building elevations depicting the scale and massing of the proposed structure are shown in Figures 2.8 through 2.11, respectively. Building cross sections of the proposed structure are presented in Figures 2.12 through 2.15, respectively. Illustrative renderings of the Project are shown in Figure 2.16. Figure 2.17 provides an illustrative rendering that depicts the respective heights of the proposed building and communication tower relative to the roofline of the existing arcade (i.e., 25 feet).

b. Emergency Communications Tower

The Project Site is currently improved with an approximate 70-foot tall steel lattice communications tower that serves as the central emergency communications center for the Malibu area. The communications tower is owned and operated by the County of Los Angeles and serves as the primary communications tower for emergency services for the Malibu community. The communications tower also supports commercial cellular microwave antenna for local cellular service providers. Verizon currently maintains satellite communication equipment on the existing communications tower through a license with the County of Los Angeles. The communications tower is located immediately adjacent to the west side of the existing Sheriff's Department building (see Figure 2.18, Emergency Communications Tower – Conceptual Rendering).

As part of the Proposed Project, the existing communications tower will be relocated and reconstructed on-site approximately 10-20 feet to the west of its current location. The existing tower lies within the proposed footprint of the new educational facility and is in need of structural repair and upgrades. The new communications tower will consist of a monopole design to a maximum height of 75-feet above grade, approximately five feet higher than the existing tower. The height and location of the monopole



1 SITE & ACCESSIBILITY PLAN
G101 REF: 1 / A5 SCALE: 1" = 30'-0"

TRUE NORTH

Parking Required			
Proposed Project (SMC)	Floor Area	Parking Ratio	Total
Community College (210 FTE)	19,670	0.85 /FTE Student	179
Sheriff Station (10 staff)	5,640	1 /employee	10
Subtotal	25,310		189
LA County Uses to Remain			
Courthouse	24,240		108
Library	16,229		65
Water Works	12,791		18
Subtotal	52,760		191
Total Project Site and County Site	78,070		380

Parking Proposed					
Proposed Project (SMC)	Standard Stalls	Compact Stalls	Accessible Stalls	Van Accessible Stalls	TOTAL STALLS
Community College (210 FTE)	156	17	4	2	179
Sheriff Station	8	2	0	0	10
Subtotal	164	19	4	2	189
LA County Uses to Remain					
Front Lot	102		7	1	110
Back Lot	86		3	1	90
Subtotal	188	0	10	2	200
Total Parking: SMC Project Site and County Site	352	19	14	4	389

NOTE: Parking space sizes based on LA County Standards.

ACCESSIBLE PATH OF TRAVEL

PATH OF TRAVEL (P.O.T.) AS INDICATED IS A BARRIER-FREE ACCESS ROUTE WITHOUT ANY ABRUPT VERTICAL CHANGES EXCEEDING 1/2" BEVELED AT 1:2 MAXIMUM SLOPE, EXCEPT THAT LEVEL CHANGES DO NOT EXCEED 1/4" VERTICAL AND IS AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT, STABLE, FIRM, AND SMOOTH. MAXIMUM CROSS-SLOPE IS 2% AND MAXIMUM SLOPE IN THE DIRECTION OF TRAVEL IS 5%. P.O.T. SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM (1133B.8.2) AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80" (1133B.8.6). ARCHITECT TO VERIFY THAT ALL BARRIERS IN THE PATH OF TRAVEL HAVE BEEN REMOVED OR WILL BE REMOVED UNDER THIS PROJECT, AND PATH OF TRAVEL COMPLIES WITH CBC 1133B.

EXISTING PATH OF TRAVEL
NEW PATH OF TRAVEL
RELEASED DETAINEES PATH OF TRAVEL
EXISTING POT TO BE VERIFIED AND NON-COMPLIANT ELEMENTS CORRECTED

DESIGN PROFESSIONAL IN GENERAL RESPONSIBLE CHARGE STATEMENT:

THE POT IDENTIFIED IN THESE CONSTRUCTION DOCUMENTS IS COMPLIANT WITH THE CURRENT APPLICABLE CALIFORNIA BUILDING CODE ACCESSIBILITY PROVISIONS FOR PATH OF TRAVEL REQUIREMENTS FOR ALTERATIONS, ADDITIONS AND STRUCTURAL REPAIRS. AS PART OF THE DESIGN OF THIS PROJECT, THE POT WAS EXAMINED AND ANY ELEMENTS, COMPONENTS OR PORTIONS OF THE POT THAT WERE DETERMINED TO BE NONCOMPLIANT 1) HAVE BEEN IDENTIFIED AND 2) THE CORRECTIVE WORK NECESSARY TO BRING THEM INTO COMPLIANCE HAS BEEN INCLUDED WITHIN THE SCOPE OF THIS PROJECT'S WORK THROUGH DETAILS, DRAWINGS AND SPECIFICATIONS INCORPORATED INTO THESE CONSTRUCTION DOCUMENTS. ANY NONCOMPLIANT ELEMENTS, COMPONENTS OR PORTIONS OF THE POT THAT WILL NOT BE CORRECTED BY THIS PROJECT BASED ON VALUATION THRESHOLD LIMITATIONS OR A FINDING OF UNREASONABLE HARDSHIP ARE SO INDICATED IN THESE CONSTRUCTION DOCUMENTS.

DURING CONSTRUCTION, IF POT ITEMS WITHIN THE SCOPE OF THE PROJECT REPRESENTED AS CODE COMPLIANT ARE FOUND TO BE NONCONFORMING BEYOND REASONABLE CONSTRUCTION TOLERANCES, THEY SHALL BE BROUGHT INTO COMPLIANCE WITH THE CBC AS A PART OF THIS PROJECT BY MEANS OF A CONSTRUCTION CHANGE DOCUMENT.

Per Malibu LUP / LIP and Zoning Code amendment the allowable F.A.R. is 0.20:1	
Lot Size	128,500 SF
Allowable Square Footage	128,500 (0.20) = 25,700 SF
Actual Square Footage	25,310 SF < 25,700 SF

LANDSCAPE REQUIREMENT
Total Area 128,500 SF

Required
25% of 128,500 = 32,125 SF

Provided
ground level landscape = 29,984 SF
green roof landscape = 4,370 SF
Total = **34,354 SF**

SMC PARKING REQUIREMENT
Parking of 0.85 spaces per FTE is required.
Project will support approximately 210 FTE.
Required
210 FTE x 0.85 = 179 Spaces
Provided = 179 Spaces

SHERIFF PARKING REQUIREMENT
Required: 10 FTE = 10 Spaces
Provided = 10 Spaces

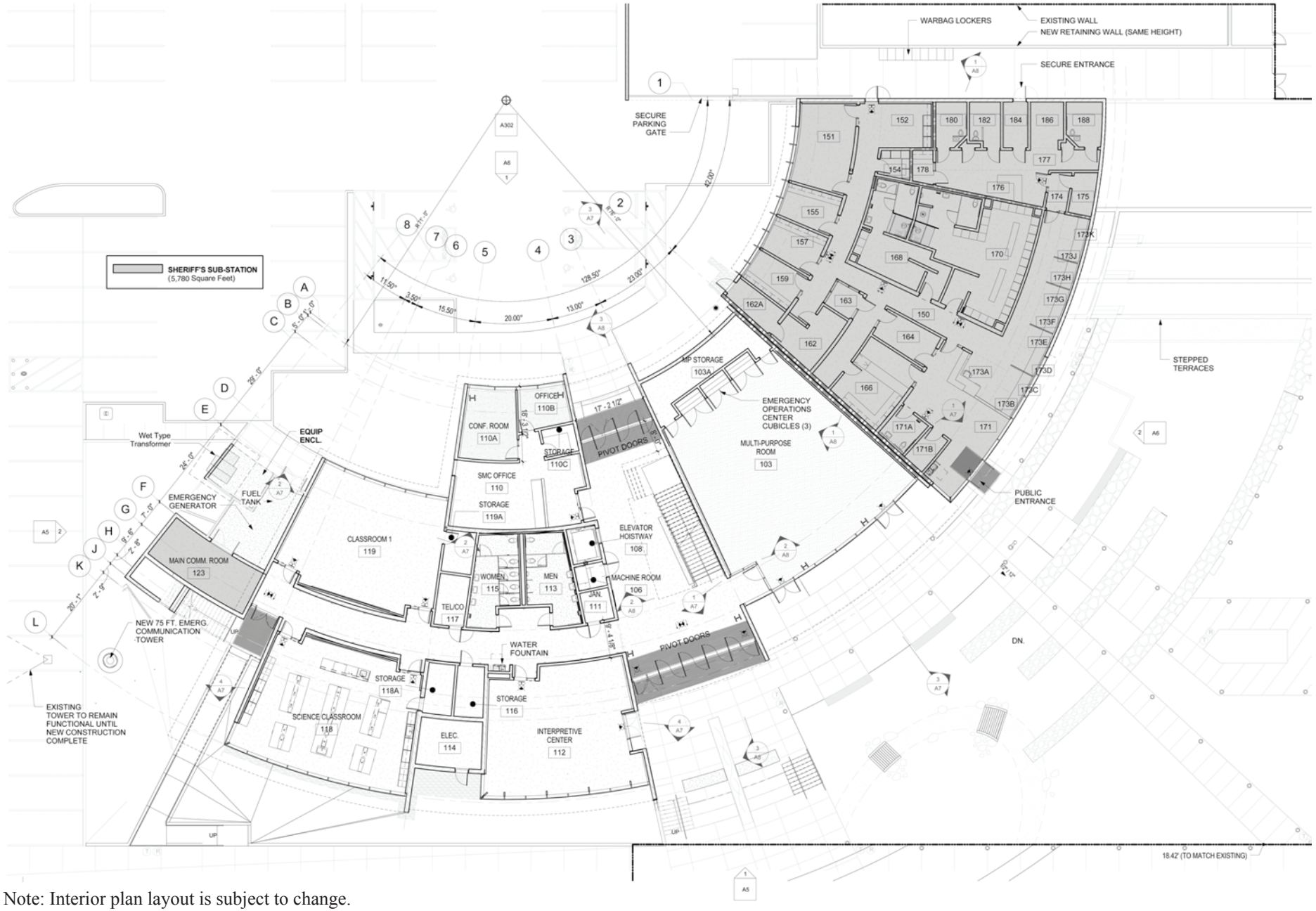
PERMEABLE PAVING REQUIREMENT
Required
05% of 128,500 = 6,425 S.F.
Provided = 6,430 S.F.

FIRE DEPARTMENT ACCESS LANE
(E) FIRE DEPARTMENT ACCESS LANE
SECURE PARKING (10 SPACES)
PERMEABLE PAVING

Source: Quatro Design Group, June 2015

PARKER ENVIRONMENTAL CONSULTANTS

Figure 2.4
Proposed Site Plan

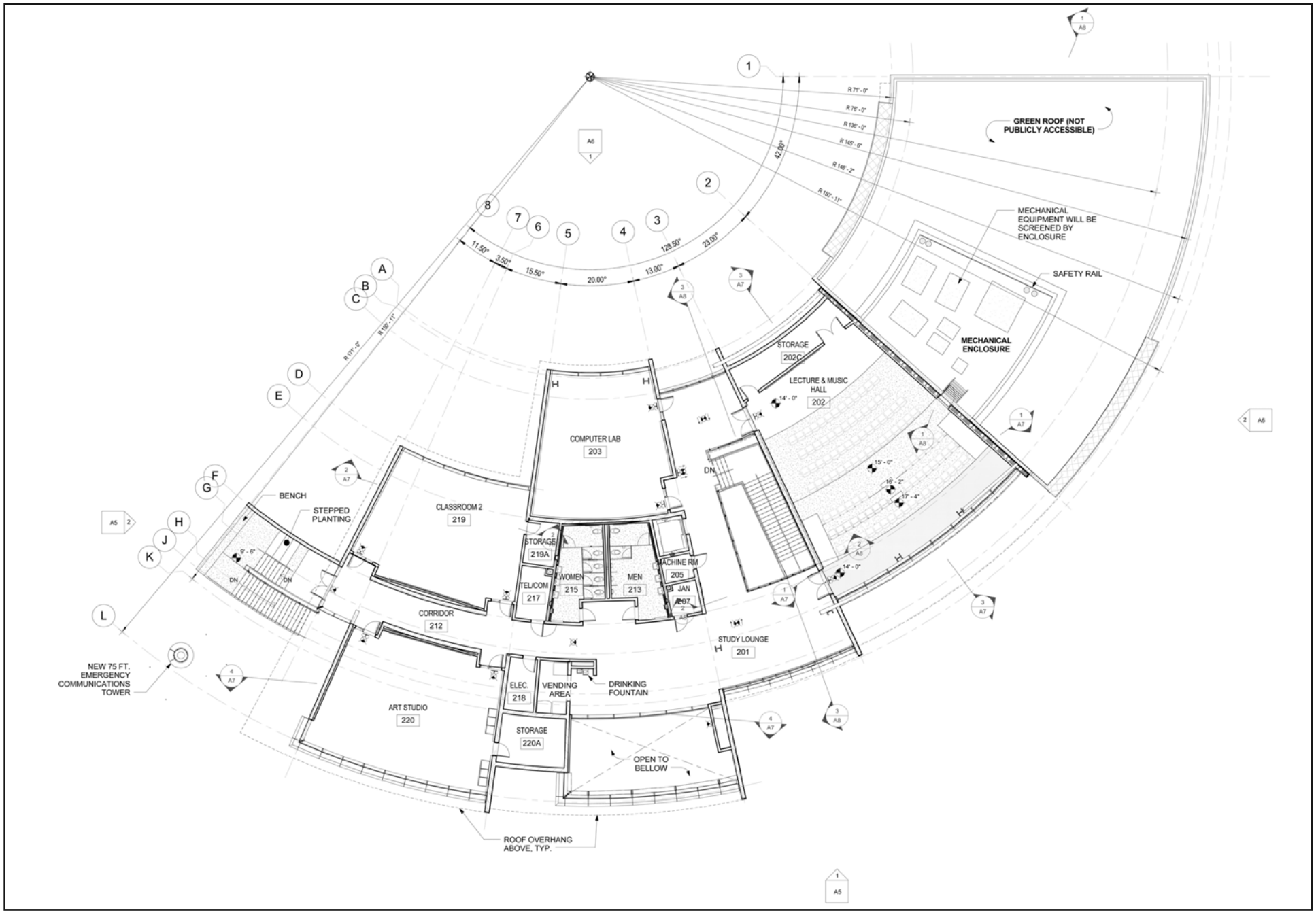


Note: Interior plan layout is subject to change.

Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

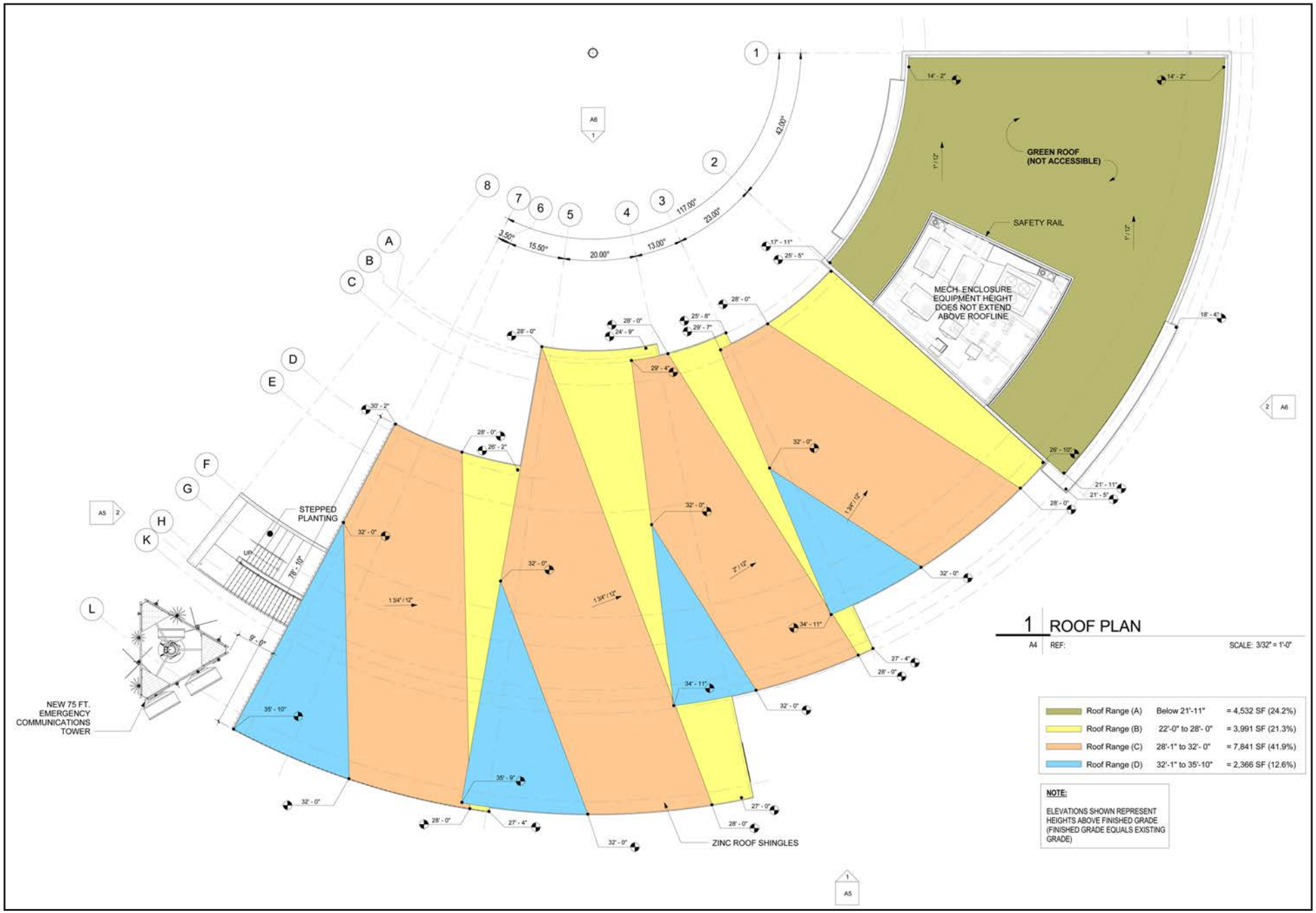
Figure 2.5
Ground Level Floor Plan



Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

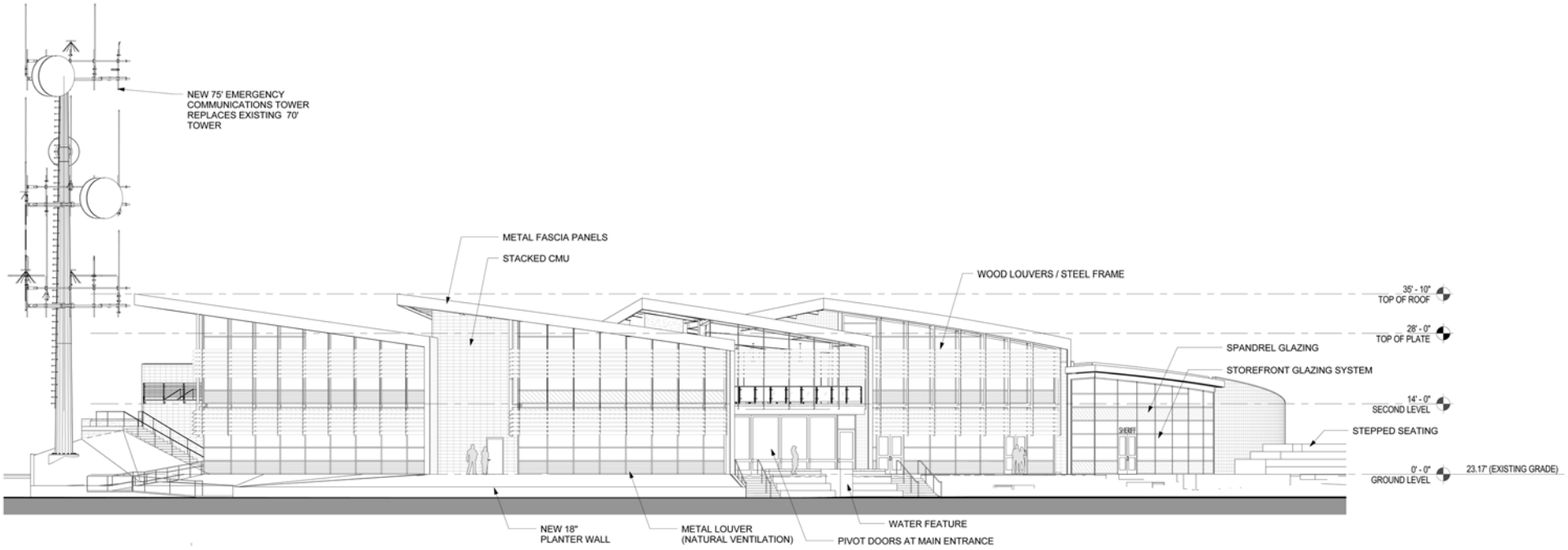
Figure 2.6
Second Level Floor Plan



Source: Quatro Design Group, November 2014

PARKER
ENVIRONMENTAL CONSULTANTS

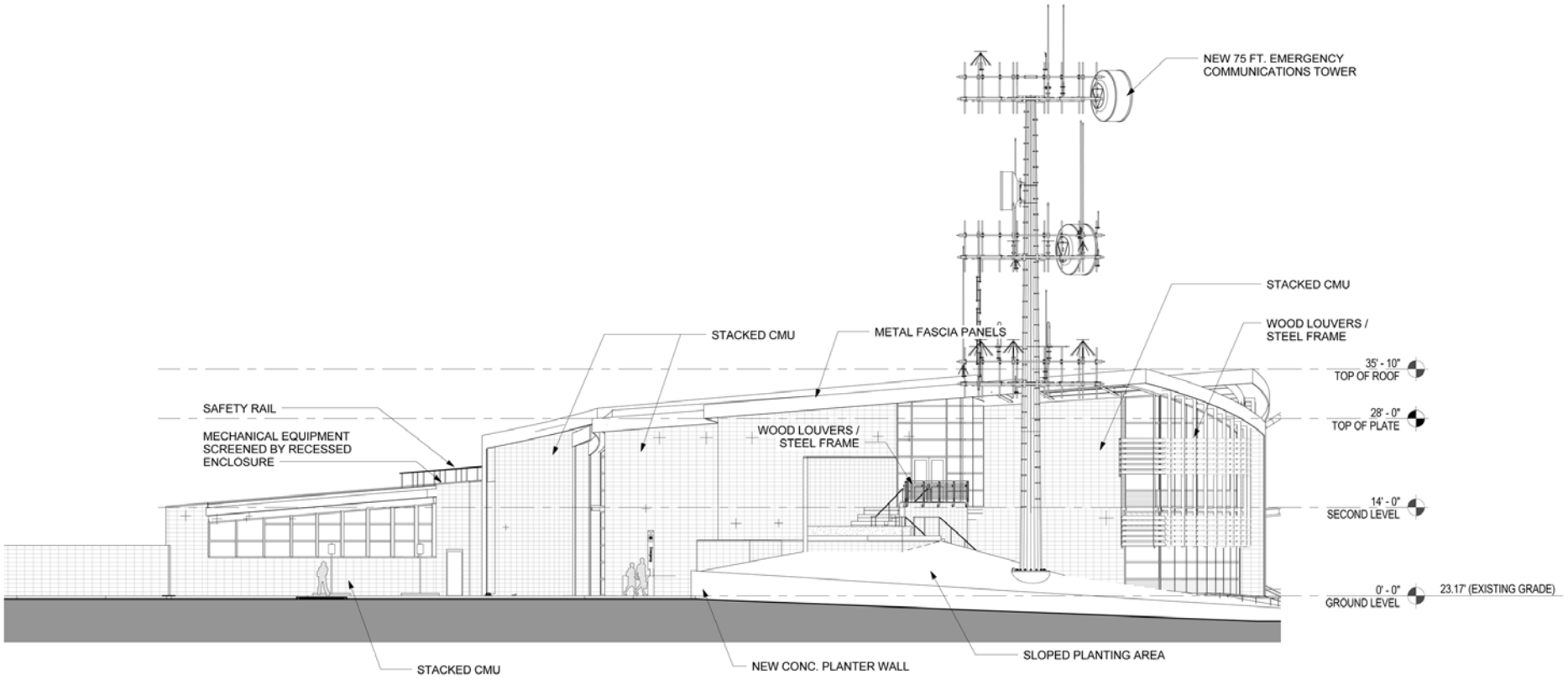
Figure 2.7
Roof Plan



Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

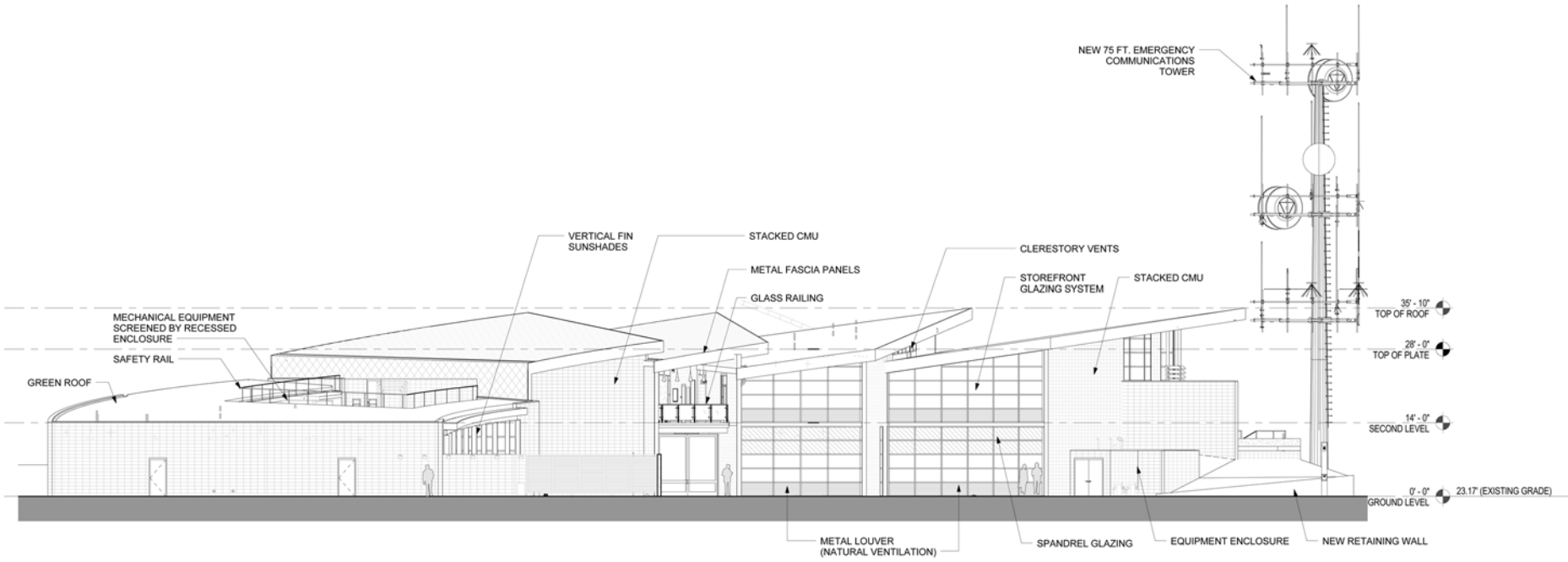
Figure 2.8
Building Elevations - South



Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

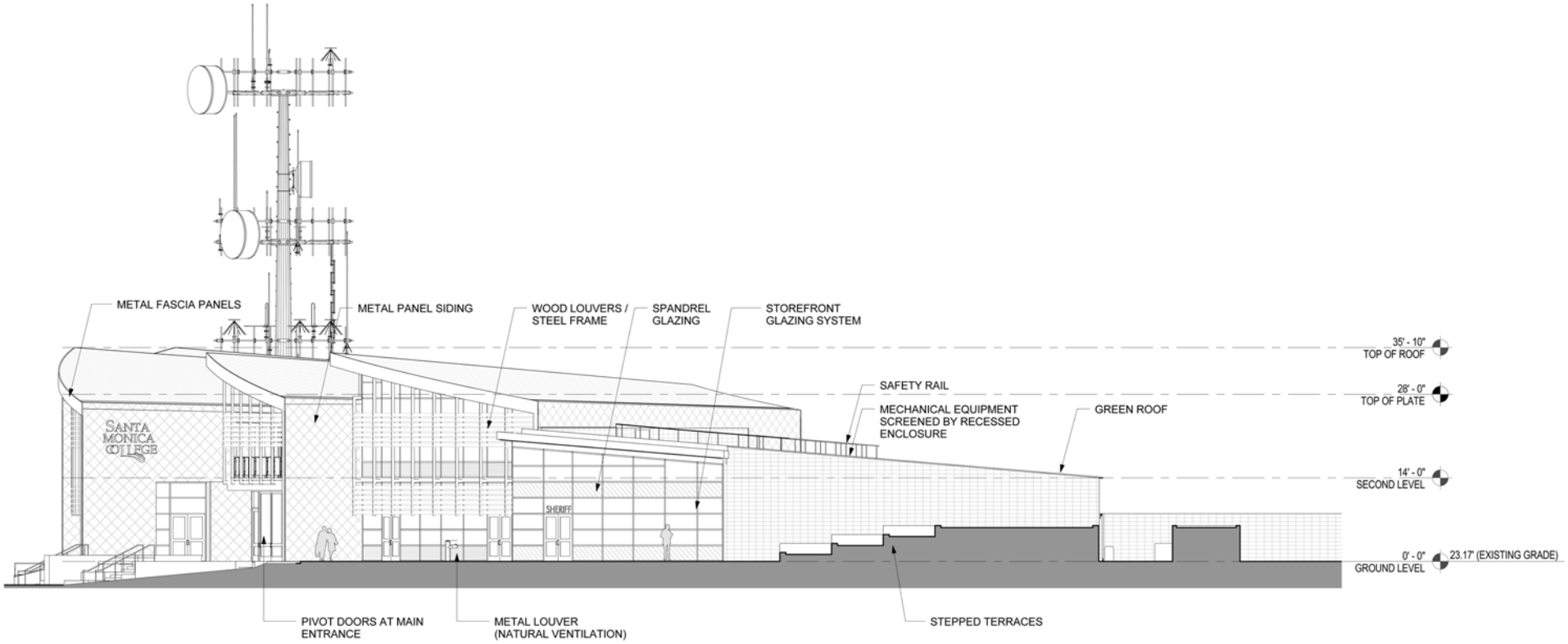
Figure 2.9
Building Elevations - West



Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

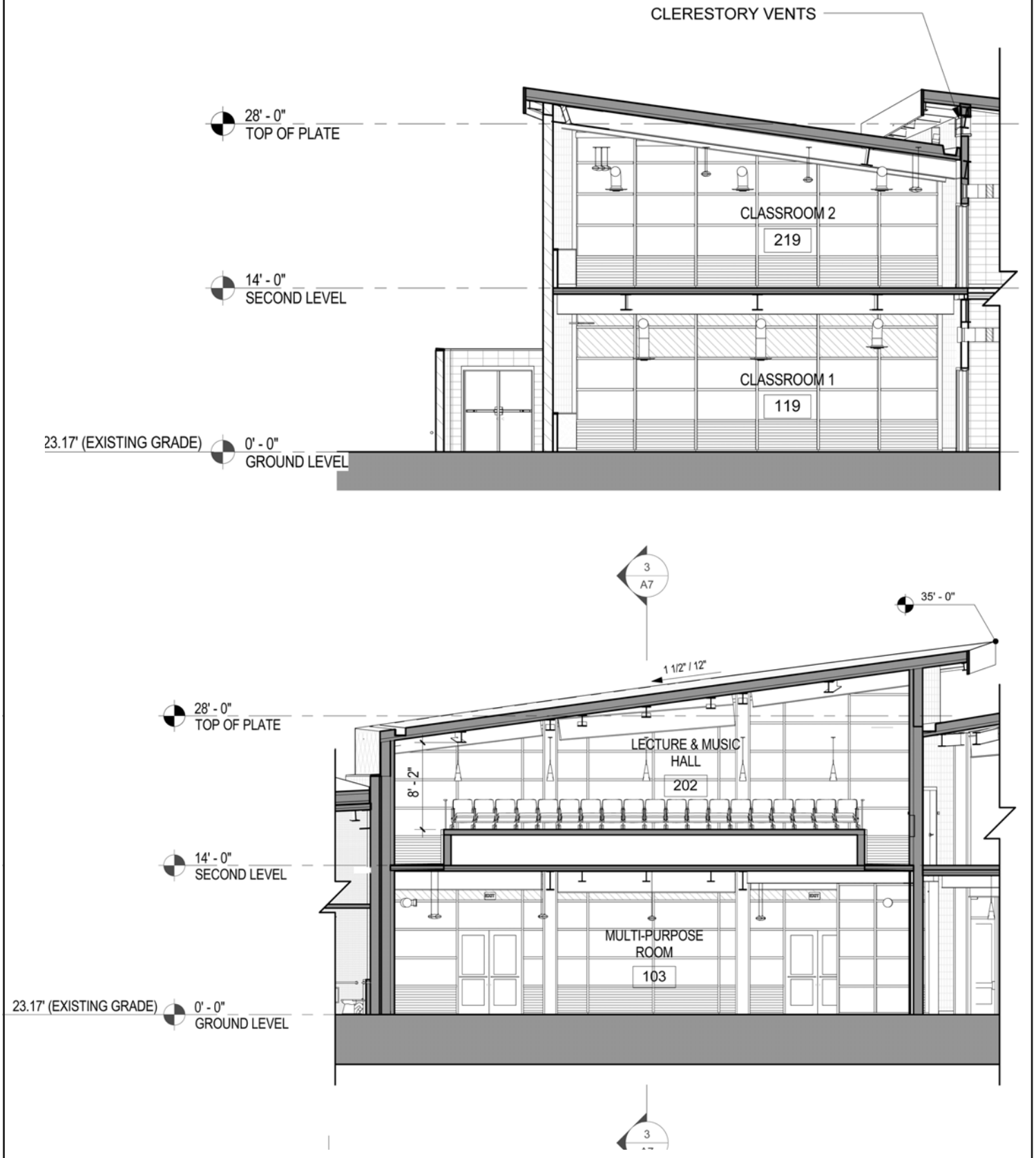
Figure 2.10
Building Elevations - North



Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

Figure 2.11
Building Elevations - East



Source: Quatro Design Group, November 2014

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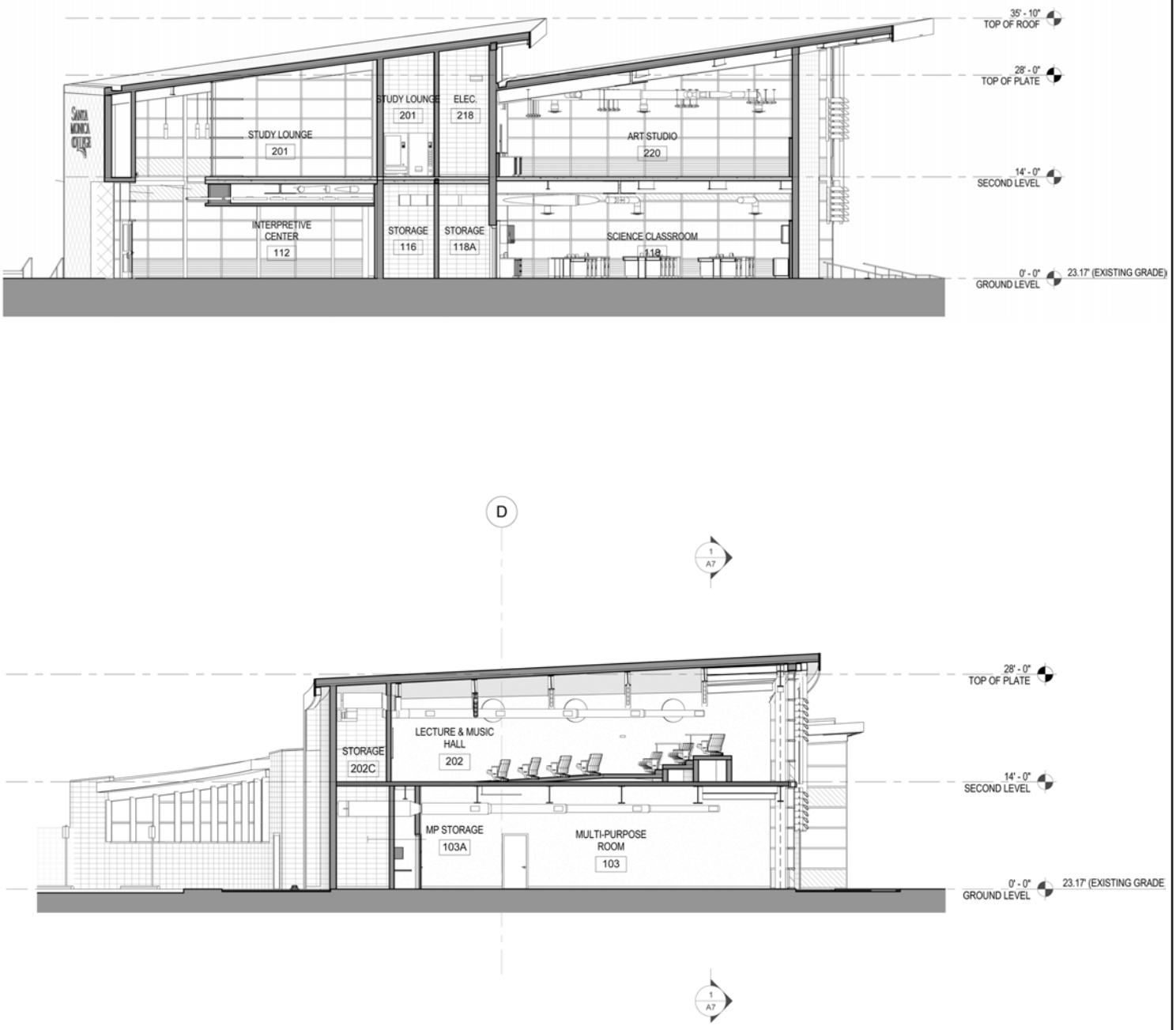
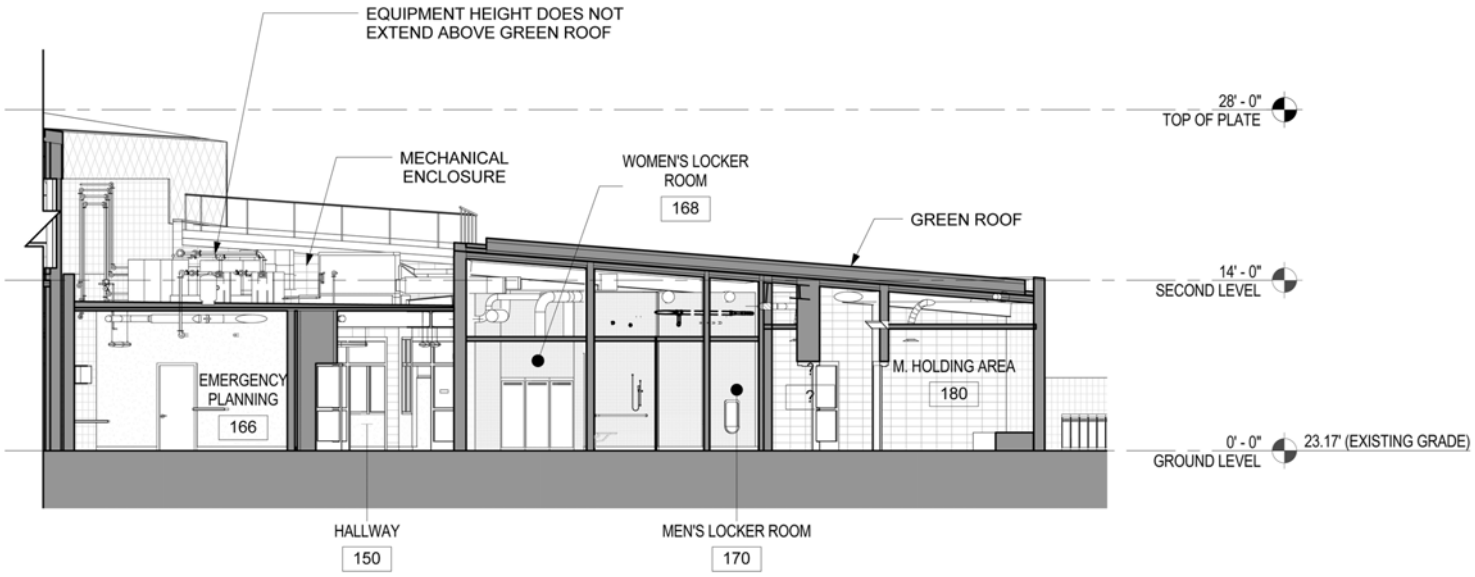
Figure 2.12
Building Sections - Section at Multi-Purpose Room, Lecture Music Hall, and Classrooms

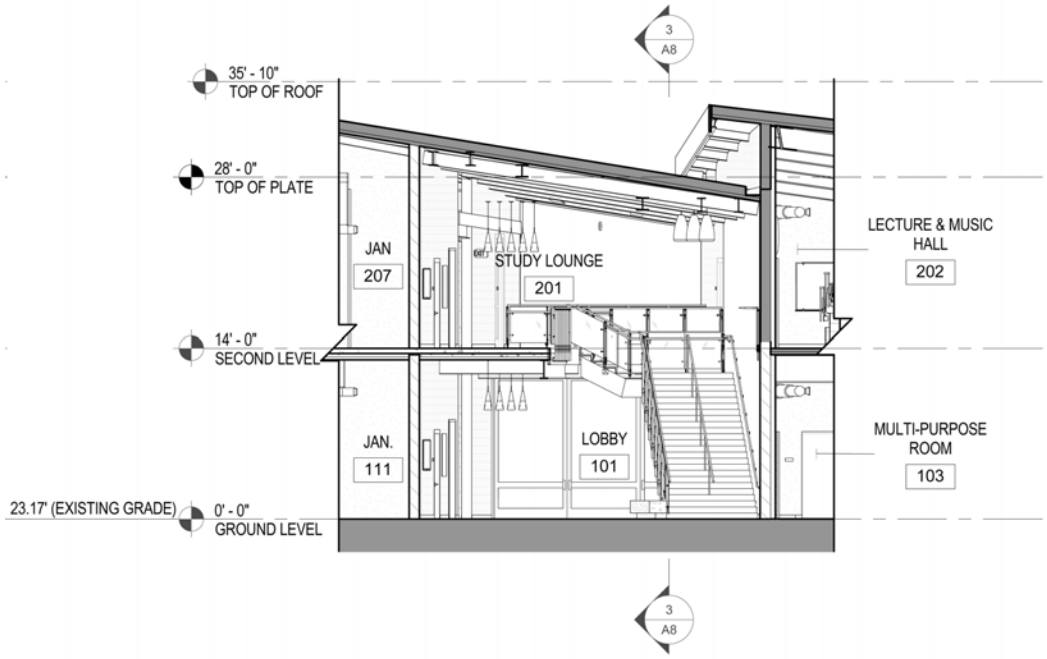


Source: Quatro Design Group, November 2014

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 2.13
Building Sections - Section at Multi-Purpose, Lecture Hall, Storage, and Classrooms

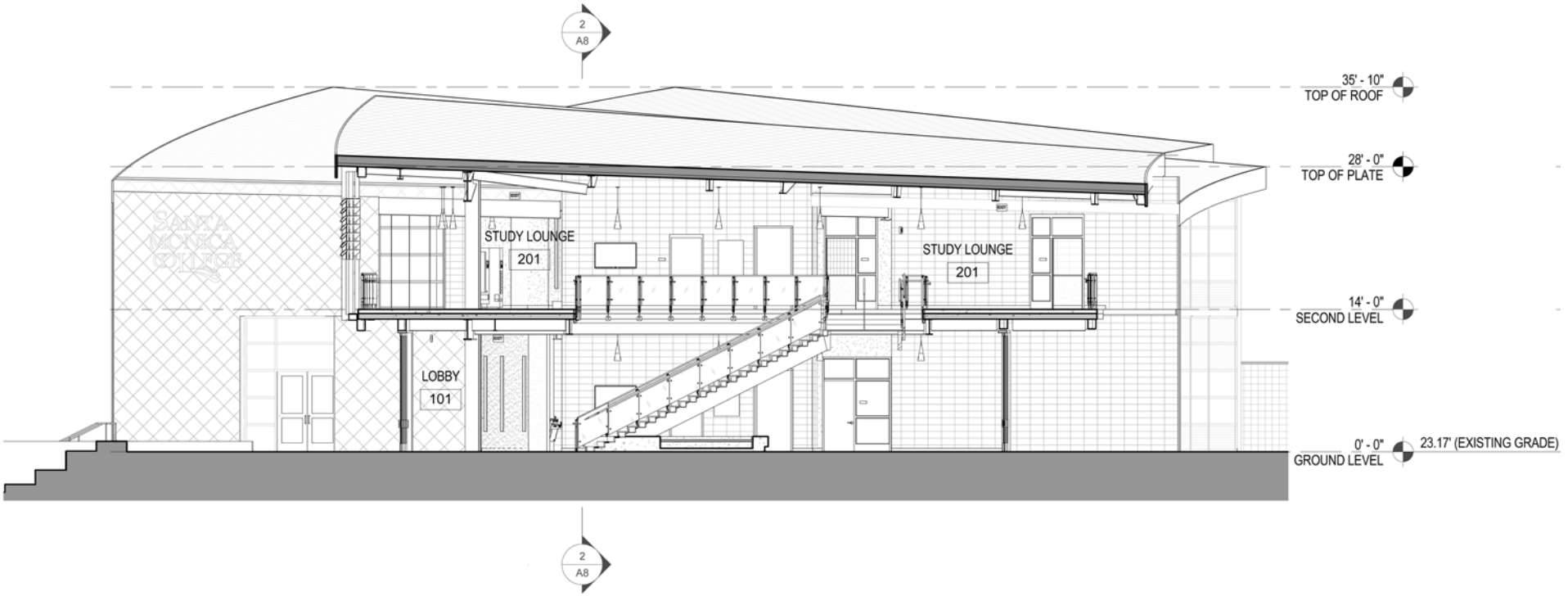




Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

Figure 2.14
Building Sections - Section at Sheriff's Department and Lobby



Source: Quatro Design Group, November 2014

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Figure 2.15
Building Sections - Section at Lobby and Study Lounge

Source: Quatro Design Group, November 2014.

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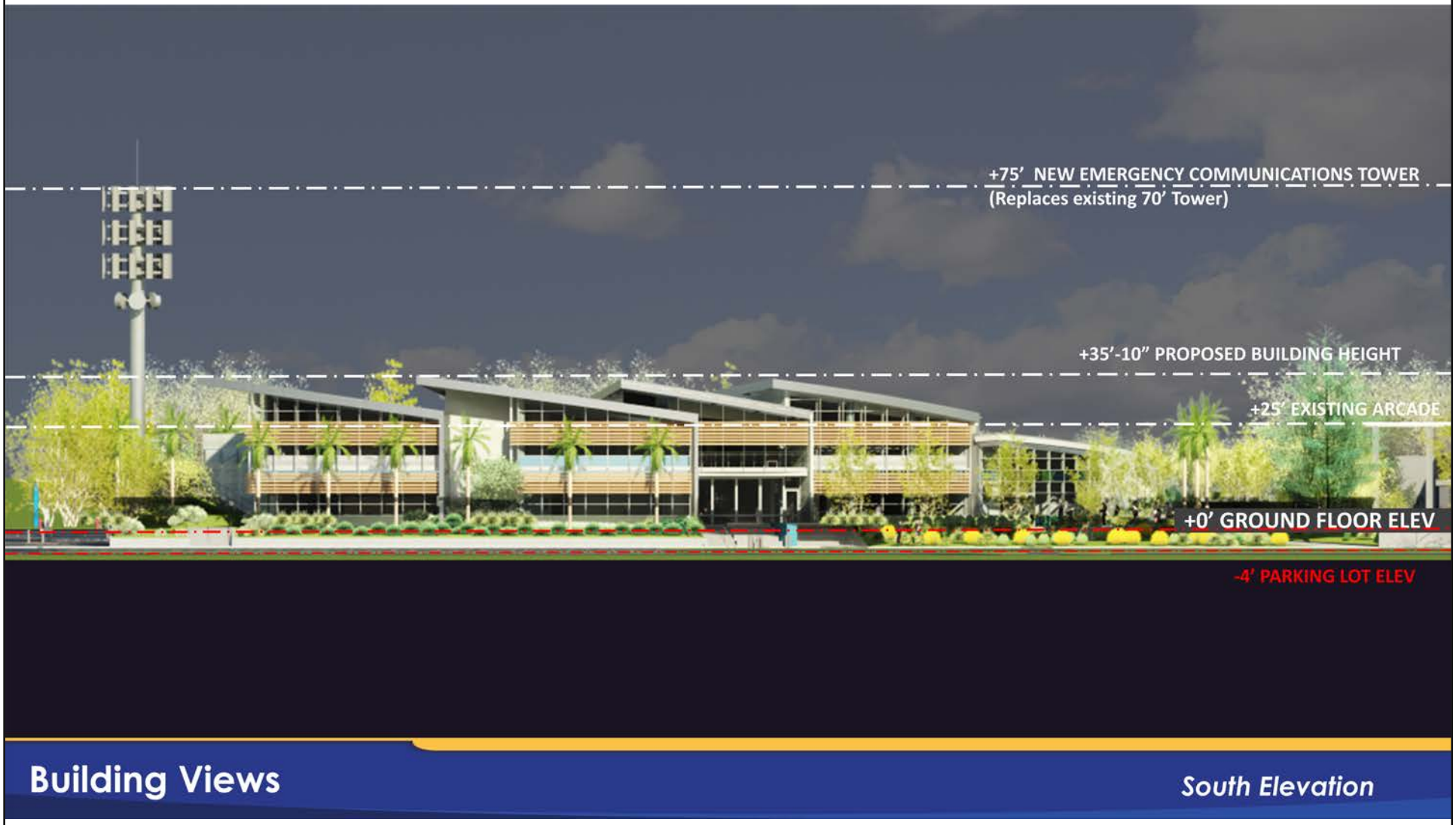
Figure 2.16
Illustrative Renderings



Source: Quatro Design Group, November 2014

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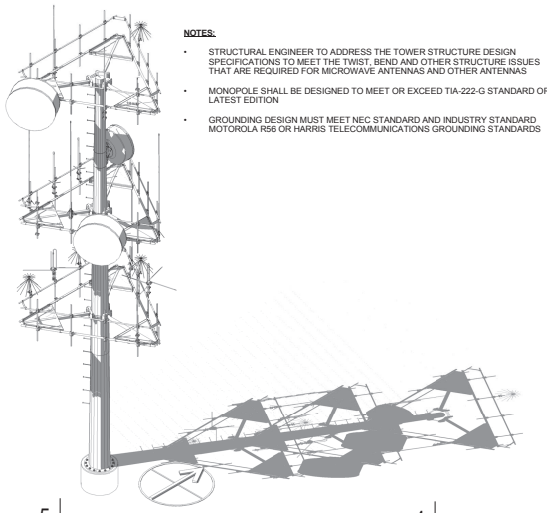
Figure 2.17
Illustrative Rendering - South Elevation with Building Height

ANTENNA LEGEND

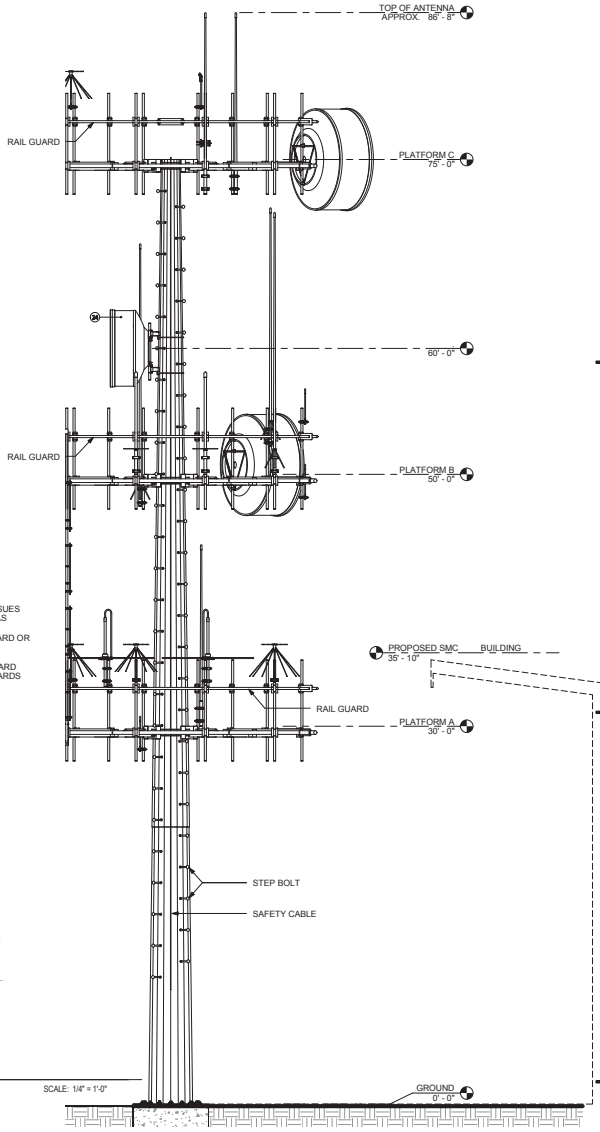
ANT. ID	MANUF.	MODEL	TYPE	TOWER LOCATION	PLATFORM
1	RFS	PD1151-6	8 dB MHz fiberglass collinear	N.S.TOWER	C
2	RFS	PD1151-6	8 dB MHz fiberglass collinear	S.E.TOWER	C
3	RFS	PD1151-6	8 dB MHz fiberglass collinear	S.E.TOWER	A
4	RFS	BA6012-2	0dB 483 MHz omni fiberglass collinear	N.E.TOWER	A
5	Kreco	D-100A	Discone (100 to 800 MHz)	N.E.TOWER	C
6	Kreco	D-40A	Discone (40 to 320 MHz)	N.S. TOWER	A
7	Celwave/RFS	PD220-3A	150-174 MHz, omni collinear	N.E.TOWER	B
8	Celwave/RFS	PD220-3A	150-174 MHz, omni collinear	N.E.TOWER	A
9	Celwave/RFS	PD220-3A	150-174 MHz, omni collinear	N.S. TOWER	B
10	DB	DB201-L	50.6 MHz omni unity gain	N.E.TOWER	A
11	DB	DB201-L	29.3 MHz omni unity gain	N.S. TOWER	A
12	Celwave/RFS	PD220-8	220 MHz, omni fiberglass	S.E. TOWER	B
13	Coment	GP-21	12 dB omni fiberglass	N.S. TOWER	B
14	Coment	GP-21	12 dB omni fiberglass	N.S. TOWER	B
15	Hy-Gain	DX-88	10-40M omni, collinear	N.S. TOWER	A
16	Spectracom	8230	GPS Time Source	S.E. TOWER	C
17	SCALA	Yagi	BDA Donor	S.E. TOWER	C
18	Celwave/RFS	BA6012-5	0 dB 483 MHz, omni fiberglass collinear	S.E. TOWER	B
19	Celwave/RFS	BA6012-5	0 dB 483 MHz, omni fiberglass collinear	S.E. TOWER	B
20	Kreco	D-100A	Discone (100 to 800 MHz)	N.S. TOWER	A
21	Kreco	D-40A	Discone (30 to 240 MHz	N.E.TOWER	A
22	RFS	DA8 59AC	8-Foot M/W, 6 GHz, s space divertisty	S.E. TOWER 135 DEGREE	C
23	RFS	DA8 59AC	8-Foot M/W, 6 GHz, s space divertisty	S.E. TOWER 135 DEGREE	B
24	RFS	SB6 190AB	6-Foot M/W, 18 GHz,	N. TOWER 32 DEGREE	60'

NOTES:

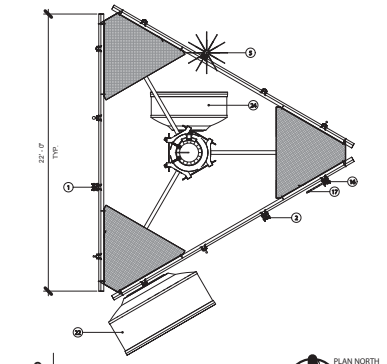
- STRUCTURAL ENGINEER TO ADDRESS THE TOWER STRUCTURE DESIGN SPECIFICATIONS TO MEET THE TWIST, BEND AND OTHER STRUCTURE ISSUES THAT ARE REQUIRED FOR MICROWAVE ANTENNAS AND OTHER ANTENNAS
- MONOPOLE SHALL BE DESIGNED TO MEET OR EXCEED TIA-222-G STANDARD OR LATEST EDITION
- GROUNDING DESIGN MUST MEET NEC STANDARD AND INDUSTRY STANDARD MOTOROLA R56 OR HARRIS TELECOMMUNICATIONS GROUNDING STANDARDS



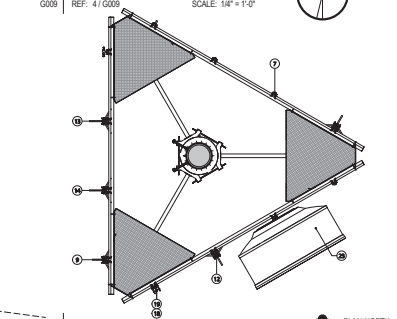
5 AERIAL VIEW
G009 | REF: | SCALE:



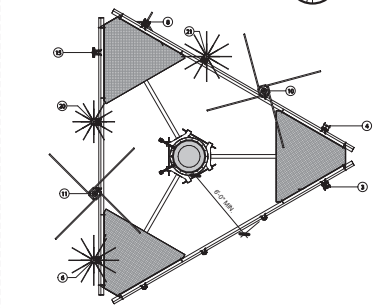
4 West
G009 | REF: | SCALE: 1/4" = 1'-0"



3 PLATFORM C
G009 | REF: 4 / G009 | SCALE: 1/4" = 1'-0"



2 PLATFORM B
G009 | REF: 4 / G009 | SCALE: 1/4" = 1'-0"



1 PLATFORM A
G009 | REF: 4 / G009 | SCALE: 1/4" = 1'-0"

Note: This rendering is considered conceptual and subject to change pending final design approval by the County of Los Angeles Internal Services Department (ISD).

Source: Quatro Design Group, May 2015

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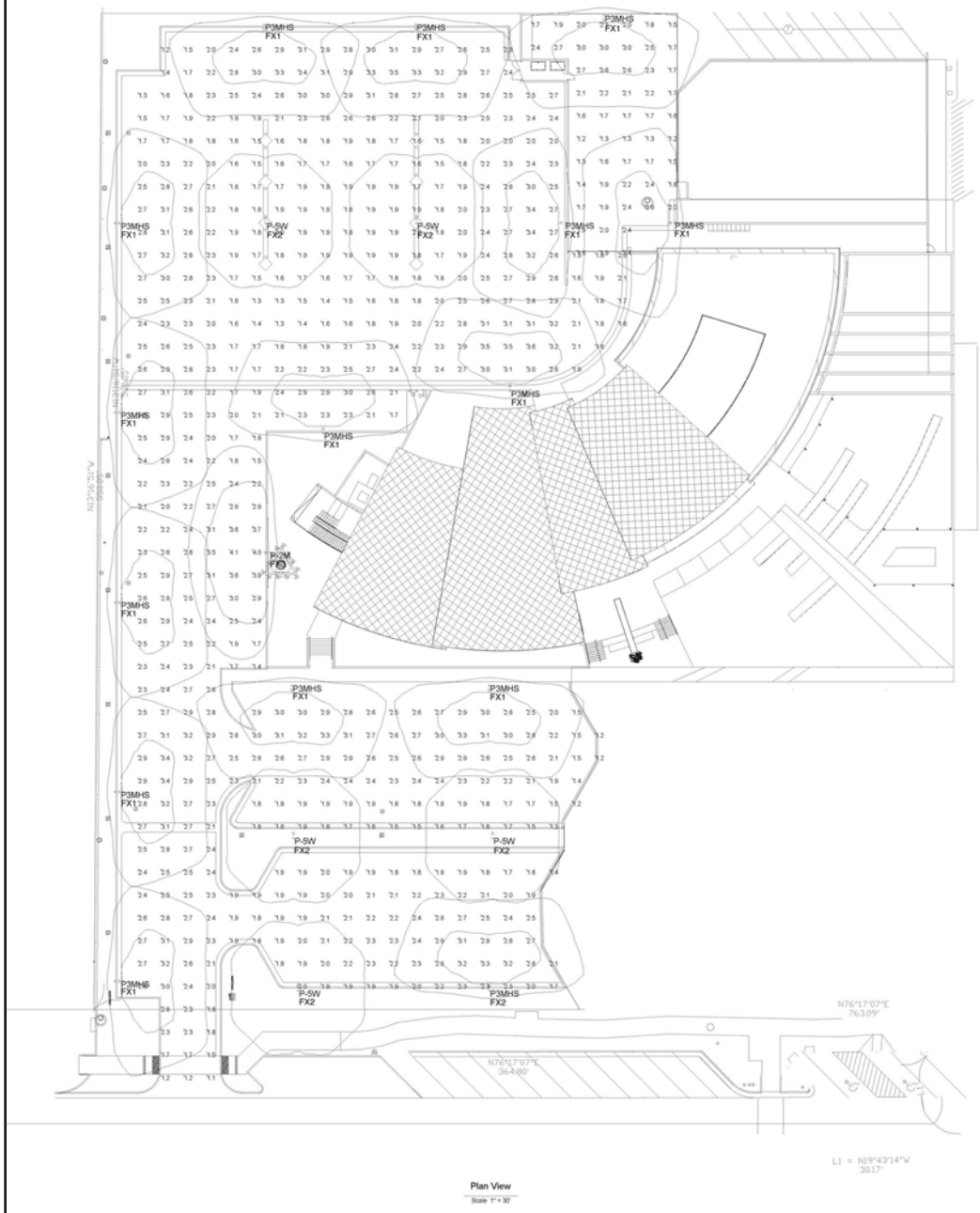
Figure 2.18
Emergency Communications Tower - Conceptual Rendering



New Parking Lot Lighting fixtures comply with Dark Sky Ordinance

Fixtures are shielded to prevent light trespass to adjacent properties

Using the allowances from the MLO (table D) assuming Lighting Zone 2

Initial lumen allowance per site 2.5/sf for LZ2 = 2.5 x 128,500 = 321,250 Lumens allowed

21 Fixtures @ 12,946 Lumens per fixture = 271,866 (project is compliant)

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot @ 0'AFG	+	2.3 fc	4.1 fc	1.1 fc	3.7:1	2.1:1
Upper Parking Lot @ 0'AFG	+	2.0 fc	3.0 fc	1.2 fc	2.5:1	1.7:1

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
□ ▫	P-2M FX3	1	DSX0 LED 40C 1000 50K T2M MVOLT HS	DSX0 LED WITH (2) 20 LED LIGHT ENGINE, TYPE T2M OPTIC, 5000K, @ 1000mA WITH HOUSE SIDE SHIELD	LED	DSX0 LED 40C 1000 50K T2M MVOLT HS.ies	Absolute	0.90	138
□ ▫	P3MHS FX1	15	DSX0 LED 40C 1000 50K T3M MVOLT HS	DSX0 LED WITH (2) 20 LED LIGHT ENGINE, TYPE T3M OPTIC, 5000K, @ 1000mA WITH HOUSE SIDE SHIELD	LED	DSX0 LED 40C 1000 50K T3M MVOLT HS.ies	Absolute	0.90	138
□ ▫	P-5W FX2	5	DSX0 LED 40C 1000 50K T5W MVOLT	DSX0 LED WITH (2) 20 LED LIGHT ENGINE, TYPE T5W OPTIC, 5000K, @ 1000mA	LED	DSX0 LED 40C 1000 50K T5W MVOLT.ies	Absolute	0.90	138

NOTES

1. Fixture Mounting Heights: 20'AFG
2. Calculation Grid: 10' x 10' on center spacing @ 0'AFG
3. All electrical work shall be designed per 2014 Los Angeles County electrical code, 2013 California Electrical Code, and 2011 National Electrical Code and 2008 Building Energy Efficiency Standards.
4. All electrical equipment shall be listed by UL or a Los Angeles County approved third party testing Laboratory.

Source: Quatro Design Group, November 2014

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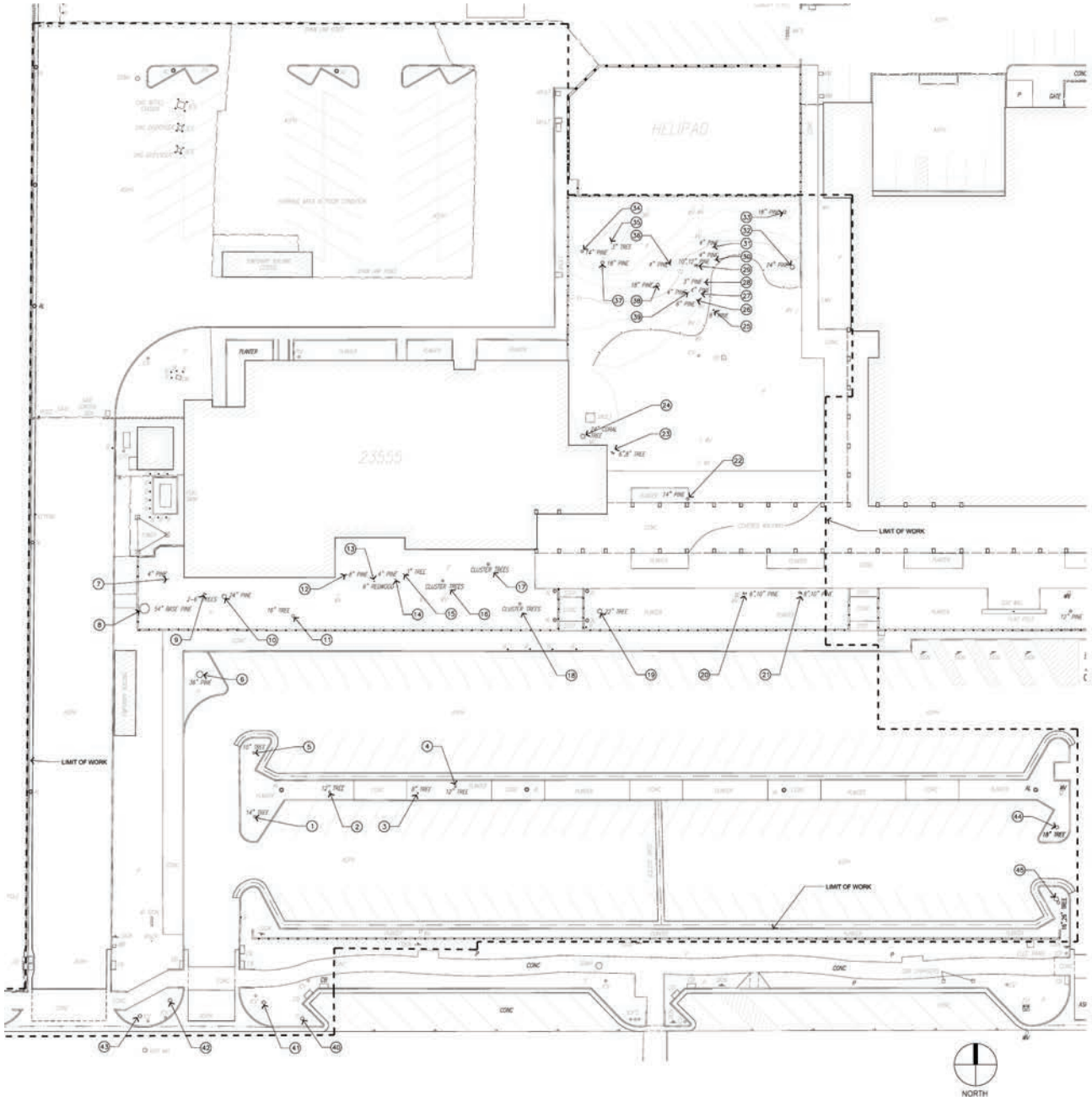
Figure 2.19
Exterior Photometric Lighting Plan



TREE INVENTORY

#	BOTANICAL NAME	COMMON NAME	CALIPER	COMMENTS
T1	PODOCARPUS SP.	FERN PINE	14"	PROTECT IN PLACE
T2	PODOCARPUS SP.	FERN PINE	12"	PROTECT IN PLACE
T3	PODOCARPUS SP.	FERN PINE	8"	PROTECT IN PLACE
T4	PODOCARPUS SP.	FERN PINE	12"	PROTECT IN PLACE
T5	PODOCARPUS SP.	FERN PINE	10"	PROTECT IN PLACE
T6	PINUS SP.	PINE TREE	38"	TO BE REMOVED
T7	PINUS SP.	PINE TREE	4"	TO BE REMOVED
T8	PINUS SP.	PINE TREE	54"	TO BE REMOVED
T9	Non-significant species	-	multi-trunked (6", 6")	TO BE REMOVED
T10	PINUS SP.	PINE TREE	24"	TO BE REMOVED
T11	PODOCARPUS SP.	FERN PINE	18"	TO BE REMOVED
T12	ARAUCARIA HETEROPHYLLA	NORFOLK ISLAND PINE	8"	TO BE REMOVED
T13	SEQUOIA SEMPERVIRENS	COAST REDWOOD	6"	TO BE RELOCATED, SEE L2.00 FOR LOCATION
T14	SEQUOIA SEMPERVIRENS	COAST REDWOOD	4"	TO BE RELOCATED, SEE L2.00 FOR LOCATION
T15	SCHINUS MOLLE	CALIFORNIA PEPPER	3"	TO BE REMOVED
T16	PODOCARPUS SP.	FERN PINE	multi-trunked (6@ 12"-18")	TO BE REMOVED
T17	PODOCARPUS SP.	FERN PINE	multi-trunked (12", 18", 24")	TO BE REMOVED
T18	PODOCARPUS SP.	FERN PINE	multi-trunked (4@ 8"-24")	TO BE REMOVED
T19	PODOCARPUS SP.	FERN PINE	22"	TO BE REMOVED
T20	PINUS SP.	PINE TREE	multi-trunked (8", 10")	TO BE REMOVED
T21	PINUS SP.	PINE TREE	multi-trunked (8", 10")	PROTECT IN PLACE
T22	PINUS SP.	PINE TREE	14"	TO BE REMOVED
T23	Non-significant species	-	multi-trunked (6", 6")	TO BE REMOVED
T24	ERYTHRINA SP.	CORAL TREE	24"	TO BE REMOVED
T25	PINUS SP.	PINE TREE	8"	TO BE REMOVED
T26	PINUS SP.	PINE TREE	6"	TO BE REMOVED
T27	PINUS SP.	PINE TREE	4"	TO BE REMOVED
T28	PINUS SP.	PINE TREE	3"	TO BE REMOVED
T29	PINUS SP.	PINE TREE	multi-trunked (10", 12")	TO BE REMOVED
T30	PINUS SP.	PINE TREE	4"	TO BE REMOVED
T31	PINUS SP.	PINE TREE	4"	TO BE REMOVED
T32	PINUS SP.	PINE TREE	24"	TO BE REMOVED
T33	PINUS SP.	PINE TREE	18"	TO BE REMOVED
T34	PINUS SP.	PINE TREE	14"	TO BE REMOVED
T35	PINUS SP.	PINE TREE	3"	TO BE REMOVED
T36	PINUS SP.	PINE TREE	4"	TO BE REMOVED
T37	PINUS SP.	PINE TREE	18"	TO BE REMOVED
T38	PINUS SP.	PINE TREE	18"	TO BE REMOVED
T39	PINUS SP.	PINE TREE	4"	TO BE REMOVED
T40	PLATANUS SP.	SYCAMORE	3"	TO BE RELOCATED, SEE L2.00 FOR LOCATION
T41	PLATANUS SP.	SYCAMORE	3"	TO BE RELOCATED, SEE L2.00 FOR LOCATION
T42	PLATANUS SP.	SYCAMORE	3"	TO BE RELOCATED, SEE L2.00 FOR LOCATION
T43	PLATANUS SP.	SYCAMORE	3"	TO BE RELOCATED, SEE L2.00 FOR LOCATION
T44	PODOCARPUS SP.	FERN PINE	18"	PROTECT IN PLACE
T43	PODOCARPUS SP.	FERN PINE	multi-trunked (16" & 26")	PROTECT IN PLACE

Source: Quatro Design Group, November 2014

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Figure 2.20
Tree Protection / Removal Plan

communications tower is depicted in the Building Elevations in Figures 2.8 through 2.11. The final design and tower specifications must be approved by the County of Los Angeles Internal Services Department (ISD). It is anticipated that the existing Verizon communication equipment will be relocated and included on the proposed communications tower and would continue to operate under the terms of Verizon's license with the County of Los Angeles.

c. Lighting

Lighting for the Proposed Project will be provided in order to illuminate the building entrances, common open space areas, and parking areas, largely to provide adequate night visibility for students, employees and visitors, and to provide a measure of security. The Proposed Project will include directional lighting with pole-mounted hooded lights in the parking lot. The light poles will include downward directional lighting fixtures to ensure outdoor parking areas and security lights do not cast excessive light on adjacent properties. The Exterior Photometric Study is depicted in Figure 2.19, Exterior Photometric Lighting Plan. Lower pedestrian level lights will also be provided within the landscape and hardscape areas illuminating the walkways and entrances to the proposed structure.

d. Landscaping

The Proposed Project will provide a minimum of 34,354 square feet of landscaped area, which includes approximately 29,984 square feet within the ground level and 4,370 square feet on the roof of the proposed structure. As shown in Figure 4.4, Proposed Site Plan, and Figure 2.7, Roof Plan, the Proposed Project features a green roof on top of the proposed structure. A total of 43 trees have been identified and logged within the boundaries of the Project Site. As shown in Figure 2.20, Tree Protection/Removal Plan, the Proposed Project will require the removal of 31 trees, the relocation of six trees, and six trees will be preserved in place. Two additional trees identified off-site, but within the front lot of the Malibu Civic Center surface parking lot, were identified for preservation in place. The proposed planting plan includes 76 trees to be planted on-site in the proposed open space areas and within tree wells in the surface parking lot. The proposed planting plan is depicted in Figure 2.21. Trees to be planted include Jervis Bay Peppermint, Marina Strawberry, Catalina Ironwood, Mexican Palo Verde, Date Palm, California Sycamore, Coast Live Oak, and Western Redbud. Tree sizes will range from 24" box trees to 48" box trees. In addition to the Tree Planting Plan, the Proposed Project will include shrubs and groundcover within the open space areas, landscaped medians within the parking areas, raised planter beds, and on the proposed green roof.

The Proposed Project would provide 6,430 square feet of permeable paving areas, or approximately 5 percent of the Project Site's lot area. The proposed Hardscape Plan is shown in Figure 2.22.

e. Signage

The Proposed Project will include a "Santa Monica College" building identification sign on the east-facing wall at the main entrance of the building. The sign will be harmonious with the environment and will not distract from the community's rural character. The building sign would be in compliance with the

Malibu General Plan Land Use Implementation Plan (LIP) Section 3.13 - Signs, that regulates the size, height, location, and placement of on-premise signs.

The Proposed Project also includes a monument sign at the driveway entrance to the front parking lot on Civic Center Way. The proposed sign will be made of solid 12" concrete blocks and will be approximately 10 feet wide and 4 feet-two inches tall. The sign will provide identification for Santa Monica College and the Los Angeles County Sheriff's Department. A rendering of the front and side elevations of the proposed monument sign is provided in Figure 2.23, Monument Sign.

f. Site Access And Circulation

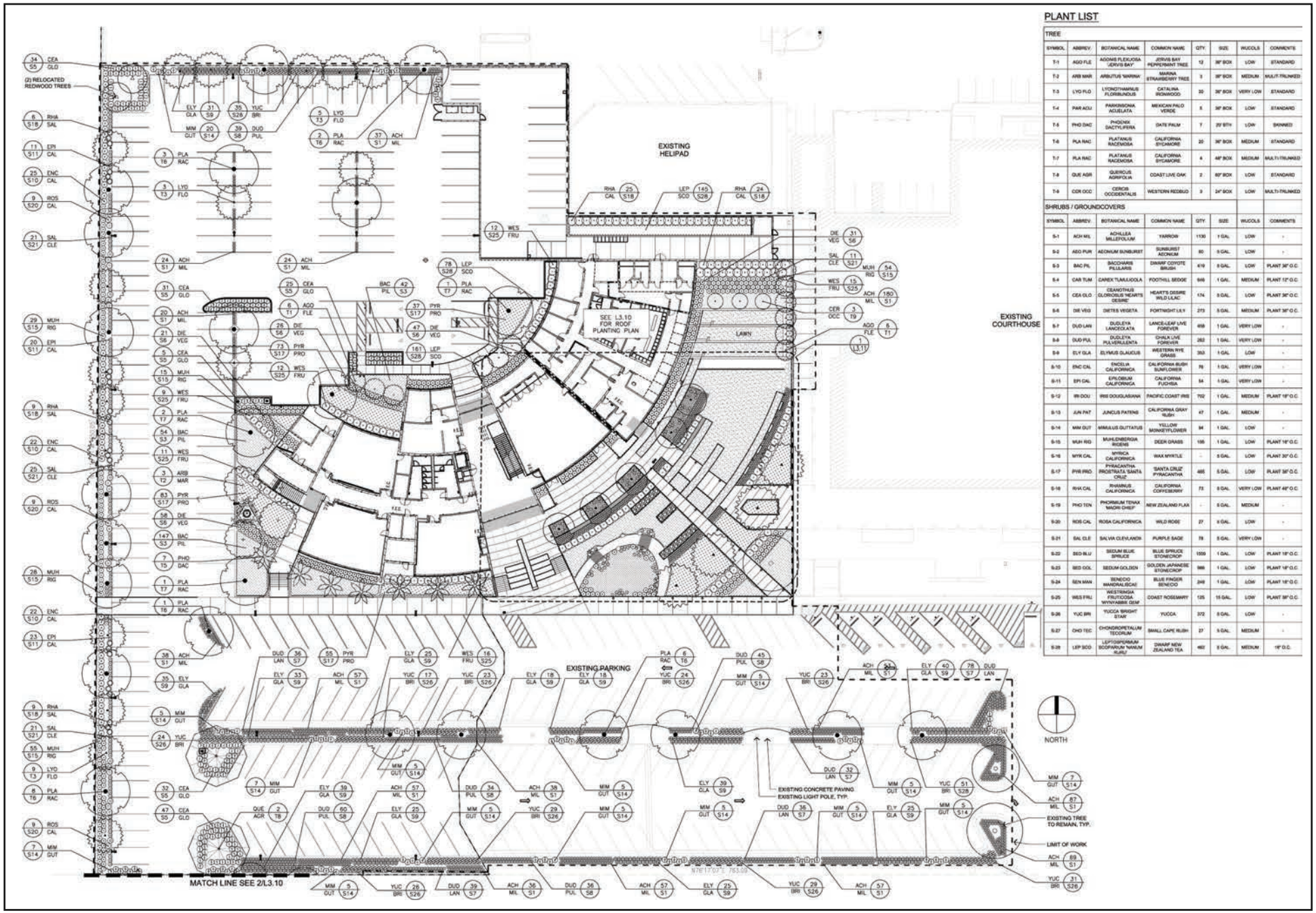
Vehicular access to the existing Malibu Civic Center is currently provided via four driveways on Civic Center Way. The most easterly driveway on Civic Center Way serves the rear (north) parking area behind the Court facilities and will therefore not serve as parking for the SMC Malibu Campus Project. 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 Court and existing Sheriff's Station building. No changes are proposed to this driveway in conjunction with the Proposed Project.

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. The Proposed Project proposes to consolidate the two westerly driveways into a single driveway for entry/exit. The benefits of this proposed consolidation are: 1) it would eliminate the potential vehicular conflicts related to the current side-by-side configuration of the two existing driveways, and 2) it would allow for the reconfiguration of the Civic Center public parking area, thereby increasing the number of parking spaces provided. The Proposed Site Plan provided in Figure 2.4 illustrates the proposed consolidation of the two existing westerly driveways and modification to the front parking area.

The Proposed Project will connect to adjacent sidewalks to promote walkability. The Project Site is accessible from nearby public bus transit stops (serving Metro Line 534), as well as other amenities along Civic Center Way including commercial uses that may be patronized by users of the Proposed Project.

g. Parking

A total of 189 parking spaces will be provided within the Project Site to serve the parking demands of the SMC Campus and the Sheriff's Substation. The proposed parking program will provide 164 standard stalls, 19 compact stalls, and 6 ADA accessible stalls within the lease area. As shown in Figure 2.4, Proposed Site Plan, the proposed parking and vehicle circulation plan is joined with the existing parking lot within the Malibu Civic Center. The area of the front surface parking lot that is outside of the Project Site boundaries will be repaved and restriped to align with the new parking layout within the Project Site. Upon completion of the Proposed Project, the Malibu Civic Center will include 389 parking spaces; 189 spaces within the Project Site and 200 parking spaces will remain in the off-site areas to serve the remaining land uses within the Malibu Civic Center. Of the 200 spaces within the off-site County area,



PLANT LIST

TREE

SYMBOL	ABBREV.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS	COMMENTS
T-1	AGO FLE	AGONIS FLEXUOSA 'JERVIS BAY'	JERVIS BAY PEPPERMINT TREE	12	36" BOX	LOW	STANDARD
T-2	ARB MAR	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	3	36" BOX	MEDIUM	MULTI-TRUNKED
T-3	LYO FLO	LYONOTHAMNUS FLORIBUNDUS	CATALINA IRONWOOD	20	36" BOX	VERY LOW	STANDARD
T-4	PAR ACU	PARKINSONIA ACULEATA	MEXICAN PALO VERDE	5	36" BOX	LOW	STANDARD
T-5	PHO DAC	PHOENIX DACTYLIFERA	DATE PALM	7	20' STH	LOW	SKINNED
T-6	PLA RAC	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	20	36" BOX	MEDIUM	STANDARD
T-7	PLA RAC	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	4	48" BOX	MEDIUM	MULTI-TRUNKED
T-8	QUE AGR	QUERCUS AGRIFOLIA	COAST LIVE OAK	2	60" BOX	LOW	STANDARD
T-9	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD	3	24" BOX	LOW	MULTI-TRUNKED

SHRUBS / GROUNDCOVERS

SYMBOL	ABBREV.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS	COMMENTS
S-1	ACH MIL	ACHILLEA MILLEFOLIUM	YARROW	1130	1 GAL	LOW	-
S-2	AEO PUR	AEONIUM SUNBURST	SUNBURST AEONIUM	80	5 GAL	LOW	-
S-3	BAC PIL	BACCHARIS PILULARIS	DWARF COYOTE BRUSH	419	5 GAL	LOW	PLANT 36" O.C.
S-4	CAR TUM	CAREX TUMULICOLA	FOOTHILL SEDGE	666	1 GAL	MEDIUM	PLANT 12" O.C.
S-5	CEA GLO	CEANOTHUS GLORIOSUS 'HEARTS DESIRE'	HEART'S DESIRE WILD LILAC	174	5 GAL	LOW	PLANT 36" O.C.
S-6	DIE VEG	DIETES VEGETA	FORTNIGHT LILY	273	5 GAL	MEDIUM	PLANT 36" O.C.
S-7	DUD LAN	DUDLEYA LANCEOLATA	LANCE-LEAF LIVE FOREVER	658	1 GAL	VERY LOW	-
S-8	DUD PUL	DUDLEYA PULVERULENTA	CHALK LIVE FOREVER	262	1 GAL	VERY LOW	-
S-9	ELY GLA	ELYMUS GLAUCUS	WESTERN RYE GRASS	393	1 GAL	LOW	-
S-10	ENC CAL	ENCELIA CALIFORNICA	CALIFORNIA BUSH SUNFLOWER	76	1 GAL	VERY LOW	-
S-11	EPI CAL	EPILOBIUM CALIFORNICA	CALIFORNIA FUCHSIA	64	1 GAL	VERY LOW	-
S-12	IRI DOU	IRIS DOUGLASIANA	PACIFIC COAST IRIS	702	1 GAL	MEDIUM	PLANT 18" O.C.
S-13	JUN PAT	JUNCUS PATENS	CALIFORNIA GRAY RUSH	47	1 GAL	MEDIUM	-
S-14	MIM GUT	MIMULUS GUTTATUS	YELLOW MONKEYFLOWER	94	1 GAL	LOW	-
S-15	MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	195	1 GAL	LOW	PLANT 18" O.C.
S-16	MYR CAL	MYRICA CALIFORNICA	WAX MYRTLE	-	5 GAL	LOW	PLANT 30" O.C.
S-17	PYR PRO	PYRACANTHA (PROSTRATA 'SANTA CRUZ'	'SANTA CRUZ' PYRACANTHA	465	5 GAL	LOW	PLANT 36" O.C.
S-18	RHA CAL	RHAMNUS CALIFORNICA	CALIFORNIA COFFEEBERRY	73	5 GAL	VERY LOW	PLANT 48" O.C.
S-19	PHO TEN	PHORMIUM TENAX 'MAORI CHIEF'	NEW ZEALAND FLAX	-	5 GAL	MEDIUM	-
S-20	ROS CAL	ROSA CALIFORNICA	WILD ROSE	27	5 GAL	LOW	-
S-21	SAL CLE	SALVIA CLEVELANDII	PURPLE SAGE	78	5 GAL	VERY LOW	-
S-22	SED BLU	SEDUM BLUE SPRUCE	BLUE SPRUCE STONECROP	1509	1 GAL	LOW	PLANT 18" O.C.
S-23	SED GOL	SEDUM GOLDEN	GOLDEN JAPANESE STONECROP	986	1 GAL	LOW	PLANT 18" O.C.
S-24	SEN MAN	SENECIO MANDRALISCAE	BLUE FINGER SENECIO	249	1 GAL	LOW	PLANT 18" O.C.
S-25	WES FRU	WESTRINGIA FRUTICOSA 'WYNYABBIE GEM'	COAST ROSEMARY	125	15 GAL	LOW	PLANT 36" O.C.
S-26	YUC BRI	YUCCA 'BRIGHT STAR'	YUCCA	372	5 GAL	LOW	-
S-27	CHO TEC	CHONDROPETALUM TECORUM	SMALL CAPE RUSH	27	5 GAL	MEDIUM	-
S-28	LEP SCO	LEPTOSPERMUM SCOPARIUM 'NANUM RUBY'	DWARF NEW ZEALAND TEA	462	5 GAL	MEDIUM	18" O.C.

Source: Quatro Design Group, November 2014

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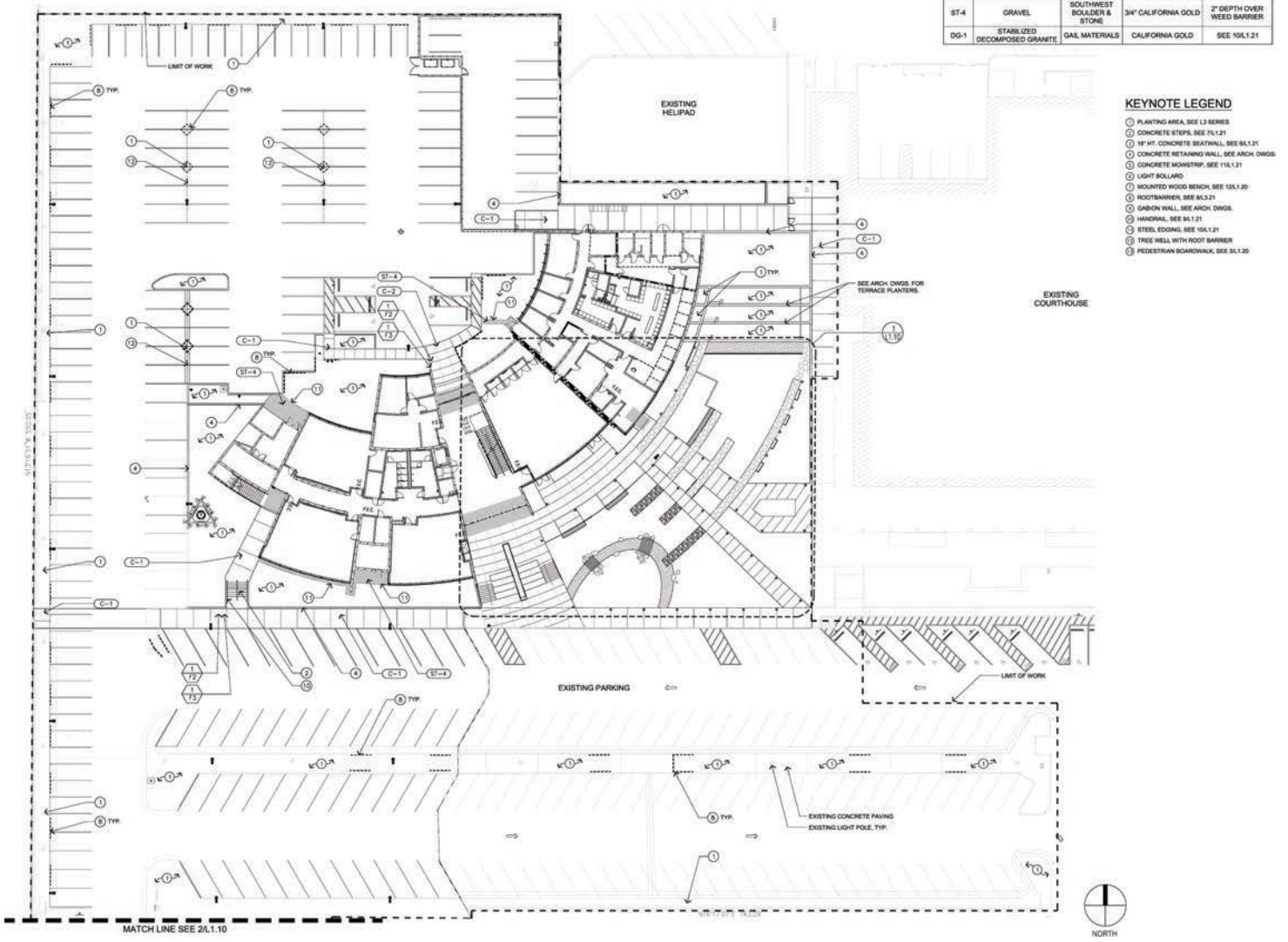
Figure 2.21
Planting Plan



Source: Quatro Design Group, November 2014

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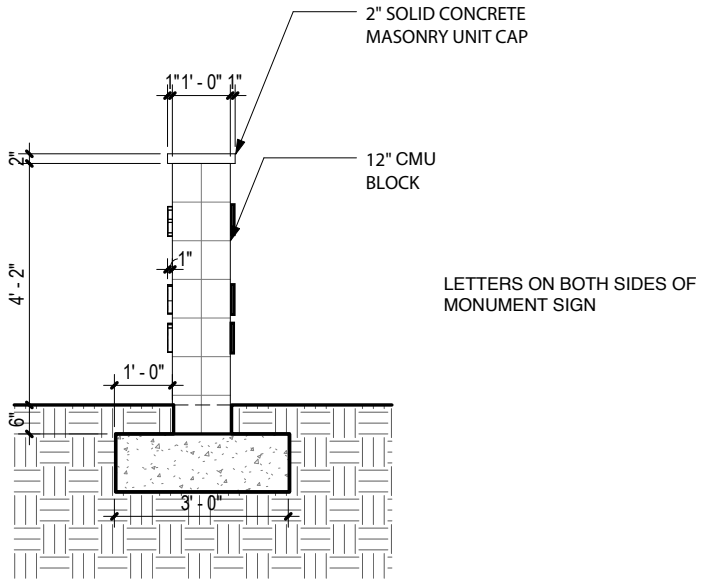
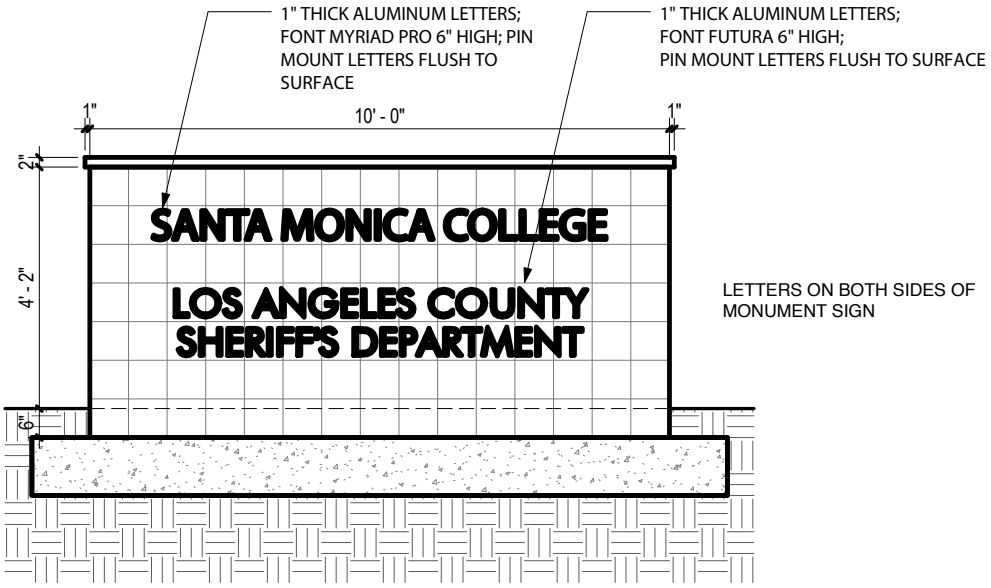
Figure 2.22
Hardscape Plan



9 MONUMENT SIDE ELEVATION

A106 REF: 6 / A106



8 MONUMENT FRONT ELEVATION

A106 REF: 6 / A106

Source: Quatro Design Group, November 2014.

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Figure 2.23
Monument Sign

110 spaces would be located within the front lot and 90 would remain in the back lot. Aside from paving and re-striping the front parking lot within the Malibu Civic Center, no further physical changes are proposed within the adjoining Civic Center property. Pursuant to Section 17.48.030, Specific Parking Requirements, the Code parking requirements for the proposed community college facility (anticipated full-time equivalent of 210 students) and Sheriff's Substation (estimated to support 10 full-time staff), a total of 189 spaces are required for the Proposed Project. As summarized in Table 2.3, below, the Proposed Project will be compliant with providing the minimum code required parking for the Proposed Project.

Table 2.3
Proposed Parking Summary

Description	Quantity	Rate	Parking Spaces Required	Parking Spaces Proposed
Proposed Project Site				
College or University (210 FTE)	19,670 sf	0.85 spaces/FTE [a]	179	179
Sheriff's Substation (10 Staff)	5,640 sf	1.0 space/employee	10	10
Subtotal Project Site	***25,310 sf***		***189***	***189***
Malibu Civic Center (Not a Part)				
Courthouse	24,240 sf	225 / square foot	108	**200**
Library	16,229 sf	250 / square foot	65	
Waterworks	12,291 sf [b]	225 / square foot [b]	18	
Subtotal Malibu Civic Center	***52,760 sf***		***191***	
TOTAL	**78,070 sf**		**380**	**389**

Notes:
FTE = Full Time Equivalent
[a] *Includes students, faculty and staff.*
[b] *Per Section 3.12.3 of the Malibu LIP, the parking requirement for the Waterworks use is based on the requirements for a public utility office and shall only be calculated based on the non-main office use area, which is the public counter area. It is assumed that the public counter area is approximately one-third of the total floor area of the gross building area (one third of 12,291 sf = 4,056 sf).*
[c] *The 200 parking spaces within area of the Malibu Civic Center that are outside the proposed lease parcel boundaries include 110 spaces within the front lot (including 6 ADA spaces), and 90 parking spaces in the back lot.*
Source: Malibu Municipal Code (M.M.C.) Section 17.48.030 and Figure 2.4, Proposed Site Plan.

As shown in Table 2.3, above, upon completion of the Proposed Project the amount of parking that will be provided within the Malibu Civic Center will meet the City's minimum code requirements for the Proposed Project uses and for the existing County uses that fall outside of the lease area. While an operational parking program has not been finalized, it is anticipated that an operational parking program will be addressed in the lease agreement between the County and SMC to include either a shared parking program or a reciprocal parking agreement to ensure the parking spaces are utilized as intended and in a manner that best accommodates all of the uses within the Civic Center.

h. Sustainable Features

SMC aims to achieve Leadership in Energy and Environmental Design (LEED®) certification for the Proposed Project. Based on well-founded scientific standards, LEED® emphasizes strategies for sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. The Proposed Project's sustainable features include, but are not limited to, the following:

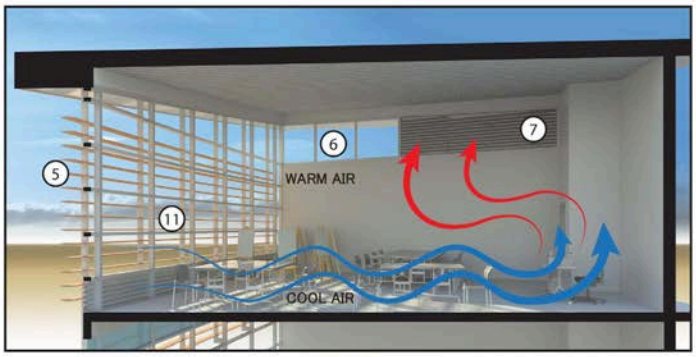
- Vaulted and raised ceilings to provide for a passive air ventilation/circulation system;
- Green roof on a portion of the structures rooftop;
- Construction and demolition (C&D) recycling program;
- Energy efficient (low-flow) water closets and waterless urinals;
- Automatic light sensors to turn off lights when rooms are not in use;
- Xeriscape (drought tolerant) landscaping with native species; and
- Permeable pavement within the hardscape areas.

An illustrative rendering depicting the various energy conservation features that are incorporated into the site plan is provided in Figure 2.24, Sustainability Features.

i. Construction

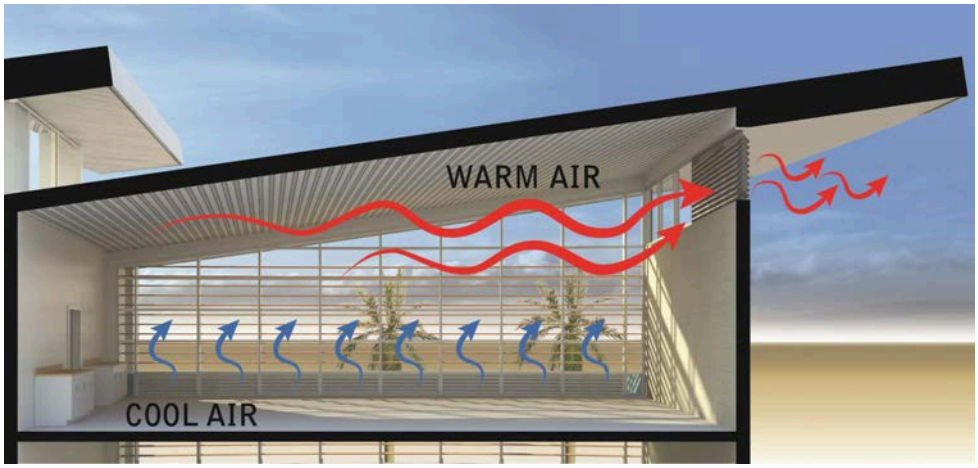
The proposed redevelopment of the Project Site will necessitate demolition of the existing building and associated hardscape improvements surrounding the former Sheriff's Station building. The proposed demolition plan is depicted in Figure 2.25, Proposed Demolition Plan. All construction and demolition debris would be recycled to the maximum extent feasible. The City of Malibu's Construction and Demolition (C&D) Debris Recycling program requires projects to recycle or reuse a minimum 50% of the waste generated. Its purpose is to increase the diversion of C&D debris from disposal facilities and to assist the City in meeting the State's 50% waste reduction mandate (AB 939). For purposes of this analysis it is assumed that the Applicant will ensure all construction and demolition activities are compliant with the City's AB 939 goals.

For purposes of analyzing the construction-related impacts, it is anticipated that the earthwork and soil import would involve 18-wheel, bottom-dump trucks with a 20 cubic yard hauling capacity (i.e., 30 tons maximum gross weight). Based on the Total Grading Yardage Verification Certificate dated June 15, 2014, grading for the Proposed Project is estimated to include 23,000 cubic yards (cy) of soil, including 9,400 cy of cut and 13,600 cy of fill. The grading plan requires excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition. Approximately 4,200 cy of soil is anticipated to be imported during the earthwork phase. Because the grading is required to remove existing foundations, the grading is exempt from the 1,000 cy threshold. All truck staging would either occur on-site or at designated off-site locations and radioed into the Project Site. Temporary partial lane closure on Civic Center Way may occur during Project construction to allow for deliveries and haul trucks to safely access and depart the Project Site. It is not anticipated, however, that detours around Civic



SECTION A-A THROUGH CLASSROOM:
NATURAL CONVECTION

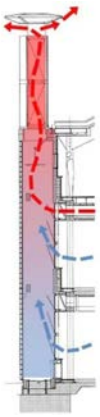
1. GREEN ROOF
2. 30% PERMEABLE PAVING
3. STORM WATER RETENTION BASIN
4. DROUGHT TOLERANT LANDSCAPING
5. SUN SHADES / ADVANCED LIGHTING CONTROLS
6. HIGH EFFICIENCY DUAL PANE GLAZING
7. VENTILATION LOUVERS
8. BICYCLE PARKING
9. PUBLIC TRANSPORTATION
10. FARMER'S MARKET
11. NATURAL DAY LIGHTING
12. RECYCLING AREA



Section through classroom

Advantages:

- Low energy
- Does not rely on wind: can take place on still, hot summer days when most needed.
- Natural occurring force (convection)
- Stable air flow (compared to wind)
- Greater control in choosing areas of air intake
- Sustainable method.



Windcatcher concept

Source: Quatro Design Group, November 2014.

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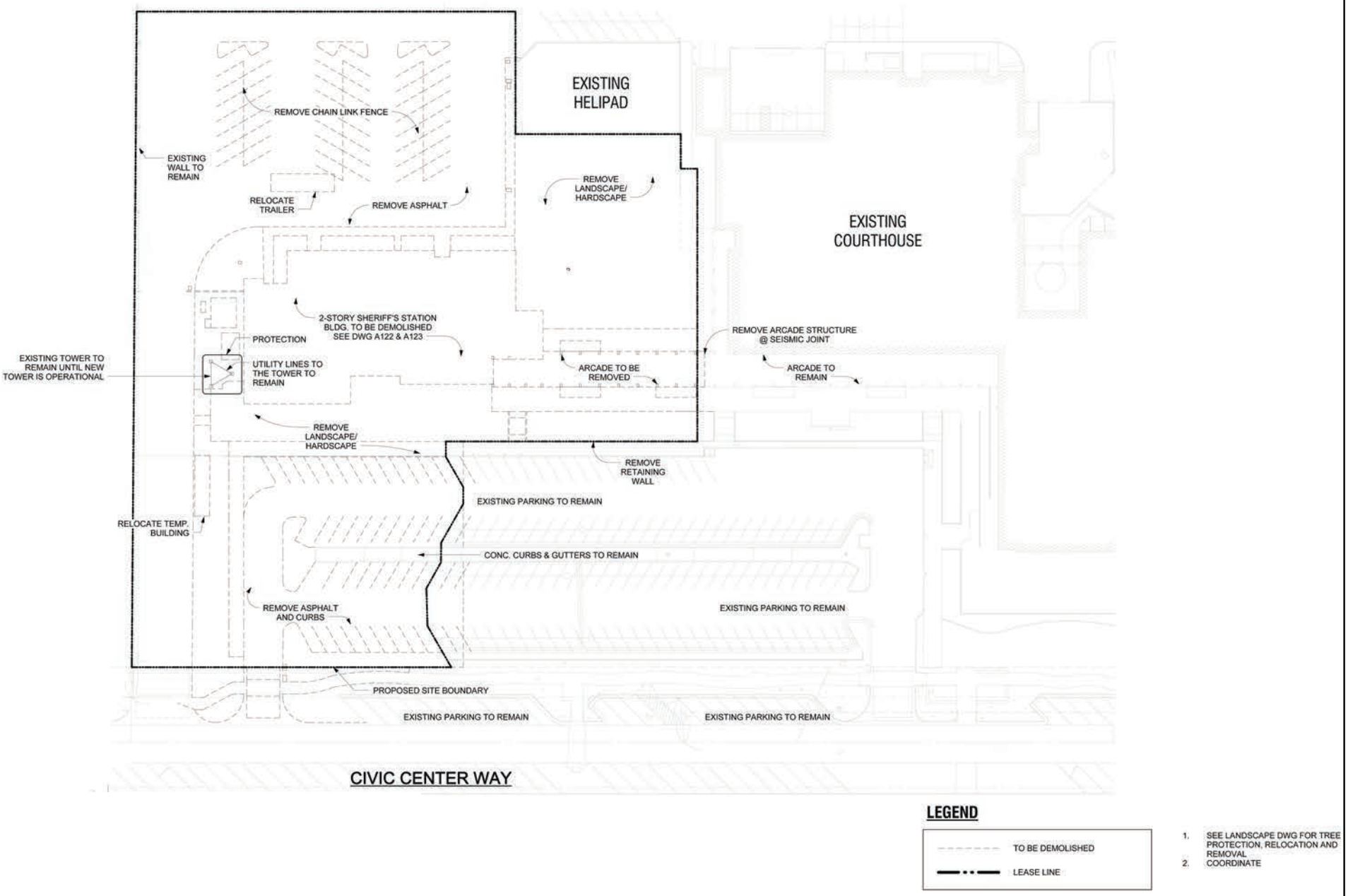
Figure 2.24
Sustainability Features



Source: Quatro Design Group, November 2014

PARKER ENVIRONMENTAL CONSULTANTS

Figure 2.25
Demolition Site Plan

Center Way or complete road closures would result from construction activities. Flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment from the construction site. The Proposed Project suggests two possible haul routes, which would be subject to the approval of the City of Malibu and/or County of Los Angeles Department of Public Works, Traffic and Lighting Division. Under the first route, haul trucks and delivery trucks would generally travel along Civic Center Way between Cross Creek Road and Stuart Ranch Road/Webb Way, the portion of Cross Creek Road between Civic Center Way and Pacific Coast Highway, Webb Way, the Pacific Coast Highway, and Interstate 10 Freeway, to access and depart the Project Site. Alternatively, the local haul route may include entering/exiting the Project Site from Civic from Center Way, and using Malibu Canyon Road to reach the Calabasas, Sunshine Canyon or Chiquita Canyon landfills located outside of the City of Malibu. The route utilizing Malibu Canyon Road would require prior written approval from the County of Los Angeles.

7. DISCRETIONARY ACTIONS

a. Lead Agency

SMC is the primary governmental agency responsible for approving and carrying out the Proposed Project. As such, the EIR must be certified and the Proposed Project must be approved by the SMC Board of Directors before the Proposed Project can commence. The SMC Board of Directors will be responsible for approving the Project and entering into a ground lease agreement with the County of Los Angeles for the planned redevelopment of the Project Site and planned operation of a joint community college facility within the Malibu Civic Center.

b. Responsible Agencies

(1) County of Los Angeles

The proposed Project Site is a public facility and is owned and operated by the County of Los Angeles. Accordingly, the ground lease, and Proposed Project must be approved by the County of Los Angeles Board of Supervisors before the Project can commence. In accordance with Section 15096 of the State CEQA Guidelines, as a responsible agency the County of Los Angeles will need to consider the EIR and reach its own conclusions on whether and how to approve the Proposed Project.

(2) City of Malibu

The Project Site is located within the City of Malibu, and within the California Coastal Zone. Accordingly, SMC is seeking approval of a Coastal Development Permit (CDP) from the City of Malibu to construct and operate the Proposed Project. SMC is also requesting the following Variances from the LCP in conjunction with the Proposed Project:

1) A Conditional Use Permit for the construction and operation of a 25,310 square foot joint community college satellite campus facility to accommodate up to 210 students (FTE) within an approximate 128,500 square foot (2.94 acres) lease parcel located within the existing

400,252 square foot (9.19 acres) County of Los Angeles Malibu Civic Center complex). The completed project would result in a development floor area ratio (FAR) of 0.20:1 and would include significant public benefits and amenities in the form of the proposed land uses and public services being introduced to the Project Site.

2) A Variance from Section 3.9 of the LCP (Institutional Development Standards) to permit the construction of a building that is approximately 35 feet - ten inches (35' – 10") above grade. Structures within the Institutional Zone are permitted to a maximum height of 35 feet under Site Plan Review provided they include certain architectural elements such as elevator shafts, stairwells, church spires, and belfries. The proposed structure's architecture does not fall within the stated criteria to be approved through a Site Plan Review, and thus a variance is being requested.

3) A Variance from Section 3.14 of the LCP (Wireless Communications Antennae and Facilities) to permit the relocation and replacement of an existing 70-foot emergency communications tower with a new monopole emergency communications tower that is 75 feet. The existing communications tower was built prior to the incorporation of the City of Malibu and is considered a non-conforming use. Flagpoles and satellite dishes are permitted in the Institutional Zone through the Site Plan Review process provided that they do not exceed 35 feet in height. The proposed communications tower is 75 feet high above grade, five feet higher than the existing tower, and thus a variance is being sought.

4) A Variance from Section 3.12.5D of LIP Section 3.12.5D, to permit the project to be parked according to the County of Los Angeles parking stall dimensions. The Malibu LIP requires standard parking stalls to be nine feet by twenty feet minimum. The County of Los Angeles parking stall dimensions are 8 feet by 15 feet for compact spaces and 8 ½ by 18 for standard spaces. This request will allow the parking stalls within the Project Site to be consistent with the parking stall dimensions within the portions of the Malibu Civic Center that are located outside of the Project Site.

In accordance with CEQA Guidelines Section 15096. as a responsible agency the City of Malibu will need to consider the EIR and reach its own conclusions on whether and how to approve the land use entitlements identified above.

(3) The Malibu Public Facilities Authority

The Malibu Public Facilities Authority was formed on October 12, 2004 through a Joint Powers Authority (JPA) agreement between the City of Malibu and Santa Monica College for purposes of acquiring property and planning for the operation of public facilities in Malibu. The Malibu Public Facilities Authority is identified as a responsible agency and will rely on information contained in the EIR for any necessary approvals that may fall under its purview.

(4) Other Agencies

Other approvals (as needed), ministerial or otherwise, may be necessary, as SMC, Los Angeles County, the City of Malibu, or the Division of the State Architect (DSA) finds appropriate in order to execute and implement the Proposed Project. SMC will be required to submit building plans to the Division the State Architect for structural safety, access compliance, and fire and life safety approvals. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the County of Los Angeles (property lease agreements), the South Coast Air Quality Management District (construction-related air quality emissions), the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality), and the Board of State and Community Corrections.

3.0 ENVIRONMENTAL SETTING

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_3, CO, NO_2, Total Suspended Particulates (TSP), and Sulfates. Station No. 91 does not monitor for PM_{10}, $PM_{2.5}$, Lead, and SO_2. 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_2 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).[1] 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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[1] *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).[2] 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.[3] 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.[4]

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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[2] *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.*

[3] *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.*

[4] *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:[5]

- 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

[5] *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

Map No.	Project Name / Address	Land Use	Size	Unit
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

Map No.	Project Name / Address	Land Use	Size	Unit
	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.

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Figure 3.1
Location of Related Projects

4. ENVIRONMENTAL IMPACT ANALYSIS
1. AESTHETICS

1. INTRODUCTION

This section evaluates the potential impacts of the Proposed Project on aesthetics, views and vistas, visual character, and light and glare in the Project area. The term aesthetics, in the context of this analysis, generally refers to visual resources and the quality of what can be seen, or overall visual perception of the environment, and may include such characteristics as building height and mass, development density and design, building condition (i.e., blight), ambient lighting and illumination, landscaping/vegetation and open space. Views and vistas refer to visual access and obstruction of prominent visual resources, including both specific visual landmarks and panoramic vistas. Visual character includes the different elements of the urban landscape that include the area's land use density, building heights, lights, streetscapes, and visual elements within the locale. Light and glare refers to the effects of nighttime illumination and daytime glare on adjacent land uses.

2. ENVIRONMENTAL SETTING

a. Existing Visual Characteristics and Views

A view refers to direct and unobstructed line-of-sight to an on- or off-site aesthetic resource, which may take the form of panoramic viewpoints from particular vantages. The available viewshed or visible landscape within a given field of view is defined by physical elements that occupy a viewer's line-of-sight from a particular location. Existing views may be obstructed or blocked by modification of the environment (e.g., grading, landscaping, building construction, etc.). Conversely, modifications to the existing environment may create or enhance view opportunities.

Public views are those which can be seen from vantage points which are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those which are only available from vantage points located on private property. Private views across adjacent land uses are generally not protected unless specifically governed through an adopted General or Specific Plan policy or view preservation ordinance.[1]

The City of Malibu has defined the Civic Center area to be the commercial center for the City. The City aims to maintain through regulatory policies a low-scale and low-rise commercial development for the area of Civic Center, where the Project Site is located.[2] The Project Site is within the vicinity and viewsheds of two scenic highways: the Pacific Coast Highway and Malibu Canyon Road.[3] The existing

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[1] *See Mira Mar Mobile Community v. City of Oceanside (CH Oceanside) (2004) 119 Cal.App.4th 477.*

[2] *City of Malibu, Planning Department, Chapter 1.0 Land Use Element of the General Plan, LU Objective 4.3: A Specific Plan in the Civic Center Area, November 1995, website: http://qcode.us/codes/malibu-general-plan.*

[3] *City of Malibu, Planning Department, Chapter 3.0 Conservation Element of the General Plan, CON Objective 1.4: Scenic Resources Preserved and Protected, November 1995, website: http://qcode.us/codes/malibu-general-plan.*

visual character is largely defined by a mix of the natural and built environments. Views of the Santa Monica Mountains yield an array of unoccupied mountain faces scattered with properties. At street level, views of the Pacific Ocean are not available from the portion of Civic Center Way by the Project Site.

(1) Views of the Project Site

The Project Site is located along the north side of Civic Center Way, west of La Paz Lane and east of Stuart Ranch Road. Total relief across the Project Site is approximately six feet from the low point near Civic Center Way to the high point at the northern boundary of the parcel. The Project Site currently contains a one-story building with a basement and appurtenant parking areas, a temporary trailer that houses a day-laborer office, a fenced-in tow yard with a temporary trailer, and a 70-foot high emergency communications transmission tower. The building that occupies the Project Site is a former Sheriff's Station that was decommissioned in the early 1990s. Within the Project Site there are also several small raised planter boxes and retaining walls with a maximum height of five feet. An eight-foot retaining wall marks the boundary between the Project Site and a helipad northeast of the Project Site. The parking area north of the existing building is currently used as an impound parking lot. A covered walkway connects the existing building to the courthouse and library to the east.

The Project Site is a part of the larger Malibu Civic Center complex and is directly adjacent to existing civic buildings to the east of the Project Site. Other structures within the Civic Center include a courthouse, a public library, a County of Los Angeles Waterworks building, a covered walkway, and additional surface parking areas. Representative view of the Project Site and adjoining Malibu Civic Center are shown in Figures 4.1.1 through 4.1.3.

View 1 is taken from the northwest side of Stuart Ranch Road and looks southeast through the undeveloped Ioki Site toward the Project Site. As seen, a chain-link fence borders the undeveloped lot. The undeveloped lot is relatively level with a slight southerly slope and is characterized with relatively low level grasses and a few trees. From this vantage, the Project Site is seen in the background. No panoramic or scenic views of visual resources on or beyond the Project Site are available from this vantage point.

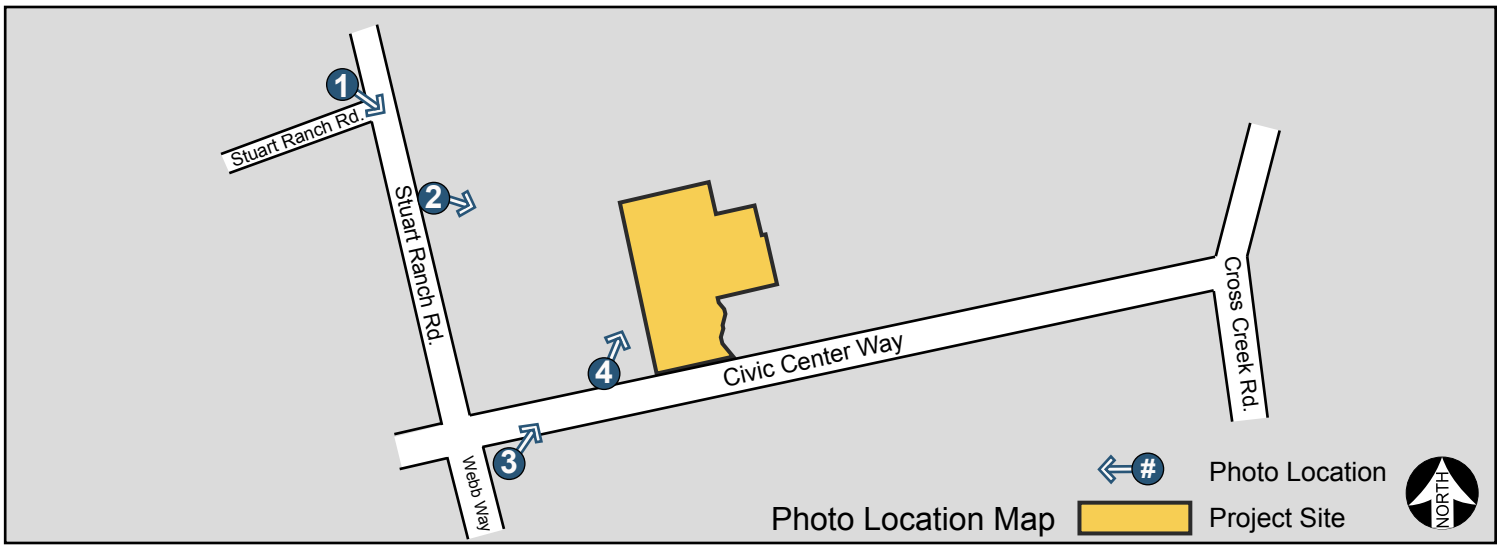
View 2 is taken further down Stuart Ranch Road toward Civic Center Way and looks eastward toward the Project Site through the undeveloped Ioki Site. As seen in this view, the undeveloped lot provides through visual access to the Project Site, which is seen in the background. Visible features within the Project Site include a grey-colored concrete retaining wall, a 70-foot high steel lattice emergency communications tower, and cars within the surface parking lot towards the rear (north) part of the Project Site. No panoramic or scenic views of visual resources on or beyond the Project Site are available from this vantage point.

View 1: From the west side of Stuart Ranch Road looking southeast at the Project Site.

View 2: From Stuart Ranch Road looking east at the Project Site.

View 3: From the east corner of Webb Way and Civic Center Way looking northeast at the Project Site.

View 4: From the north side of Civic Center Way looking northeast at the Project Site.



Source: Parker Environmental Consultants, 2013.

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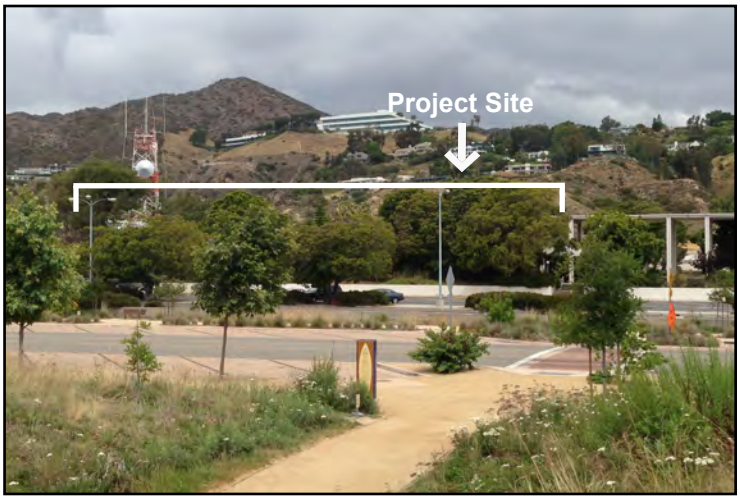
Figure 4.1.1
Santa Monica College- Malibu Campus
Existing Views of Project Site and the Vicinity: Views 1 - 4

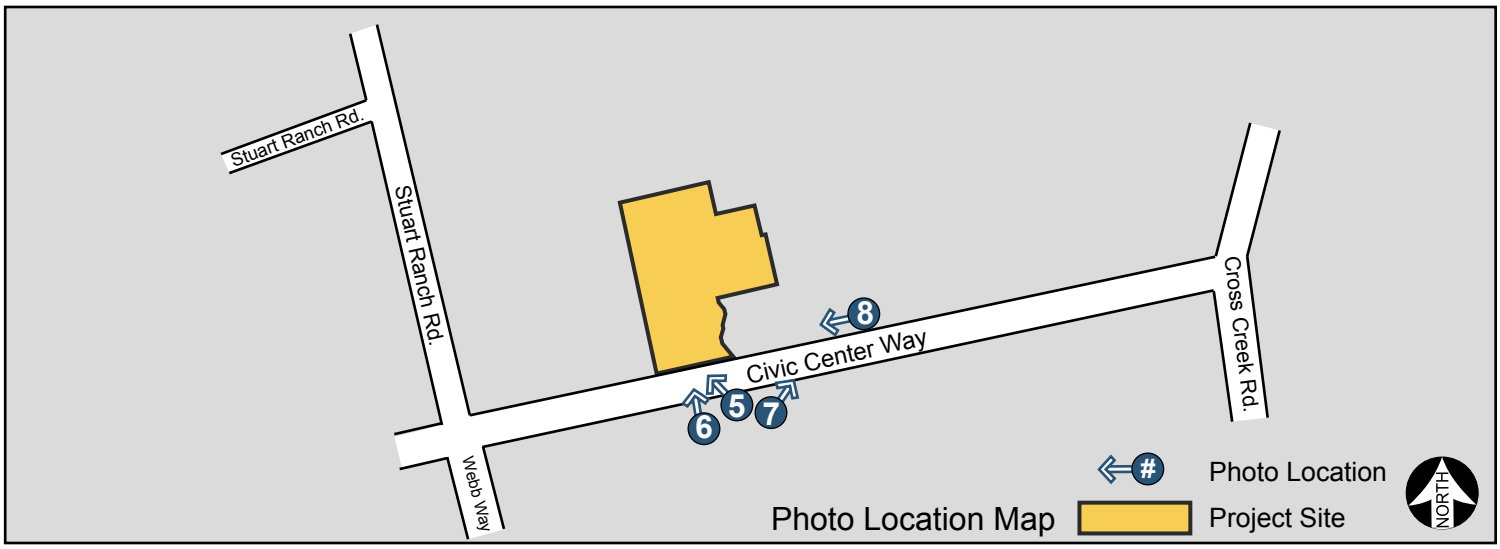


View 5: View of the Project Site looking north from Legacy Park.

View 6: From the south side of Civic Center Way looking north at the Project Site.

View 7: From the south side of Civic Center Way looking northeast at the Malibu Civic Center.

View 8: From the north side of Civic Center Way looking west towards the Project Site.



Source: Parker Environmental Consultants, 2013.

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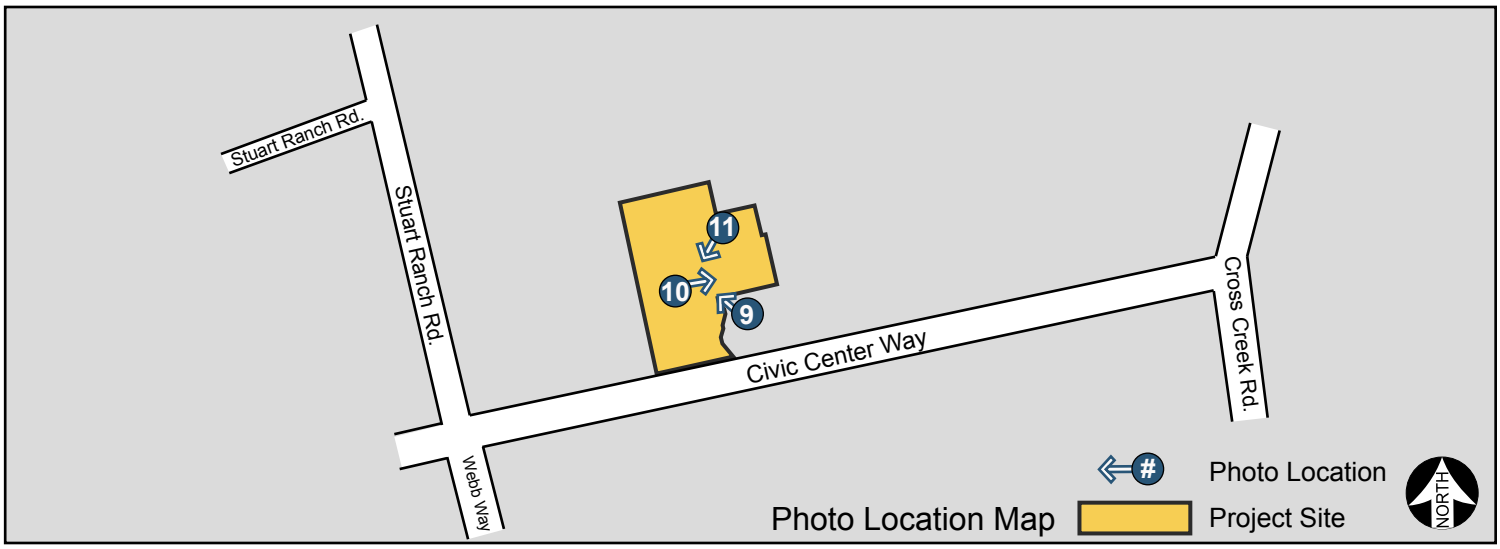
Figure 4.1.2
Santa Monica College- Malibu Campus
Existing Views of Project Site and the Vicinity: Views 5 - 8

View 9: From the parking lot of the Civic Center looking northwest at the Project Site.

View 10: View of the Civic Center colonnade looking east from the Sheriff's Substation entrance.

View 11: View of the rear of the Sheriff's Substation building from the landscaped quad looking southwest.



Source: Parker Environmental Consultants, 2013.

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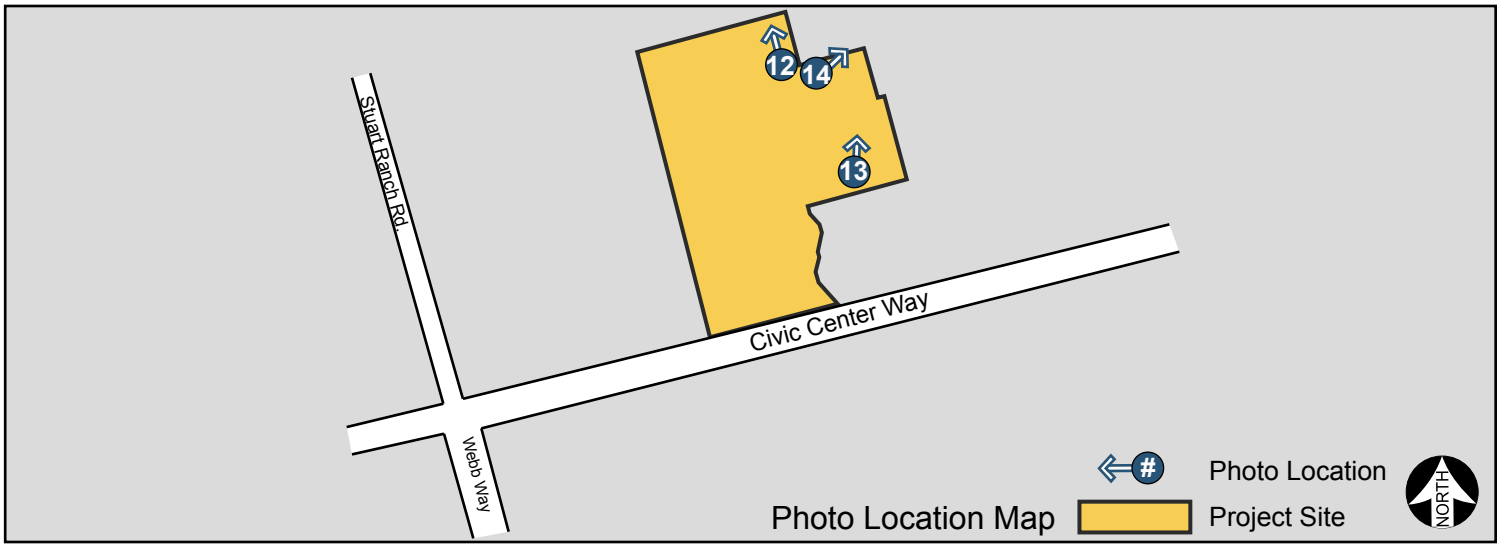
Figure 4.1.3
Santa Monica College- Malibu Campus
Existing Views of Project Site and the Vicinity: Views 9-11

View 12: View of the tow yard and maintenance shop to the rear of the Sheriff's Station building.

View 13: View of the landscaped quad from the colonnade walkway.

View 14: View of the helipad looking north from the landscaped quad.



Source: Parker Environmental Consultants, 2013.

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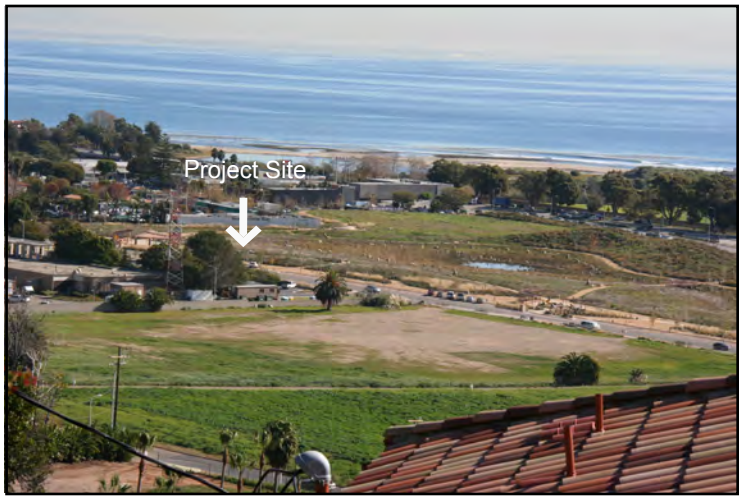
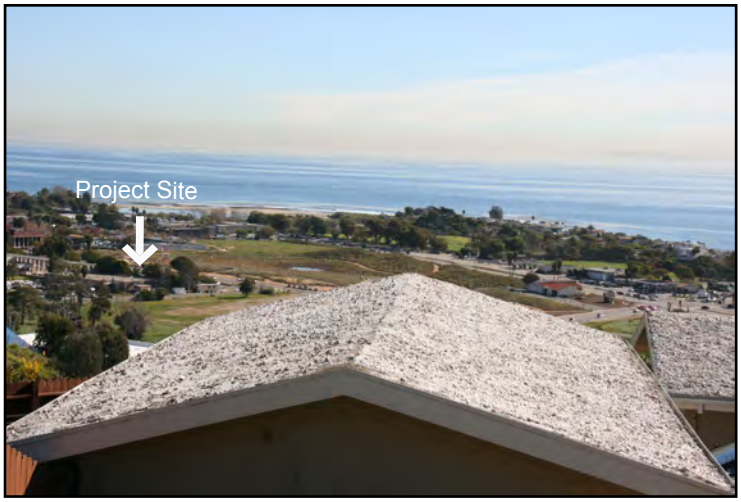
Figure 4.1.4
Santa Monica College- Malibu Campus
Existing Views of Project Site and Vicinity: Views 12-14

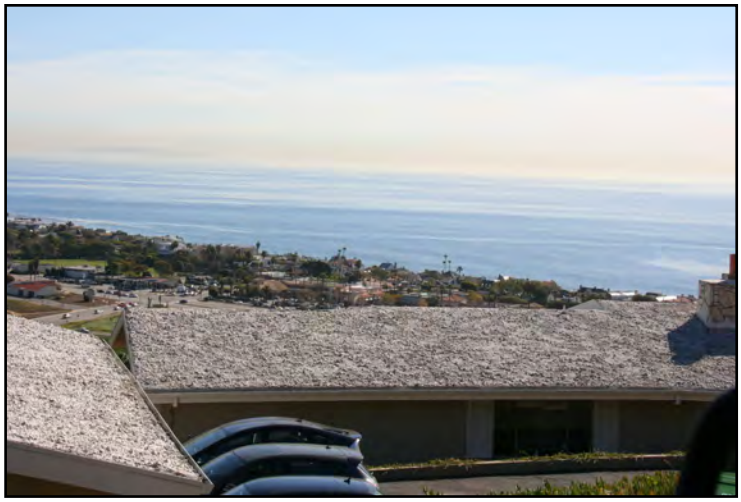


View 15: View from Harbor Vista Drive looking south towards the Civic Center.

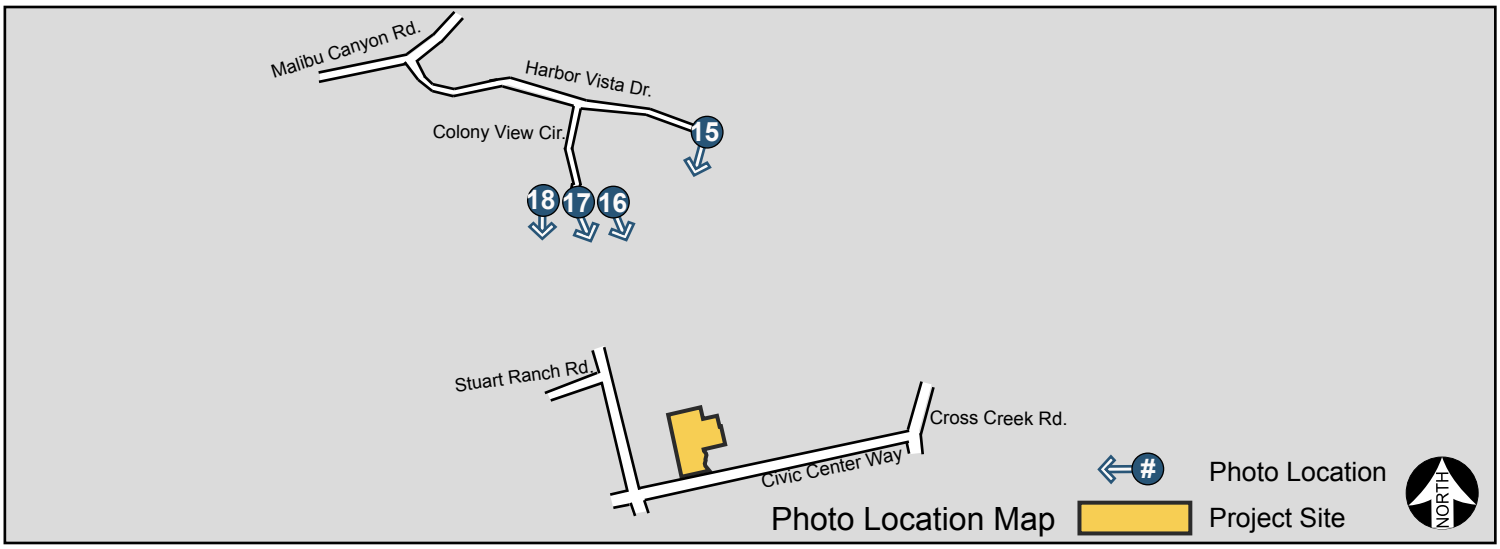
View 16: View from Colony View Circle looking south towards the Civic Center.



View 17: View from Colony View Circle looking slightly southwest towards the Civic Center.



View 18: View from Colony View Circle looking south towards the Civic Center.



Source: Parker Environmental Consultants, 2013.

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Figure 4.1.5
Santa Monica College- Malibu Campus
Existing Views of Project Site and the Vicinity: Views 15-18

View 3 is taken from the corner of Webb Way and Civic Center Way looking northeast at the Project Site. At the foreground, the undeveloped Ioki Site is seen in the foreground to the left side of the image. The Santa Monica Mountains are visible in the background. The existing emergency communications tower is prominently visible in the center of the view.

View 4 is taken from the north side of Civic Center Way on the border of the undeveloped Ioki Site looking northeast at the Project Site. The west side of the Project Site is lined with a grey concrete retaining wall and contains porter potties, light posts, and temporary modular trailer. The ridgeline of the Santa Monica Mountains can be seen in the background. The existing emergency communications tower is also prominently visible from this vantage.

Views 5 through 8, as depicted in Figure 4.1.2, depict the views of the Project Site in the context of the Malibu Civic Center. The Project Site encompasses the west side of the Malibu Civic Center complex. The following views look at the Project Site from various angles from the south, looking north and west.

View 5 is taken from the front pedestrian entrance of Legacy Park, looking north across Civic Center Way towards the Malibu Civic Center. Visual resources within the Project Site are largely limited to the front surface parking lot and the mature pine trees that block any views of the former Sheriff's Station building. The extent of the Project Site is indicated with a label within the frame. The Santa Monica Mountains ridgeline, including the Hughes Research Laboratory (prominent white structure on the ridgeline) and residences on Harbor Vista Drive and Colony View Circle can be seen to the north. The existing emergency communications tower is also prominently visible from this vantage.

View 6 is taken from a path in Legacy Park, looking north across Civic Center Way towards the Civic Center. This vantage is similar to that shown in View No. 5, but shows the Project Site in the context of the larger Civic Center complex. The Project Site is located on the west (left) side of the Malibu Civic Center. Again, the covered walkway and former Sheriff's building are obscured from view in this vantage by the tall mature pine tress that are located near the front entrance of the structure. The Santa Monica Mountains can be seen in the background.

View 7 is taken from the south side of Civic Center Way, on a path in Legacy Park, and looks northeast at the neighboring structures that abut the Project Site. The County of Los Angeles Courthouse and Malibu Library building are prominently shown and are located to the east of the Project Site. The Santa Monica Mountains can be seen in the background.

View 8 is taken from the east side of the Malibu Civic Center (near the Library building) looking west towards the Project Site. This view depicts the wide pedestrian walkway that buffers the Civic Center parking lot from the parallel parking stalls located along Civic Center Way. The wide sidewalk and landscape parking medians provide a visual transition from the Civic Center complex to Legacy Park to the south. The ridgeline of Winter Canyon and Civic Center Way can be seen in the background.

Figure 4.1.3 (Views 9, 10 and 11) depicts close up views of the structures and features on the Project Site. View 9 is taken from the front parking lot within the Project Site looking north at the front entrance to the former Sheriff's Station building. This view shows the raised landscaped planter and heavy ornamental

vegetation blocking much of the structures façade.

View 10 is taken from the south side of the front entrance to the former Sheriff's Station looking east towards the courthouse and library building.

View 11 is taken from the interior of the Project Site's landscaped quad and looks southwest towards the rear façade of the former Sheriff's Station building. The foreground shows the rear parking lot and fenced in areas of the Malibu Tow Yard facility. The existing emergency communications tower is also prominently visible in the background.

View 12 is a close-up view from the interior of the Project Site looking towards the County of Los Angeles Public Waterworks maintenance building and back lot. The fence line with the green cover defines the Project Site's northerly boundary. The parking lot and vehicles behind the chain link fence depicted in the left side of the image are within the Project Site. The maintenance building and parking areas behind the green fence are located off-site within the Malibu Civic Center complex.

View 13 is a close up view taken from within the interior of the Project Site looking north towards the open space quad that separates the former Sheriff's Station Building from the adjacent County of Los Angeles Public Waterworks building. The emergency helipad is visible in the background, behind the block wall.

View 14 is a close up view of the emergency helipad from the landscaped quad looking towards the northeast. The Santa Monica Mountains are visible in the background.

(2) Scenic Views Overlooking the Civic Center

Malibu Canyon Road is a recognized scenic highway. Based on a survey of the existing views available from Malibu Canyon Road, it was determined that the Project Site is not prominently visible from the available designated scenic turnouts on Malibu Canyon Road.

(3) Existing Viewsheds

Viewsheds refer to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. For purposes of this analysis, only public views are being considered for purposes of determining significance. Public views are those which can be seen from vantage points which are publicly accessible, such as streets, freeways, public parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views, in contrast, are those which are only available from vantage points located on private property. In the Civic Center area, the existing viewsheds are defined primarily by commercial land uses with abundant landscaping consistent with the Malibu General Plan.

Scenic viewsheds from the hills north of the Project Site were identified for analysis and are depicted in Figure 4.1.5 (Views 15 – 18). While these views were taken from the public right-of-way, they are largely

representative of the private views from the residences along Harbor Vista Drive and Colony View Circle. As shown in Views 15 through 18, the Project Site is located within the developed portion of the Malibu Civic Center area. The commercial and institutional development within the Civic Center does not currently obstruct any scenic or panoramic views of the ocean or coastline because of the difference in elevation. With construction of the Proposed Project, this view would remain entirely unchanged, with the exception of the introduction of new visual elements and features within the Project Site. The structures and the landscaping features would not block or obscure any scenic views of the ocean, Legacy Park, or Malibu Lagoon. No private views would be significantly impacted by the Proposed Project with which has roof heights ranging from 14 feet to 35 feet – ten inches above grade level.

View 15 is taken from Harbor Vista Drive looking south over the Civic Center area. The view overlooks the Malibu Civic Center complex (including the Project Site), Legacy Park, and the undeveloped Ioki Site to the west of the Project Site. The commercial area of Civic Center Way can be seen to the east. As represented in this image, the views of the coastline and Pacific Ocean are largely unobstructed. The prominent features within the Project Site that are visible from this vantage include the rear façade of the former Sheriff's Station building, the rear surface parking lot (i.e., Malibu Tow Yard), the portable MCLE trailer, and the emergency communications tower. The large pine trees obscure most of westerly facing façade of the former Sheriff's Station building and front surface parking lot. The scenic elements within this viewshed include views of the ocean, Legacy Park, and Malibu Lagoon. As mentioned above, none of these visual resources would be obscured or blocked by the proposed development. Impacts to View 15 would be less than significant.

View 16 is taken from Colony View Circle looking south over the Civic Center commercial area. View 16 is centered on the Project Site and the Malibu Country Mart commercial area. As seen, the commercial buildings and structures blend into the environment with the abundance of trees. Again, due to the difference in elevation, the institutional and commercial development within the Civic Center setting does not obstruct any views of the coastline and the Pacific Ocean. Impacts to View 16 would be less than significant.

Views 17 and 18 were taken from Colony View Circle looking south towards the Pacific Ocean. As seen in both views, the roofs of the residential buildings on Colony View Circle covers most of the view of Civic Center Way. The scenic and panoramic views of the Pacific Ocean remain unobstructed. Impacts to Views 17 and 18 would be less than significant.

4. Scenic Highways

The Pacific Coast Highway (PCH) and Malibu Canyon Road are both identified as scenic highways. For this reason, the Malibu General Plan and the City of Malibu's Local Coastal Program Land Use Plan address protecting the public viewsheds of both routes.

The PCH (Route 1) is a major north-south State highway that extends most of the length of California. The PCH is located to the south of the Project Site, and on the south side of Legacy Park. The Project Site is located on Civic Center Way, which can be accessed from PCH via Webb Way to the west or Cross Creek Road to the east. Due to the landscaping and relatively level topography of the Civic Center

area and the area extending south toward the ocean, the PCH cannot be readily seen from the Project Site. Nor is the Civic Center building and Project Site readily seen from the PCH. For this reason, the visual impact on the PCH is considered very low.

Malibu Canyon Road (N-1 Route) connects to the PCH (west of the Project Site), extends north, until the Road turns into Las Virgenes Road. The way of Malibu Canyon Road and Las Virgenes Road provides a route over the Santa Monica Mountains, which offers access to Highway 101. The Project Site can be accessed by Malibu Canyon Road via Civic Center Way to the west. In relation to the Project Site, Malibu Canyon Road wraps around the north side of the low terrace of the Civic Center area, as the Road scales up the hillside. Malibu Canyon Road is difficult to see from the Project Site, due to the distance between the Road and the Project Site and the structures and vegetation obstructing the view.

The Civic Center area, including the Project Site, can be seen from Malibu Canyon Road due to the increasing elevation of the route that overlooks the low-lying terrace of the Civic Center area. Examples of the existing views from the area around Malibu Canyon Road can be seen in Figure IV.B-6. The abundance of open space, trees and landscaping gives the Civic Center area a rural feeling. The development of the Civic Center commercial area, including the Project Site, does not hinder the quality of the viewshed. There is additional commercial and residential development leading up to the Pacific Ocean. The PCH can be seen on the south side of Legacy Park with commercial development. Rooftops of single-family residential homes can be seen bordering the Pacific Coast. Views of the Pacific Ocean remain primarily unobstructed.

5. Existing Light and Glare Conditions

The Project Site and surrounding locale are located in a commercial designated area of Malibu with many sources of nighttime illumination including streetlights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows), and automobile headlights. Glare is kept to a minimum due to the architecture, design, non-reflective materials used and landscaping of the area, as consistent with the Malibu General Plan. Nevertheless glare is possible, due to direct sunlight on potentially reflective surfaces, such as windows and traveling and parked automobiles.

b. Relevant Policies

Aesthetics is addressed in the City of Malibu's General Plan, the Zoning Ordinance, and the Local Coastal Program Land Use Plan. Each element of the General Plan contains goals, objectives, and policies to map out the development approach for the City. General aesthetic appearance goals, policies, and objectives are discussed below in the General Plan Land Use Element, Zoning Ordinance, Local Coastal Program Land Use Plan, and Rural Outdoor Lighting District Ordinance. Specific requirements of the General Plan are elaborated in the Section 4.8, Land Use and Planning.

(1) General Plan Land Use Element

Land Use Goal 1 is to protect and enhance the natural and environmental resources of the City of Malibu. Land Use Objective 1.1 states that development shall not degrade the environment. To achieve this goal and objective, several specific policies are set forth including: regulation of design and permitting only land uses compatible with the natural environment; preservation of the City's rural residential character; and site planning which blends development with the natural topography. Land Use Implementation Measure 9 requires that development not interfere with public and private views and view corridors to the greatest extent feasible.

Land Use Objective 1.4, Development Consistent With The Preservation Of The Natural Topography and Viewshed Protection, identifies five specific policies: (1) The City shall preserve the significant ridgelines and other topographic features (such as canyons, knolls, hills, and promontories); (2) The City shall minimize the visual impact of hillside development; (3) The City shall minimize the alteration of existing land forms and require design consistent with natural topography and processes of the site (i.e., geological, soils, hydrological, water percolation and runoff), (4) The City shall require development to protect significant natural drainage courses and, where safety consideration necessitate modification, require that projects provide a natural appearance, and (5) The City shall require hillside management review of all hillside development prior to project approval. Land Use Implementation Measure 28 requires that new development protect public views from scenic roadways to and along the shoreline and from scenic coastal areas, including public parklands.

Land Use Goal 2, Manage Growth To Preserve A Rural Community Character, seeks to accommodate a type, amount, and location of new development consistent with the Malibu lifestyle (LU Objective 2.1). To achieve this goal and objective, several specific policies are put in place, including: promoting aesthetically pleasing and visually stimulating environment; stimulating public input about the proposed project; proportioning commercially zoned properties based on community need; promoting attractive landscaping that blends into the surrounding environment; protecting public scenic views; encouraging pedestrian friendly design; and developing Malibu while being mindful of population growth rate trends. Additionally, in furtherance of these policies, Implementation Measure 37 directs the City to permit creative styling of structures to encourage a limited number of visual landmarks in areas that would not distract from the natural scenery.

(2) Zoning Ordinance

The City of Malibu Zoning Ordinance includes requirements, which affect the visual characteristics of development within the City. Requirements include restrictions on density, height, setbacks, parking requirements, sign regulations, and landscaping. The Project Site is currently designated as Civic Center Institutional and located in the Civic Center Area. The specific requirements for the Zoning Ordinance are discussed further in Section IV.H, Land Use and Planning.

(3) Local Coastal Program Land Use Plan

Chapter 6, Scenic and Visual Resources, of the Local Coastal Program Land Use Plan for the City of Malibu contains policies relating to the protection of visual and aesthetic resources. The Land Use (LU) Policies address viewshed protection, visual compatibility of new development, siting of structures and

architectural character in visual resource areas, landscaping, design/visual elements, and impact on scenic roadways. The viewshed protection sub-sections require protection of public views from scenic highways and prohibition of signs, utilities, and accessory equipment that obstruct views to the ocean and scenic elements. The visual compatibility sub-sections require new development to be designed and built in a manner that creates an attractive appearance and harmonious relationship with the surrounding environment, protects views, and minimizes alteration of existing landforms. Specific LU Policies pertaining to the Project Site and the Proposed Project are discussed further in Section 4.8, Land Use and Planning.

(4) Rural Outdoor Lighting District Ordinance (Dark Skies Ordinance)

The Rural Outdoor Lighting District Ordinance took effect on December 13, 2012, and is intended to establish a rural outdoor lighting district and to regulate outdoor lighting in the district to promote and maintain dark skies at night for the residents and wildlife in the district. Although the Project Site is located within the City of Malibu, and is outside or the specific geographic areas defined in the Ordinance, the Project Site is located on County of Los Angeles owned land. Therefore, in furtherance of the County's Dark Skies Ordinance, the Proposed Project would be subject to the following outdoor lighting requirements for the rural outdoor lighting district:

A. Light trespass. Outdoor lighting shall cause no unacceptable light trespass.
B. Shielding. Outdoor lighting shall be fully shielded.
C. Maximum Height
    1. The maximum height for an outdoor lighting fixture, as measured from the finished grade to the top of the fixture shall be 30 feet for a property not located within a residential, agricultural, open space, watershed, or industrial zone.
    2. The Project is not planned to have any outdoor recreational facilities or area, therefore there is no need to evaluate C.2. for the Project.
    3. Notwithstanding subsections C.1. and C.2., the Director of Regional Planning may permit an outdoor light fixture with a height higher than as otherwise permitted by these subsections through a site plan review, if the applicant demonstrates that a higher light fixture would reduce the total number of light fixtures needed at the involved site, and/or would reduce the light trespass of the outdoor lighting.
D. Maintenance. Outdoor lighting shall be maintained in good repair and function as designed, with shielding securely attached to the outdoor lighting.

Although the Rural Outdoor Lighting District Ordinance does not contain any specific requirement for educational or institutional land uses, the following requirements are identified for commercial, industrial, or mixed-use land uses:

A. Building entrances. All building entrances shall have light fixtures providing light with an accurate color rendition so that persons entering or existing the building can be easily recognized from the outside of the building.
B. Hours of operation.
    1. Outdoor lighting shall be turned off between the hours of 10:00 p.m. and sunrise everyday, unless the use on the involved property operates past 10:00 p.m., and the

outdoor lighting shall be turned off within one hour after the use's operations ends for the day. Notwithstanding the foregoing, if the use on the involved property requires outdoor lighting between 10:00 p.m. and sunrise everyday for safety or security reasons. If this is the case, outdoor lighting shall be allowed during these hours only if fully-shielded motion sensors are used and at least 50% of the total lumen levels are reduced.

2. Outdoor lighting shall be exempt from hours of operation if such lighting is required by the County Building Code for stairs, steps, walkways, or points of ingress and egress to buildings, or is governed by a discretionary land use permit.
3. Automatic controls. Outdoor lighting shall use automatic control devices or systems to turn the outdoor lighting off so as to comply with the applicable hours of operation requirements of section B.1. These devices or systems shall have backup capabilities so that, if power is interrupted, the schedule programmed into the device or system is maintained for at least seven days.

The SMC Malibu Campus Project will not have any outdoor recreational facilities/areas, and therefore is not required to comply with the Ordinance standards for recreational lighting areas. In addition to complying with the requirements stated above, outdoor lighting for new signs, including outdoor advertising signs, business signs, and roof and freestanding signs, shall comply with the following:

1. The outdoor lighting shall be fully shielded;
2. When the signs use externally-mounted light fixtures, they shall be mounted to the top of the sign and shall be oriented downward; and
3. Externally-mounted bulbs or lighting tubes used for these signs shall not be visible from any portion of an adjoining property or public right-of-way, unless such bulbs or tubes are filled with neon, argon, krypton, or other self-illuminating substance.

3. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a project would have a significant impact on the environment if it would:

(a) Result in a substantial adverse effect on a scenic vista; or

(b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or

(c) Substantially degrade the existing visual character or quality of the site and its surroundings; or

(d) Create a new source of substantial light or glare which would affect day or nighttime views in the area.

b. Project Impacts

(1) Construction

During the Project's construction period, the Project Site would undergo considerable changes with respect to the aesthetic character of the Project Site and surrounding area. Construction activities would require demolition/site clearing, grading, excavation, and building construction activities which have the potential to generate debris and soils stockpiles, staged building materials and supplies, and exposed construction equipment, all of which would be visible to passing motorists, pedestrians, and neighboring properties from the surrounding local streets. Thus, the existing visual character of the Project Site would temporarily change from an underutilized lot to an active construction site. To minimize construction-related visual impacts, construction activities on the Project Site will be actively managed and maintained with implementation of Mitigation Measure AES-1. Specifically, Mitigation Measure AES-1 calls for the Applicant to enclose or visually shield construction equipment, debris, and stockpiled equipment from being visible on the ground level of neighboring properties. Such barricades or enclosures shall be maintained in good appearance throughout the construction period. In addition, any graffiti shall be removed immediately upon discovery. The temporary nature of construction activities, combined with Mitigation Measure AES-1, would reduce potential temporary aesthetic impacts on the quality and character of the Project Site to a less than significant level.

(2) Operation

Construction of the Project would provide a modern two-story building with a green roof and public open space, as a Santa Monica College satellite campus for the City of Malibu. The proposed building is designed with iconic and modern architectural features that is designed with inspiration from the surrounding community and natural environment. The Proposed Project will enhance the visual appearance and appeal of the Civic Center Commercial area, by providing modern sustainable architecture and unifying hardscape and landscaping features to complement the surrounding development within the Civic Center and adjoining land uses.

Figures 2.7 to Figure 2.11 provide building elevations of the Proposed Project from south, west, north, and east directions. Additionally, Figure 2.18 and 2.19 illustrate the hardscape and planting plans for the Proposed Project that will enhance the visual appearance.

The Project includes a modern two-story building on a site surrounded by existing buildings to the east and an undeveloped lot to the west. The proposed building has a green roof element located within the eastern side of the proposed building, and four slanted roof planes that range from approximately 25 feet above grade to the east to roughly 35 feet - 10 inches above grade to the west, resulting in a maximum height of approximately 35 feet - 10 inches above grade. The angled roofs create a unique roofline and apparent scale that provide a unique and distinctive architectural form. Figure 2.7, Roof Plan, located in the Project Description section, illustrates the proposed roof plan and suggested roof heights. Architecturally, the Project has been designed to stand out as a modern architectural element among the surrounding buildings in the Civic Center complex and aims to enhance community presence in the area. With respect to scale and massing, the Project proposes various heights and structural building setbacks to

control the scale and massing of the proposed development program. While the design, scale, and massing of the proposed structures will alter the existing visual character of the Project Site, the new development would be a visual improvement as compared to the existing decommissioned Sheriff's Station building. Illustrations depicting the scale and massing of the Project are shown in the Building Sections shown in Figures 2.12 through 2.15, which provide sectional views of various components of the proposed building. To further improve the aesthetic nature of the Project Site, Mitigation Measures AES-1 and AES-2 are recommended to ensure all open areas are attractively landscaped and maintained in accordance with a landscape plan, and maintained in a safe and sanitary condition and good repair. With implementation of Mitigation Measures AES-1 and AES-2, possible visual impacts will be mitigated to a less than significant level.

(a) Visual Character

Due to the Project's low-scale and massing, with a proposed building height of approximately 35 feet - 10 inches above grade (approximately 11 feet taller than the existing building on the Project Site), the Project would have a low potential to alter distant scenic views from the Santa Monica Mountains, Malibu Canyon Road, and the Pacific Coast Highway (PCH). The Project Site is proposed on a site that is already developed and can already be seen from viewsheds from the Santa Monica Mountains. The current structures on the Project Site do not impact the visual quality from such elevated points. An increase of roof height by approximately 10 feet will not significantly impact the viewsheds from the Santa Monica Mountains or Malibu Canyon Road. Therefore, the Proposed Project will have a less than significant impact upon recognized scenic resources and public viewsheds in the Project's vicinity. As shown in Figure IV.B-1 through Figure IV.B-6 the Project is located in the Malibu Civic Center commercial area that has existing low-scale buildings. The Proposed Project's building height is consistent with the surrounding development and Malibu's goals for commercial buildings. Additionally, the current building on the Project Site cannot be seen from PCH, and it is expected that the Proposed Project will not be seen from PCH.

(b) Signage

The Proposed Project will include a "Santa Monica College" building identification sign on the east-facing wall at the main entrance of the building. The sign will be harmonious with the surroundings and will not detract from the Civic Center's character. The building sign would be in compliance with the Malibu General Plan LIP Section 3.13, Signs, that regulates the size, height, location, and placement of on-premise signs.

In addition to the building sign, the Proposed Project will include a site identification monument sign at the driveway entrance to the front parking lot on Civic Center Way. The proposed sign will be made of solid 12" concrete blocks and will be approximately 10 feet wide and 4 feet-two inches tall. The sign will provide identification for Santa Monica College and the Los Angeles County Sheriff's Department. A rendering of the sign's front and side elevations is shown in Figure 2.20, Monument Sign.

Therefore, the Project is not expected to significantly alter the existing viewsheds and aesthetic character of the area. The Proposed Project would not adversely impact or block any existing scenic views within

the immediate Project vicinity. Therefore, the Project would have a less-than-significant impact with respect to public scenic vistas.

(c) Lighting

Ambient nighttime lighting on the Project Site and in the vicinity is generated by sources that include streetlights, automobile headlights, and indoor/outdoor building lighting. The Project would introduce additional lighting sources to the Project Area due primarily to building illumination emanating through the windows of the proposed building, security and pedestrian safety lighting fixtures, signage lighting, and headlights from vehicles entering and leaving the parking lots. Exterior lighting features such as pole mounted parking lot lighting fixtures and low-level security lighting along pedestrian paths and at building entrances/exit points will be designed in compliance with the goals and policies of the County's Rural Outdoor Lighting District Ordinance (Dark Skies Ordinance).

As shown in Figure 2-16, Exterior Photometric Lighting Plan, and summarized in Table 4.1.1 below, light levels within the Project Site would average 2.3 foot candles at 0 feet above finished grade (AFG) in the parking lot and 2.0 foot candles in the upper parking lot at 0' AFG. The maximum illumination would be 4.1-foot candles in the parking lot and 3.0-foot candles within the upper parking lot, respectively. As such, light emanating from the proposed lighting plan would not adversely impact other properties in the immediate area. With the implementation of Mitigation Measure AES-4, impacts related to nighttime lighting would therefore be less than significant.

Table 4.1.1
Lighting Plan Illumination Level Statistics

Description	Ave	Max	Min	Max/Min	Ave/Min
Parking Lot @ 0' AFG	2.3 fc	4.1 fc	1.1 fc	3.7:1	2.1:1
Upper Parking Lot @ 0' AFG	2.0 fc	3.0 fc	1.2 fc	2.5:1	1.7:1
Source: Quatro Design Group, 2013.					

(d) Glare

The Project Site currently produces minimal glare, primarily associated with vehicles parked on the on-site within the surface parking lot. The Project would introduce a two-story building on the Project Site with a steel frame and cement structure and a primarily glass and metal façade that will use spandrel glazing and storefront glazing. Spandrel and storefront glazing are commonly used on modern buildings that aim to have a seamless continuity. While the glass will be treated and designed to reduce glare to the greatest extent feasible, it is still likely that the façade materials would generate a minor degree of glare. With the implementation of Mitigation Measure AES-3, impacts associated with glare from building elements would be less than significant.

4. CUMULATIVE IMPACTS

There are 27 related projects in the vicinity of Santa Monica College, Malibu Campus (see Figure 3.1 in Section 3.0, Environmental Setting). The Proposed Project and related projects are not expected to combine to create a cumulative impact related to views, visual quality, light, or glare.

Development of the Proposed Project in combination with the related projects identified would be in compliance with the existing prevailing land uses in an urbanized area of Malibu. Nonetheless, the proposed development would be more visually prominent than the existing development on the site, but the Proposed Project is consistent with the Malibu General Plan's policies for a rural community and with the visual character of the Project area. Furthermore, the development of the related projects is expected to occur in accordance with adopted plans and regulations. All related projects would be required to submit a landscape plan to the City of Malibu Department of City Planning for review and approval prior to the issuance of grading permits. Therefore, the Proposed Project would not be expected to contribute to a cumulatively significant aesthetic impact, and cumulative impacts with respect to aesthetics would be less than significant.

5. MITIGATION MEASURES

The following mitigation measures are recommended to ensure that less-than-significant impacts to visual resources would occur:

AES-1 Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in good appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

AES-2 Prior to the issuance of a grading permit, SMC shall submit a landscape plan that incorporates native plant species to the satisfaction of the City of Malibu Planning Department and Los Angeles County Department of Regional Planning. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained during the life of the Project.

AES-3 The exterior of the proposed building shall be constructed of glare-reducing materials that minimizes glare impacts on motorists and other persons on and off-site.

AES-4 Outdoor lighting shall incorporate low-level lighting fixtures and shall be designed and installed with directional shields so that the light source cannot be seen from adjacent land uses, consistent with the Rural Outdoor Lighting District Ordinance.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of mitigation measures listed above, impacts related to aesthetics would be less than significant.

4. ENVIRONMENTAL IMPACT ANALYSIS
2. AIR QUALITY

1. INTRODUCTION

This section examines the degree to which all phases of the Project may result in significant environmental impacts with respect to air quality. Both short-term construction emissions occurring from activities such as demolition, haul truck trips, site grading, building construction, and long-term effects related to the ongoing operation of the Project are discussed in this section. The analysis contained herein focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. As used in this study, the term "emissions" refers to the actual quantity of pollutant measured in pounds per day (ppd). The term "concentrations" refers to the amount of pollutant material per volumetric unit of air as measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are discussed. Documents used in the preparation of this section include, but are not limited to, the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (1993), the 2007 Air Quality Management Plan (AQMP), as amended, as well as federal and state regulations and guidelines.

2. ENVIRONMENTAL SETTING

The Project Site is located within the South Coast Air Basin (Basin). This Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources such as dense population centers, heavy vehicular traffic, industry, and meteorology.

a. Air Pollutants

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships,

trains, racecars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, that have been adopted for them. The national and state standards have been set at levels considered safe to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The criteria air pollutants that are most relevant to current air quality planning and regulation in the Basin include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). In addition, toxic air contaminants (TACs) are of concern in the Basin. The characteristics of each of these pollutants are briefly described below:

- *O_3* is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

- *CO* is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

- *PM_{10}* and *$PM_{2.5}$* consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

- *NO_2* is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

- *SO_2* is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).
- *Pb* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the Basin. The use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles such as racecars. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.
- *TACs* refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than "criteria" pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be felt on a local scale rather than on a regional basis.

b. Health Effects of Criteria Pollutants

The health effects of the criteria pollutants (i.e., O_3, CO, PM_{10} and $PM_{2.5}$, NO_2, SO_2, and Pb) and TACs are described below.[1] In addition, a list of the harmful effects of each criteria pollutant is provided in Table 4.2.1, Summary of Health Effects of Criteria Pollutants.

(1) Ozone

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are also associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported.

[1] *The descriptions of the health effects of the criteria pollutants are taken from Appendix C (Health Effects of Ambient Air Pollutants) of SCAQMD's "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" document.*

Table 4.2.1
Summary of Health Effects of Criteria Pollutants

Pollutants	Primary Health and Welfare Effects
Ozone (O_3)	• Aggravation of respiratory and cardiovascular diseases • Reduced lung function • Increased cough and chest discomfort
Carbon Monoxide (CO)	• Aggravation of some heart disease (angina) • Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure
Fine Particulate Matter (PM_{10} and $PM_{2.5}$)	• Reduced lung function • Aggravation of respiratory and cardio-respiratory diseases • Increases in mortality rate • Reduced lung function growth in children
Nitrogen Dioxide (NO_2)	• Aggravation of respiratory illness
Sulfur Dioxide (SO_2)	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function
Lead (Pb)	• Behavioral and hearing disabilities in children • Nervous system impairment

Source: SCAQMD, Guidance Document for Air Quality Issues in General Plans and Local Planning, 2005.

An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities. Ozone exposure for persons under exercising conditions is known to increase the severity of the above mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

(2) Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies

have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

(3) Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show that lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of PM_{10} and $PM_{2.5}$.

(4) Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

(5) Sulfur Dioxide

A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or whether one pollutant alone is the predominant factor.

(6) Sulfates

Most of the health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants generally have not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as sulfuric acid aerosol and ammonium bisulfate are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

(7) Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

(8) Toxic Air Contaminants

TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects can result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which typically requires a period of 10-30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified by the CARB as TACs, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. The United States Environmental Protection Agency (U.S. EPA) has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards that went into effect in June 2006 in an effort to reduce diesel particulate matter. As of June 1, 2006, refiners and importers nationwide have been required by the U.S. EPA to ensure that at least 80 percent of the volume of the highway diesel fuel they produce or import would be ULSD-compliant. As of December 10, 2010, only ULSD fuel is available for highway use nationwide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – was ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California have been ULSD fuel.

c. Regulatory Framework

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the U.S. EPA. In California, the CCAA is administered by the CARB at the state level and by the Air Quality Management Districts at the regional and local levels.

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

(1) Federal Standards

(a) Unites States Environmental Protection Agency (U.S. EPA)

The U.S. EPA is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf) and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with non-attainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

(2) State Standards

(a) California Air Resources Board (CARB)

The CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Off-road diesel vehicles, which include construction equipment, are also regulated by the CARB for both in-use (existing) and new engines. Four sets of standards implemented by the CARB for new off-road diesel engines, known as Tiers. Tier 1 standards began in 1996. Tier 2 and 3 were adopted in 2000 and were more stringent than the first tier. Tier 2 and 3 standards were completely phased in by 2006 and 2008, respectively. On December 9, 2004, the CARB adopted the Tier 4 or fourth phase of emission standards for late model year engines. These emission standards are nearly identical to those finalized by the US EPA in May 2004. These standards will reduce PM and NO_X emissions 90 percent below current levels beginning in 2011.

Since off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. As such, the CARB approved, on July 26, 2007, a regulation to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation was approved by the California Office of Administrative Law (OAL) on May 16, 2008 and became effective on June 15, 2008. This regulation includes an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. The regulation also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. The regulation on the larger fleets started in 2010, while medium and small fleet requirements will achieve compliance in 2013 and 2015, respectively.

(3) Regional Standards

(a) Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency

and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and state mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015, and beyond. Policies within the RCPG include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

(b) South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and state ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2007 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. As discussed on pages 2 through 6 of the 2007 AQMP, levels of ambient pollutants monitored in the Basin have decreased substantially since 1985.

The future air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG in its most current version of the RCPG. The 2007 AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

The 2007 AQMP incorporates new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling. General development projects would be affected in the form of any applicable rules and regulations – if any – that are adopted as a result of the 2007 AQMP.

The SCAQMD has prepared the *CEQA Air Quality Handbook* to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin.

(4) Local Standards

(a) City of Malibu General Plan

The City's General Plan was adopted in 1996 and last revised in 2004. The General Plan is primarily a policy document that sets goals and policies 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. California Government Code Section 65302(g)(1) requires each local government to prepare and adopt a Safety Element as a component of its General Plan. This involves identifying and mapping natural hazards and the administration of zoning and subdivision regulations that account for the safety hazards. The purpose of the Safety Element is to create a cohesive guide consisting of specific policy-oriented implementation measures. The policies and implementation measures contained in this element provide direction and a course of possible future action for the various City departments. Below is a list of the City's goals, objectives, and policies related to air quality, as identified in the Safety Element of the City of Malibu General Plan.

- ***Safety Policy 1.1.6:*** The City shall reduce air pollution and improve Malibu's air quality;
- ***Implementation Measure 30:*** Work with regional agencies to implement the provisions of the South Coast Air Quality Management Plan;
- ***Implementation Measure 31:*** Promote public education and awareness of air quality;
- ***Implementation Measure 32:*** Work with other agencies to reduce local sources of air pollution such as dust, smoke, and vehicle emissions; and
- ***Implementation Measure 33:*** Evaluate impacts on air quality in connection with development proposals.

(b) Santa Monica Community College District

Local jurisdictions, such as the District, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the District is responsible for the assessment and mitigation of air emissions resulting from its land use decisions.

d. Ambient Air Quality Conditions

(1) Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. The most current average daily emissions inventory for the entire Basin and the Los Angeles County portion of the Basin is summarized in Table 4.2.2, 2012 Estimated Average Daily Regional Emissions.[2] As shown, exhaust emissions from mobile sources generate the majority of ROG, CO, NO_x, and SO_x in the Basin and the Los Angeles County portion of the Basin. Area-wide sources generate the most airborne particulates (i.e., PM_{10} and $PM_{2.5}$) in both the Basin and Los Angeles County.

Table 4.2.2
2012 Estimated Average Daily Regional Emissions

Emissions Source	Emissions in Tons per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
South Coast Air Basin						
Stationary (Point) Sources	104.3	48.5	55.2	10.1	20.8	13.6
Area-wide Sources	122.4	21.8	102.2	1.0	96.1	32.4
Mobile Sources	239.8	441.8	2,114.40	6.6	36.7	22.4
Natural (non-anthropogenic)	164.5	4.4	301.1	2.3	30.1	25.5
Total Emissions	631.0	516.5	2,572.90	20.0	183.7	93.9
Los Angeles County - South Coast Air Basin						
Stationary (Point) Sources	61.5	35.8	40.9	9.2	12.6	9.3
Area-wide Sources	71.2	12.8	43.8	0.4	42.1	16.1
Mobile Sources	137.2	265.3	1,259.70	5.40	21.2	12.9
Natural (non-anthropogenic)	62.2	2.3	166	1.3	16.5	14.0
Total Emissions	332.1	316.2	1510.4	16.3	92.4	52.3

Sources: California Air Resources Board, Almanac Emission Projection Data (published in 2013), website: http://www.arb.ca.gov/ei/emissiondata.htm, accessed: November 2014.

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

[2] *2012 data (published in 2013) is the most current estimated annual average emissions data published by CARB. website: http://www.arb.ca.gov/ei/emissiondata.htm, accessed November 2014.*

The U.S. EPA and the CARB use different standards for determining whether the Basin is in attainment. Federal and state standards are summarized in Table 4.2.3, Ambient Air Quality Standards. The attainment status for the Los Angeles County portion of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) is shown in Table 4.2.4, Attainment Status for the South Coast Air Basin (Los Angeles County Portion). The California Clean Air Act designates air basins as either in attainment or non-attainment for each state air quality standard.

Table 4.2.3
Ambient Air Quality Standards

Air Pollutant	Averaging Time	State Standard	Federal Standard
Ozone (O_3)	1 Hour	0.09 ppm	--
	8 Hour	0.07 ppm	0.075 ppm
Carbon Monoxide (CO)	1 Hour	20.0 ppm	35.0 ppm
	8 Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	0.10 ppm
	Annual	0.030 ppm	0.053 ppm
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	0.075 ppm [a]
	24 Hour	0.04 ppm	-- [b]
Lead	30 Day	1.5 µg/m^3	--
	Calendar Quarter Year	--	1.5 µg/m^3
	Rolling 3-Month Average	--	0.15 µg/m^3
Particulate Matter 10 (PM_{10})	24 Hour	50 µg/m^3	150 µg/m^3
	Annual	20 µg/m^3	--
Particulate Matter 2.5 ($PM_{2.5}$)	24 Hour	--	35 µg/m^3
	Annual	12 µg/m^3	15 µg/m^3

[a] *An hourly air quality standard for sulfur dioxide at 0.075 parts per million was established by the USEPA in June 2010.*

[b] *The previous 24-hour air quality standard for sulfur dioxide of 0.14 parts per million has been revoked by the USEPA effective August 23, 2010.*

Source: California Air Resources Board, Ambient Air Quality Standards, website: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed November 2014.

Table 4.2.4
Attainment Status for the South Coast Air Basin (Los Angeles County Portion)

Pollutant	Attainment Status	
	NAAQS	CAAQS
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Non-attainment
Ozone	Non-attainment	Non-attainment
PM_{10}	Non-attainment	Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment
Sulfur Dioxide [a]	Attainment	Attainment
Lead	Attainment [b]	Non-attainment

[a] *As of June 2010, the USEPA has established an hourly air quality standard for sulfur dioxide and revoked the previous 24-hour air quality standard. With these changes, the U.S. EPA expects to identify or designate areas not meeting the new standard by June 2012.*

[b] *The U.S. EPA is considering a non-attainment designation for lead in the LA County portion of the Basin.*

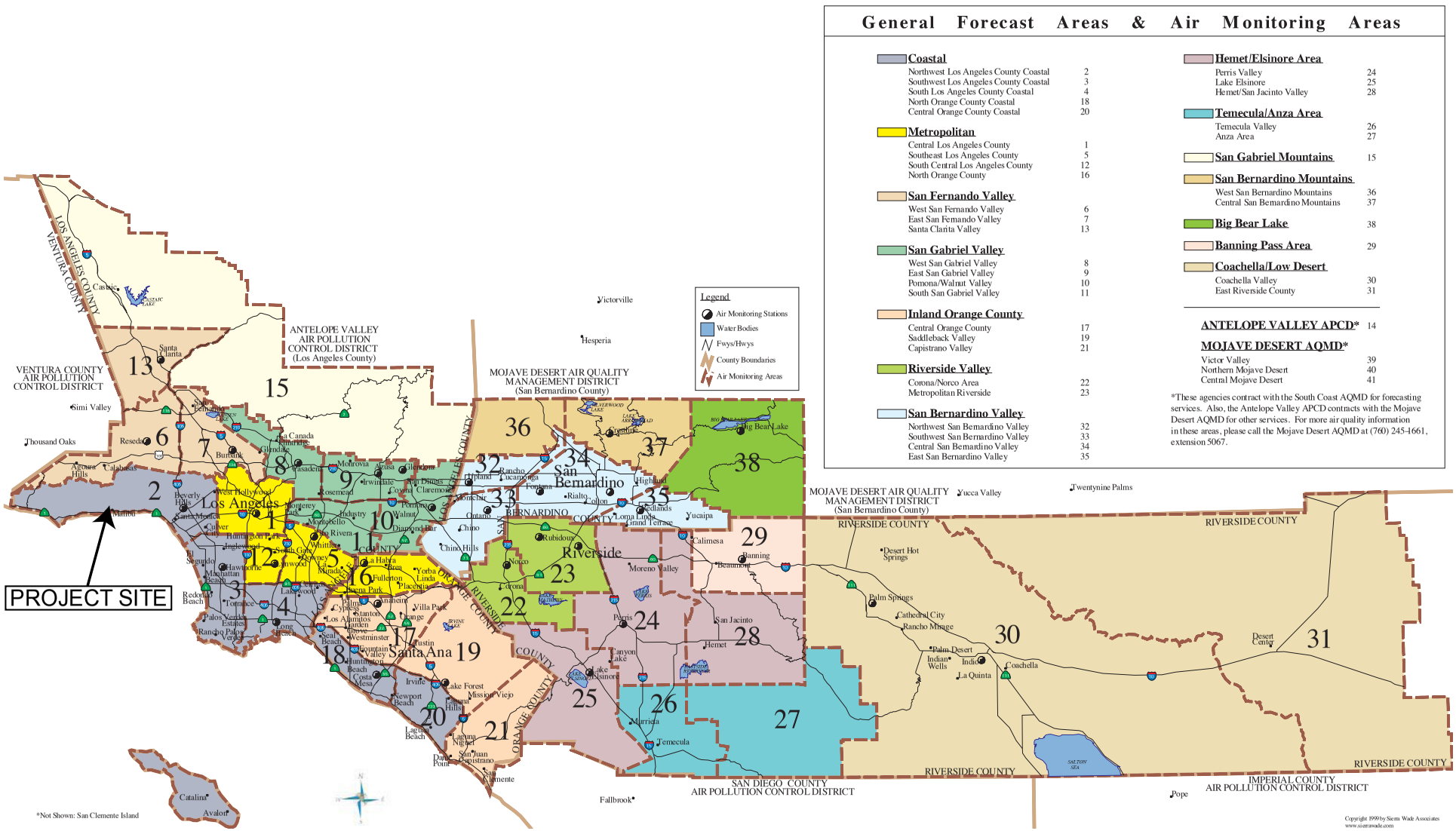
Source: California Air Resources Board: State Area Designation Maps, December 2009, website: http://www.arb.ca.gov/desig/adm/adm.htm, accessed November 2014.

(2) Existing Local Air Quality

The 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. As shown in Figure 4.2.1, SRA Location Map, the Project Site is located within SRA 2, which covers the Northwest Los Angeles County Coastal area. SCAQMD Station No. 091 collects ambient air quality data for SRA 2. This station currently monitors emission levels of O_3, CO, NO_2, Total Suspended Particulates (TSP), and Sulfates. Station No. 91 does not monitor for PM_{10}, $PM_{2.5}$, Lead, and SO_2. Table 4.2.5, Summary of Ambient Air Quality in the Project Vicinity, identifies the national and state ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured at the SCAQMD Station No. 91 from 2008 to 2010 (2010 is the latest year for available data).[3]

According to the air quality data shown in Table 4.2.5, the national 1-hour ozone standard was last exceeded for 1 day in the past five years (in 2009). The state 1-hour ozone standard was exceeded 10 days in the past five years (6 days in 2009, 2 days in 2010 and 2 days in 2011). The state 1-hour ozone standard was not exceeded in 2012 or 2013. The national 8-hour ozone standard (0.075 ppm) was exceeded on 4 days in the past five years (3 days in 2009 and 1 day in 2010). The national 8-hour ozone standard was not exceeded on any day in 2011, 2012, or 2013. The state 8-hour ozone standard has been exceeded on 11 days in the past five years (5 days in 2009, 4 days in 2010, 0 days in 2011, 1 day in 2012, and 1 day in 2013). The annual national (0.0534 ppm) or state (0.030 ppm) standards for NO_2 have not been exceeded in any of the past five years (from 2009 to 2013).

[3] *The most current air quality data available pertaining to ambient pollutant concentrations over a three-year period provided by the SCAQMD is from 2008 to 2010.*



Source: South Coast Air Quality Management District.

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Figure 4.2.1
SCAQMD Source Receptor Areas

Table 4.2.5
Summary of Ambient Air Quality in the Project Vicinity

Air Pollutants Monitored Within SRA 2 (Northwest Los Angeles County Coastal)	Year				
	2009	2010	2011	2012	2013
Ozone (O_3)					
Maximum 1-hour concentration measured	0.131 ppm	0.099 ppm	0.098 ppm	0.093 ppm	0.088 ppm
Number of days exceeding national 0.124 ppm 1-hour standard	1	0	0	0	0
Number of days exceeding State 0.09 ppm 1-hour standard	6	2	2	0	0
Maximum 8-hour concentration measured	0.094 ppm	0.078 ppm	0.068 ppm	0.073 ppm	0.075 ppm
Number of days exceeding national 0.075 ppm 8-hour standard (revised 8-hour ozone standard effective May 27, 2008)	3	1	0	0	0
Number of days exceeding State 0.07 ppm 8-hour standard (established effective May 17, 2006)	5	4	0	1	1
Carbon Monoxide (CO)					
Maximum 1-hour concentration measured	2.0 ppm	2.0 ppm	n/a	n/a	n/a
Maximum 8-hour concentration measured	1.5 ppm	1.4 ppm	1.3 ppm	1.9 ppm	1.3 ppm
Nitrogen Dioxide (NO_2)					
Maximum 1-hour concentration measured	0.17 ppm	0.0708 ppm	0.0813 ppm	0.0613 ppm	.0512 ppm
Annual average	0.0170 ppm	0.0156 ppm	0.0139 ppm	0.0137 ppm	.0145 ppm
Does measured annual average exceed national 0.0534 ppm annual average standard?	No	No	No	No	No
Does measured annual average exceed State 0.030 ppm annual average standard?	No	No	No	No	No
Total Suspended Particulates (TSP)					
Maximum 24-hour concentration measured	99 µg/m^3	82 µg/m^3	155 µg/m^3	128 µg/m^3	--
Annual Arithmetic Mean (AAM)	50.8 µg/m^3	40.8 µg/m^3	49.3 µg/m^3	47.0 µg/m^3	--

Note: ppm = Parts by volume per million of air.
µg/m^3=Micrograms per cubic meter.
n/a = Data not available or not collected by the District.
-- = Pollutant not monitored.
Source: South Coast Air Quality Management District, Historical Data by Year, website: http://www.aqmd.gov/smog/historicaldata.htm, November 2014. Note: SRA 2 (Station No. 091) does not monitor for PM_{10}, $PM_{2.5}$, Lead, and SO_2.

(a) Existing Toxic Air Contaminants (TACs)

The SCAQMD released the final report of the third round of its Basin-wide Multiple Air Toxics Exposure Study (MATES III) in September 2008. The study was aimed at estimating the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the Basin. MATES III focused on carcinogenic risk from TACs, and did not estimate other health effects from particulate exposures.[4]

[4] *Mortality and other health effects form particulate exposure were conducted as part of the 2007 Air Quality Management Plan.*

Based on average measurements at ten fixed monitoring sites, the study estimated 70-year lifetime carcinogenic risk from TACs in the Basin to be approximately 1,200 in one million, with estimates at individual monitoring sites ranging from 870 to 1,400 in a million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represented approximately 94 percent of the cancer risk with the remaining 6 percent attributed to toxics emitted from stationary sources including industries and businesses such as dry cleaners and chrome plating operations. Approximately 84 percent of the overall cancer risk was attributed to diesel particulate emissions.

As part of MATES III, the SCAQMD prepared an interactive map that shows estimates of cancer risks in the Basin from ambient levels of TACs based on the modeling effort to provide insight into relative risks. The map reports estimated cancer risks for discrete two-kilometer-by-two-kilometer grid cells. The cancer risk estimates reported here should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on a number of conservative assumptions. In general, the MATES III Study indicates that the highest cancer risks from TACs are found near shipping ports, goods movement sources, and near freeways and other transportation corridors.[5] According to the MATES III Carcinogenic Risk Map, the Project Site is in a grid cell with a modeled estimated risk of 363 in one million.

(b) Existing Project Site Emissions

The Project Site is currently improved with the former Los Angeles County Sheriff's Station, which was decommissioned in the early 1990s. The existing 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 and the building is currently vacant, the existing Project Site is considered to have zero existing air quality emissions for purposes of this analysis.

3. ENVIRONMENTAL IMPACTS

a. Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Project. Air pollutant emissions associated with the Project would result from Project operations and from Project-related traffic volumes. Construction activities would also generate air pollutant emissions at the Project Site and on roadways resulting from construction-related traffic. The net increase in Project Site emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to thresholds of significance recommended by the SCAQMD (see Project Impacts subheading, below).

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[5] *The MATES III study focuses on the carcinogenic risk from exposure to air toxics, and does not estimate mortality or other health effects from particulate exposures.*

(1) Construction Emissions

The regional construction emissions associated with the Project were calculated using the California Emissions Estimator Model (CalEEMod Version 2013.2.2). CalEEMod was developed in collaboration with the air districts of California as a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

Construction activities associated with demolition, site preparation, grading, and building construction would generate pollutant emissions. Specifically, these construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. These construction emissions were compared to the thresholds established by the SCAQMD as shown in Table 4.2.6. It was assumed that all of the construction equipment used would be diesel-powered.

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants (Table 4.2.6). To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[6] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. In terms of NO_x emissions, the two principal species of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2), with the vast majority (95 percent) of the NO_x emissions being comprised of NO. However, because adverse health effects are associated with NO_2, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels. NO is converted to NO_2 by several processes, the two most important of which are (1) the reaction of NO with ozone, and (2) the photochemical reaction of NO with hydrocarbons. When modeling NO_2 emissions from combustion sources, the SCAQMD assumes that the conversion of NO to NO_2 is complete at a distance of 5,000 meters from the source. For PM_{10} LSTs, the thresholds were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$ LSTs, the thresholds were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

The Project Site is approximately 2.94 acres in size and thus the resulting on-site construction emissions generated for each construction phase were analyzed against the applicable LST for each phase.

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[6] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

The SCAQMD considers a sensitive receptor to be a receptor where it is possible that an individual could remain for 24 hours. Thus, according to the SCAQMD, the LSTs for PM_{10} and $PM_{2.5}$, which are based on a 24-hour averaging period, would be appropriate to evaluate the localized air quality impacts of a project on nearby sensitive receptors. Additionally, since a sensitive receptor is considered to be present onsite for 24 hours, LSTs based on shorter averaging times, such as the one-hour NO_2 or the 1-hour and 8-hour CO ambient air quality standards, would also apply when evaluating localized air quality impacts on sensitive receptors. However, LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours.[7] Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Project on sensitive receptors for NO_2, CO, PM_{10}, and $PM_{2.5}$, and on "non-sensitive" receptors (e.g., industrial or commercial facilities) for NO_2 and CO.

(2) Operational Emissions

Operational emissions associated with the Project were calculated using CalEEMod Version 2013.2.2 and the information provided in the traffic study prepared for the Project. Operational emissions associated with the Project would be comprised of mobile source emissions and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site associated with operation of the Project. Area source emissions are generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in emissions would be compared with the SCAQMD's recommended regional thresholds for operational emissions as shown in Table 4.2.6.

As discussed above, the SCAQMD has developed LSTs that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. However, because the LST methodology is applicable to projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of this Project because emissions are primarily generated by mobile sources traveling on local roadways over potentially large distances or areas. LSTs would apply to the operational phase of a project, if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology could apply to operational projects such as warehouse/transfer facilities.[8] Because the Project would not include these types of uses, an operational analysis against the LST methodology is not applicable and thus has not been included in this analysis.

[7] *Ibid.*

[8] *SCAQMD, Sample Construction Scenarios for Projects Less than Five Acres in Size, February 2005, page 1-3.*

b. Thresholds of Significance

(1) Appendix G of the State CEQA Guidelines

In accordance with guidance provided in Appendix G to the State CEQA Guidelines, the Project would have a significant impact on air quality if it would cause any of the following to occur:

(a) Conflict with or obstruct implementation of the applicable air quality plan;

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including release in emissions which exceed quantitative thresholds for ozone precursors);

(d) Expose sensitive receptors to substantial pollutant concentrations; or

(e) Create objectionable odors affecting a substantial number of people.

(2) Consistency with the Applicable AQMP

The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the project would exceed the assumptions utilized in preparing the AQMP.

(3) Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA *Air Quality Handbook*. These thresholds were developed by the SCAQMD to provide quantifiable levels to which projects can be compared. The most current significance thresholds are shown in Table 4.2.6, SCAQMD Air Quality Significance Thresholds and are used in this analysis.

(4) Cumulatively Considerable Net Increase of Criteria Pollutants

The SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual

development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[9] The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

(5) Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of NO_2, CO, PM_{10}, or $PM_{2.5}$ at sensitive receptors near a Project Site that exceed the localized pollutant concentration thresholds or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development.

(6) Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

c. Project Impacts

As discussed in Section 2.0, Project Description, the Proposed Project will include the demolition of the existing Sheriff's Station building, and the new construction of a 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The Proposed Project would yield a net increase of 1,428 square feet as compared to the size of the existing Sheriff's Station building.

[9] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Table 4.2-6
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 pounds/day	55 pounds/day
VOC	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Pb	3 pounds/day	3 pounds/day
Toxic Air Contaminants and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants [d]		
NO_2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.534 ppm (federal)	
PM_{10} 24-hour average annual average	10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm federal – 99th percentile) 0.04 µg/m^3 (State)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or Contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-Month Average	 1.5 µg/m^3 (state) 0.15 µg/m^3 (federal)	

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter
[a] *Source: SCAQMD CEQA Handbook (SCAQMD, 1993).*
[b] *Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).*
[c] *For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.*
[d] *Ambient air quality thresholds for criteria pollutants based on SCQMD Rule 1303, Table A-2 unless otherwise stated.*
[e] *Ambient air quality threshold based on SCAQMD Rule 403.*
Source: SCAQMD Air Quality Significance Thresholds, website: http://www.aqmd.gov/ceqa/handbook/signthres.pdf, Revision March 2015.

(1) AQMP Consistency

This analysis evaluates the two criteria for consistency with regional plans and the regional AQMP adopted by the SCAQMD:

1) Will the Project increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations? and

2) Will the Project exceed the assumptions utilized in preparing the AQMP?

According to the SCAQMD CEQA Air Quality Handbook, the consistency criteria for the first criterion pertains to pollutant concentrations rather than to total regional emissions.[10] As such, an analysis of the Proposed Project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating Project consistency with the first criterion. As discussed below, the SCAQMD's localized thresholds for NO_x, CO, PM_{10}, and $PM_{2.5}$ would not be exceeded during Proposed Project construction. In addition, the Project would not have the potential to cause or contribute to a localized CO hotspot at local intersections. Overall, as none of the criteria pollutant emissions would exceed the SCAQMD's significance thresholds, the Proposed Project meets the first criterion for determining project consistency with the 2012 AQMP.

With regards to the second criterion, projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. The Proposed Project would include the development of 19,670 square feet of community college uses and a 5,640 square foot Sheriff's Substation and thus would have no impact with respect population and housing. Therefore, the Project would not have the potential to be inconsistent with SCAG projections nor would it have the potential to exceed the assumptions utilized in the preparation of the AQMP. Because the Proposed Project would be consistent with the underlying assumptions of the SCAQMD's 2012 AQMP and does not cause or worsen an exceedance of an ambient air quality standard, the Proposed Project is concluded to be consistent with the AQMP and these impacts are less than significant.

(2) Regional Construction Air Quality Impacts

For analytical purposes, it is assumed the construction of the Proposed Project would occur over an approximate 17-month period. The construction process would be divided into the following phases: (1) Demolition, (2) Grading/Site Preparation, and (3) Structural Framing/Building/Coating.

[10] *South Coast Air Quality Management District, CEQA Air Quality Handbook, p. 12-3, 1993.*

Construction of the Proposed Project would require the demolition of approximately 23,882 square feet of existing uses. It is estimated the demolition process would occur over one month. This analysis assumes daily on-site demolition activities would require the following equipment: one concrete/industrial saw, one rubber-tired dozer, and three tractors/loaders/backhoes. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

The grading and site preparation phase is anticipated to occur over a one-month period immediately following the demolition phase. The Proposed Project would not require the export of soil. This analysis assumes daily grading and site preparation activities would require the following equipment: one grader, one rubber tired dozer, and two tractors/loaders/backhoes. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

The building construction and finishing phase is estimated to occur over an approximate 16-month period immediately following the completion of the grading and site preparation phase. Upon completion of the proposed structure, architectural coating, finishing, and paving would occur as soon as possible. It is estimated that architectural coatings would occur over the final two months of the building construction phase, and paving would occur during the final month of construction. This analysis assumes the most intensive worst-case maximum daily construction activities would require the following equipment: one crane, two forklifts, one generator, one tractor/loader/backhoe, three welders, one air compressor, one cement/mortar mixer, one paver, one piece of paving equipment, and one roller. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day

The analysis of regional daily construction emissions has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. Table 4.2.7, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on the peak construction day for each of the construction phases, although construction time frames and day-to-day construction activities may vary. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403—Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table 4.2.7, the peak daily emissions generated during the construction of the Proposed Project would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, regional air quality impacts associated with the Project-related construction emissions would be considered less than significant.

(3) Localized Construction Air Quality Impacts

The daily on-site construction emissions generated by the Project are analyzed against SCAQMD's localized significance thresholds to determine whether the emissions would cause or contribute to adverse localized air quality resulting in impacts to sensitive receptors. The Project Site is located within the 9.18-acre Los

Table 4.2.7
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition Phase						
On-Site	3.07	29.68	22.06	0.02	3.04	1.92
Off-Site	0.18	1.88	2.29	0.00	0.27	0.92
Total Emissions	***3.25***	***31.56***	***24.35***	***0.02***	***3.31***	***2.84***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Site Preparation Phase						
On-Site	2.82	32.47	18.68	0.02	1.92	1.50
Off-Site	0.04	0.06	0.58	0.00	0.09	0.02
Total Emissions	***2.86***	***32.53***	***19.26***	***0.02***	***2.01***	***1.52***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading Phase						
On-Site	2.97	31.26	20.20	0.02	7.82	4.93
Off-Site	0.33	4.38	3.97	0.01	0.60	0.20
Total Emissions	***3.30***	***35.64***	***24.17***	***0.03***	***8.42***	***5.13***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
On-Site	3.70	24.63	16.71	0.02	1.63	1.55
Off-Site	0.35	1.79	4.84	0.00	0.60	0.18
Total Emissions	***3.30***	***35.64***	***24.17***	***0.03***	***8.42***	***5.13***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Paving						
On-Site	2.04	17.93	12.14	0.02	1.13	1.04
Off-Site	0.07	0.09	0.98	0.00	0.17	0.05
Total Emissions	***2.11***	***18.02***	***13.12***	***0.02***	***1.30***	***1.09***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Architectural Coatings						
On-Site	14.52	2.19	1.87	0.00	0.17	0.17
Off-Site	0.03	0.05	0.47	0.00	0.09	0.02
Total Emissions	***14.55***	***2.24***	***2.34***	***0.00***	***0.26***	***0.19***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod 2013.2.2, Parker Environmental Consultants.
Calculation sheets are provided in Appendix D to this EIR.

Angeles County-owned and operated Civic Center complex. Thus, the Project Site is surrounded by the existing Los Angeles Superior Court building (which is currently vacant), the Los Angeles County Waterworks building, the helipad, the newly renovated library, and associated parking and maintenance areas. The SCAQMD defines the following land uses as sensitive receptors: residences, schools, playgrounds, child care facilities, long-term health care facilities, rehabilitation centers, convalescent centers,

retirement homes, and outdoor athletic facilities. The Project Site is located across the street from Legacy Park, an outdoor recreation area, and is adjacent to the library building within the existing Civic Center complex. While libraries are not specifically called out as a sensitive receptor in the SCAQMD CEQA Air Quality Handbook, the elderly and young patrons visiting the library would be exposed to the Project's construction emissions on a short term and intermittent basis while accessing the library. Additional off-site receptors evaluated in this localized air quality impacts analysis include all existing surrounding uses because, as discussed previously, LSTs based on shorter averaging periods, such as NO_2 and CO, should be applied to receptors such as industrial or commercial facilities based on the SCAQMD's recommendation.[11] These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403—Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

The closest receptor distance provided in the SCAQMD's Mass Rate LST Look-up Tables is 82 feet (25 meters), which is the approximate distance between the Project Site and Legacy Park. Although persons accessing the Library building during the construction period could potentially be closer to the active construction area, the SCAQMD's LST methodology states that projects with boundaries located closer than 82 feet (25 meters) from the nearest receptor should use the LSTs for receptors located at 82 feet. As shown in Table 4.2.8, Localized On-Site Peak Daily Construction Emissions, on-site emissions generated by the Project would not exceed any of the established SCAQMD localized thresholds. Therefore, the localized air quality impacts resulting from construction emissions associated with the Project would be less than significant.

(4) Regional Operational Air Quality Impacts

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after occupancy. As stated previously, emissions would be generated by motor vehicles traveling to and from the Project Site, energy use, architectural coatings (paint re-application once every 10 years) and consumer products. The analysis of daily operational emissions from the Project has been prepared utilizing the CalEEMod computer model recommended by the SCAQMD. The results of these calculations, and associated SCAQMD thresholds, are presented in Table 4.2.9, Estimated Daily Operational Emissions. As shown in Table 4.2.9, the operational emissions associated with the Project would not exceed the established SCAQMD threshold levels during the summertime (smog season) or wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Project would be less than significant.

[11] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

Table 4.2.8
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition Emissions	**29.68**	**22.06**	**3.04**	**1.92**
SCAQMD Localized Thresholds	91.53	1,039.07	8.29	4.53
Potentially Significant Impact?	*No*	*No*	*No*	*No*
Grading/Site Preparation	**32.47**	**20.20**	**7.82**	**4.93**
SCAQMD Localized Thresholds	91.53	1,039.07	8.29	4.53
Potentially Significant Impact?	*No*	*No*	*No*	*Yes*
Building Construction & Finishing Emissions	**14.52**	**24.63**	**1.63**	**1.55**
SCAQMD Localized Thresholds	91.53	1,039.07	8.29	4.53
Potentially Significant Impact?	*No*	*No*	*No*	*No*

[a] *The localized thresholds for all phases are based on a receptor distance of 82 feet in SCAQMD's SRA 2 for a Project Site of 2.94 acres. Thresholds were calculated based on the linear regression methodology recommended by the SCAQMD.*

[b] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

Source: CalEEMod 2013.2.2, Parker Environmental Consultants.
Calculation sheets are provided in Appendix D to this EIR.

(5) Localized Operational CO Impacts

The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the LOS to any level below C (D or worse), and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project Traffic Study, the Proposed Project would meet the analysis criteria at only one of the eleven studied intersections, at intersection No. 5, Stuart Ranch Road-Webb Way & Civic Center Way during the PM peak hour. Using the simplified CALINE4 screening procedure, the future 2017 with project scenario CO concentrations were calculated for this study intersection. The results of these calculations are included in Appendix D to this EIR. As shown in Appendix D, future 1-hour CO concentrations would be 5.0 during the PM Peak hour and 3.2 ppm during the 8-hour CO concentration period. Thus, the localized CO concentrations would not exceed their respective national or state ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the state 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and state standards for localized CO concentrations are 9.0 ppm). Therefore, implementation of the Project would not expose any possible sensitive receptors (such as residential uses, schools, hospitals) located in close proximity to the studied intersections to substantial localized pollutant CO concentrations. Thus, impacts with respect to exposure of sensitive receptors to substantial pollutant CO concentrations would be less than significant.

Table 4.2.9
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Wintertime (Non-Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	2.55	7.11	27.66	0.07	4.60	1.29
Energy (Natural Gas)	0.01	0.11	0.09	0.00	0.01	0.01
Area Sources [a]	2.18	0.00	0.00	0.00	0.00	0.00
Total Net Project Emissions	**4.74**	**7.22**	**27.75**	**0.07**	**4.61**	**1.30**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Summertime (Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	2.43	6.75	27.53	0.69	4.60	1.29
Energy (Natural Gas)	0.01	0.10	0.00	0.00	0.00	0.00
Area Sources [a]	2.17	0.00	0.00	0.00	0.00	0.00
Total Net Project Emissions	**4.61**	**6.85**	**27.53**	**0.69**	**4.60**	**1.29**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Notes:
[a] *Area sources include architectural coatings, consumer products and landscaping equipment.*
Source: CalEEMod 2013.2.2, Parker Environmental Consultants.
Calculation sheets are provided in Appendix D to this EIR.

(6) TAC Impacts

The Project would not include the operations of any land uses routinely involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. Thus, no appreciable operational-related toxic airborne emissions would result from Project implementation. With respect to construction, the construction activities associated with the Project would be typical of other similar development projects, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal levels that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

(7) Odor Impacts

The Project does not include any of the uses identified by the SCAQMD as being associated with odors (such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding). In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively.

Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed.

The Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Therefore, a less than significant impact would occur with respect to the creation of objectionable odors.

4. CUMULATIVE IMPACTS

(1) AQMP Consistency

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, to reduce pollutants within the areas under the jurisdiction of SCAQMD, to improve the overall air quality of the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Additionally, since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

(2) Construction Impacts

Because the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. This would be considered to be a significant cumulative impact. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed previously, construction emissions associated with the Proposed Project would not exceed any of the SCAQMD's regional or localized thresholds of significance. Therefore, the cumulative impact of the Proposed Project for construction emissions would be considered less than significant.

(3) Operational Impacts

Due to the non-attainment of ozone, PM_{10}, and $PM_{2.5}$ standards in the Basin, the generation of daily operational emissions associated with cumulative development would result in a cumulative significant impact associated with the cumulative net increase of any criteria pollutant for which the region is in non-attainment. With respect to operational emissions, the SCAQMD has indicated that if an individual project results in air emissions of criteria pollutants (CO, ROG, NO_x, SO_x, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the Proposed Project region is

in non-attainment under an applicable federal or state ambient air quality standard. As discussed previously, operational emissions associated with the Proposed Project would not exceed any of the SCAQMD's thresholds of significance. Therefore, the cumulative impact of the Proposed Project for operational emissions would be considered less than significant.

(4) Localized CO Impacts

As discussed previously, the Proposed Project would meet the CO Hotspot analysis criteria at only one of the eleven studied intersections, at intersection No. 5, Stuart Ranch Road-Webb Way & Civic Center Way during the PM peak hour. As previously discussed, under the future 2017 with project scenario (cumulative impact scenario), future cumulative 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or state ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the state 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and state standards for localized CO concentrations are 9.0 ppm). Therefore, CO hotspots would not occur near the studied intersections in the future and this cumulative impact would be less than significant.

5. MITIGATION MEASURES

a. Construction

(1) Code-Required Measures

AQ-1 The Project applicant shall include in construction contracts the control measures required and/or recommended by the SCAQMD at the time of development, including but not limited to the following:

Rule 403 - Fugitive Dust

- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Water active grading/excavation sites and unpaved surfaces at least three times daily;
- Cover stockpiles with tarps or apply non-toxic chemical soil binders;
- Limit vehicle speed on unpaved roads to 15 miles per hour;
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the Site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and,
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints

regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt if feasible.

AQ-2 The Applicant shall comply with SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines to limit potential objectionable odor impacts during the Project's long-term operations phase.

AQ-3 The Applicant shall ensure all construction contractors comply with SCAQMD Rules 1108 and 1113, which include control measures to limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project's regional construction and regional operational air quality impacts would be less than significant prior to mitigation. With mitigation, the Project's regional construction and regional operational air quality impacts would be further reduced and would be less than significant.

Prior to mitigation the Proposed Project's construction emissions would exceed the SCAQMD's Localized On-Site Peak Daily Construction Emissions for $PM_{2.5}$ emissions by less than 0.4 ppd. The estimated unmitigated localized (on-site) emissions for $PM_{2.5}$ are estimated to be 4.93 ppd, while the threshold for a significant localized air quality impact to occur is 4.53 ppd. After mitigation, the estimated on-site $PM_{2.5}$ emissions are estimated to be reduced to 3.10 ppd, which would be below the significance criteria. Thus after mitigation, the Proposed Project's localized construction emissions would be less than significant.

4. ENVIRONMENTAL IMPACT ANALYSIS
3. CULTURAL RESOURCES

1. INTRODUCTION

The following section addresses the Proposed Project's potential to result in significant impacts upon cultural resources, including archaeological, paleontological and historic resources. The historic impact assessment findings presented in this section are based on a review of information presented in an archaeological records search conducted by the South Central Coastal Information Center in May 2013, and the following archaeological reports associated with an adjacent vacant parcel:

- Chester King, Malibu City Archeologist, Topanga Anthropological Consultants, Archaeological Reconnaissance at 3700 La Paz Lane, Malibu CA, June 19, 1995, File No. 94-011;
- E. Gary Stickel, Ph.D., Consulting Archaeologist, Environmental Research Archaeologists: A Scientific Consortium, An Archaeological Survey for the Civic Center Project, City of Malibu, CA, February 9, 1999.

2. ENVIRONMENTAL SETTING

a. Regulatory Framework

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, States and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended, and the California Register of Historical Resources (California Register) are the primary federal and State laws and regulations governing the evaluation and significance of historic resources of national, State, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

(1) Federal Regulations

(a) National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA, as "an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[1] The National Register recognizes properties that are significant at the national, State, and/or local levels. To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture.

[1] *36 Code of Federal Regulations (CFR) Section 60.2.*

(b) Archaeological Resources

The federal Archaeological Resources Protection Act of 1979 (Public Law 96-95) protects archaeological resources and sites on federal and Native American lands, including requirements for issuance of permits by federal land managers to excavate or remove archaeological resources. The Native American Graves and Repatriation Act (1990) and the Native American Heritage Act (1984 and 1992) provide guidelines for protection of Native American remains and artifacts.

(c) Paleontological Resources

In 2009, the Paleontological Resources Preservation Act (PRPA) became law when President Barack Obama signed the Omnibus Public Land Management Act (OPLMA) of 2009, Public Law 111-011.[2] The PRPA requires the Secretaries of the Interior and Agriculture to manage and protect paleontological resources on Federal land using scientific principles and expertise. The PRPA includes specific provisions addressing management of these resources by Federal agencies. It provides authority for the protection of paleontological resources on Federal lands including criminal and civil penalties for fossil theft and vandalism. The PRPA only applies to Federal lands and does not affect private land or land that is owned by local municipalities.

(2) State Regulations

(a) California Coastal Act

The California Coastal Act of 1976 has a basic goal of protecting and maintaining the overall quality of the coastal zone environment and its natural and artificial resources (Public Resources Code Section 30001.5). Sections 30240 to 30244 (Article 5) address land resources. Specifically, Section 30244 states the following:

> *"Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required." (Section 30244).*

Within the Coastal Zone, the Coastal Commission is responsible for the protection of California's man-made resources and reviews and adopts mitigation measures for cultural resources. On December 16, 1982, the Commission adopted guidelines for review of archaeological projects within the Coastal Zone. The guidelines include: (1) guidelines related to mitigating impacts of coastal development, and (2) guidelines for conducting archaeological studies. According to the guidelines for impact mitigation, all resources that may be affected are to be located through surface survey and if necessary subsurface testing. To define site boundaries and composition and to evaluate site significance, further fieldwork, including excavation, is to be conducted (Section 1.3). Subsequently the Project's potential impacts are assessed, and a mitigation plan is prepared.

[2] *P.L. 111-011, Title VI, Subtitle D on Paleontological Resources Preservation (known by its popular name, the PRPA) (123 Stat. 1172; 16 U.S.C. 470aaa).*

(b) Native American Heritage Commission

The Native American Heritage Commission was established in 1976 to protect the heritage of California Native Americans and make recommendations with regard to heritage sites (Section 5097.9 of Division 5 of the Public Resources Code). The scope of the Commission's legal authority includes assisting State agencies in protecting Native American sacred places and making recommendations on Native American heritage in accordance with environmental law and policy. In 1982, Senate Bill 297 was passed into law addressing the disposition of Native American human burial and skeletal remains. SB 297 amended various sections of the California Government Code, Health and Safety Code, and Public Resources Code. The amended regulations provide for the protection of burials from disturbance, vandalism, and inadvertent destruction. They provide for punishment of vandals, and establish procedures for encouraging private property owners to comply with the recommended treatment of burials. The statutes empower the Native American Heritage Commission to catalogue existing burials and to resolve disputes related to the treatment and disposition of Native American Burials and associated items. Finally, the codes as amended stipulate specific procedures to be implemented if a Native American burial is discovered during project construction.

(c) California Office of Historic Preservation

The Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the Public Resources Code (PRC) and maintains the California Historical Resources Inventory and the California Register. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions. In addition, CEQA requires projects to identify any substantial adverse environmental impacts, which may affect the significance of identified historical resources. (PRC Section 21084.1)

The California Register of Historical Resources was created by Assembly Bill (AB) 2881, which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[3] The criteria for eligibility for the California Register are based upon National Register Criteria for Evaluation. Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register. Furthermore, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process.

[3] *California Public Resources Code, Section 5024.1(a).*

(d) Archaeological Resources

As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources (PRC Section 21083.2). PRC Section 21083.2(b) provides the following guidance on how to mitigate or avoid the significant effects that a project may have on unique archeological resources. PRC Section 21083.2(b) states the following:

> If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:
>
> (1) Planning construction to avoid archaeological sites.
>
> (2) Deeding archaeological sites into permanent conservation easements.
>
> (3) Capping or covering archaeological sites with a layer of soil before building on the sites.
>
> (4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(3) Local Codes and Regulations

(a) City of Malibu Zoning Ordinance

Section 17.54 of the Malibu Municipal Code (M.M.C.) provides for procedures and policies for the purpose of avoiding damage or destruction of important cultural resources within the City.

Section 17.54.030 (Applicability) states: "A cultural resource review pursuant to this chapter shall be required for all projects prior to the issuance of a planning approval, development permit, geological/geotechnical exploratory excavation permit, sewer permit, building permit, grading permit, or prior to the commencement of government-initiated or funded works except those projects necessary for emergency purposes."

Section 17.54.060 (Archaeological Discoveries) states: "Any person who discovers important cultural resources during the course of construction for a project shall notify the Planning Director of the discovery. Once important cultural resources are discovered, no further excavation shall be permitted without approval of the Planning Director."

(4) Archeological Records Search

An archaeological records search was conducted at the South Central Coastal Information Center (SCCIC), California State University, Fullerton, Department of Anthropology on May 24, 2013 (SCCIC# 13089.9768). The search includes a review of all recorded archaeological sites within a ½ -mile radius of the Project Site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Historic Resources Inventory (HRI) listings were reviewed for the above referenced Project Site.

Five archaeological sites (19-000264, 19-000404, 19-001417, 19-001991, and 19-002936) have been identified on SCCIC's maps within a ½ -mile radius of the Project Site. No sites are located within the Project Site. One site is listed on the Archaeological Determination of Eligibility (DOE) list. This does not preclude the potential for archaeological sites to be identified during Project activities. No isolates have been identified within a ½ -mile radius of the Project Site. No isolates are located within the Project Site.

Two above-ground historic resources (19-177472 and 19-189451) have been identified on maps within a ½ -mile radius of the Project Site. No above-ground historic resources are located within the Project Site.

The California Historic Resources Inventory (HRI) lists one property that has been evaluated for historical significance within a ½ -mile radius of the Project Site. There are no additional resources that are listed in the Historic Properties Data file and are located either within the Project Site or within the search radius.

The California Point of Historical Interest (SPHI) of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a ½-mile radius of the Project Site. The California Historical Landmarks (SHL) of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a ½ -mile radius of the Project Site.

The California Register of Historical Resources (CAL REG) lists two properties within a ½ -mile radius of the Project Site. These are properties determined to have a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after 1/1/1998.

The National Register of Historic Places (NRHP) lists two properties within a ½ mile radius of the Project Site: Malibu 19-000264 Humaliwo (address restricted) and Malibu 19-189451 Stevens House, located at 23524 Malibu Colony Rd (listed 10/09/09).

Eighty cultural resource studies have been conducted within a ½ -mile radius of the Project Site. Of these, one is located within the Project Site. There are fourteen additional investigations located on the Malibu Beach, CA 7.5-minute USGS Quadrangle that are potentially within a ½ -mile radius of the Project Site. The reports are not mapped due to insufficient locational information. The Project Site was last surveyed in 1996 and no cultural resources were found on the surface at that time. Therefore, based on the results of the records search and the previous survey, the SCCIC commented that no further archaeological work is recommended prior to the approval of Project plans.

3. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

The City of Malibu General Plan EIR thresholds for cultural resources states that a significant impact would result when the following occurs:

- The damage to, or destruction of, important cultural resources within the City, including prehistoric and ethnohistoric Native American archaeological sites and historic archaeological sites, or
- Significant adverse physical or aesthetic impacts on a prehistoric or historic building or structure.

The significance of a project should also be evaluated in accordance with the CEQA Guidelines. CEQA Appendix G provides the following criteria for determining significance. A Proposed Project is considered to have significant impacts if it would:

- Cause a substantial adverse change in the significance of a historical resource defined in Section 15064.5, or
- Directly or indirectly destroy a unique paleontological resource or site or unique feature, or
- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA Section 15064.5, "Determining the Significance of Impacts to Archaeological and Historical Resources," specifically states that a project would have a significant impact if it would substantially damage or destroy a resource that:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, or
- Is associated with the lives of persons important to our past, or
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or
- Has yielded, or may be likely to yield, information important in prehistory or history.

b. Project Impacts

The Proposed Project includes the proposed demolition of the existing former Sheriff's Station building, and the construction of a new 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. Grading for the Proposed Project is estimated to include 23,000 cubic yards of soil, including 9,400 cy of cut and 13,600 cy of fill. The grading plan requires excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition.

As concluded in the findings above, no known archaeological or cultural resources are known to occur within or beneath the limits of the Project Site. Thus, no adverse impacts will occur to archaeological or cultural resources. Nevertheless, the potential still exists to uncover unknown archaeological remains during excavation and/or surface grading activities. Such unforeseen impacts can be avoided by implementing preventative mitigation measures during the construction phase (see Mitigation Measures below). Based on the available evidence, construction and operation associated with the Proposed Project would not result in any adverse impacts upon cultural resources on the Project Site. Impacts to cultural resources would therefore be considered less than significant.

4. CUMULATIVE IMPACTS

A "cumulative impact" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects.[4] Pursuant to CEQA Guidelines Section 15130(b)(1)(A)(B), an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or a related planning document that describes conditions contributing to the cumulative effect. The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. For purposes of assessing the Project's cumulative impact with respect to cultural resources, the cumulative analysis is appropriately based on a blended list and plan-based approach to determine the Project's contributing effect on potential cumulative impacts on cultural resources.

Based on a review of the Related Projects list in Section 3.0 Environmental Setting, three related projects are located sufficiently close to the Project to yield similar findings should any unanticipated cultural resources be uncovered during the construction period. These properties include: (1) the La Paz Shopping Center located to the east of the Civic Center complex at 23465 Civic Center Way, (2) Whole Foods in the Park located further to the east at 23401 Civic Center Way, and (3) Malibu Sycamore Village, located immediately to the west of the Project Site at 23575 Civic Center Way. Although unlikely based on the records search information provided by the SCCIC, construction activities within the adjacent properties could result in the accidental discovery of archaeological or cultural resources. Similar to the Proposed Project, no specific archeological resources are known to exist in the immediate vicinity, so the potential for impacts to occur is low. Nevertheless, each project would be subject to the cultural review standards of the City of Malibu and will be evaluated on a case-by-case basis. Furthermore, similar to the Proposed Project, each related project would likely be subject to the same precautionary mitigation measures as identified for the Proposed Project. Therefore, the Proposed Project's cumulative impacts upon cultural resources would be considered less than significant.

[4] *CEQA Guidelines Section 15355.*

5. MITIGATION MEASURES

The following precautionary mitigation measures are recommended in order to ensure that the Proposed Project would not result in any significant impacts to cultural resources. These measures are consistent with the recommendations provided by the Native American Heritage Commission in response to the NOP for the Draft EIR:

CR-1. In the event that archaeological resources are encountered during the course of grading or construction, all development must temporarily cease in the area of discovery until the resources are properly assessed and subsequent recommendations are determined by a qualified consultant.

CR-2. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent remains or cultural resources. If evidence of prehistoric artifacts is discovered construction activities in the affected areas shall not proceed until written authorization is granted by the City of Malibu Planning Director.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the mitigation measures presented above would ensure impact to archaeological and cultural resources are mitigated to less than significant levels.

4. ENVIRONMENTAL IMPACT ANALYSIS
4. GEOLOGY/SOILS

1. INTRODUCTION

The following section of the Draft EIR evaluates potential impacts related to geology, including seismicity and soils associated with development of the Proposed Project. The majority of the analysis is based on the *Preliminary Geotechnical Investigation, Proposed Malibu Campus, City of Malibu, California* (the "Geotechnical Report") prepared by Geolabs –Westlake Village on June 20, 2012 and was later revised on December 18, 2013. The Geotechnical Report is included as Appendix F of this Draft EIR. In addition, Geolabs-Westlake Village's *Responses to Second Geotechnical Review Sheet*, dated July 22, 2014 is included in Appendix F of this Draft EIR.

2. ENVIRONMENTAL SETTING

As discussed in Section 2.0, Project Description, there are several improvements on-site including a one-story building with a basement, appurtenant parking areas, a temporary trailer that houses a day-laborer office, and a transmission tower. There are several retaining walls ranging from five to eight feet in height. The new SMC Malibu Campus building will replace an old Sheriff's Station that was decommissioned in the 1990s. The northeast corner of the Project Site contains underground seepage pits. 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.

a. Regional Geologic Conditions

The City of Malibu is located on the western section of Los Angeles County. The Project Site is located in the south-western portion of the Transverse Ranges geomorphic province of Southern California. The Transverse Ranges are essentially east-west trending elongate mountain ranges and valleys that are geologically complex. Structurally, the province reflects the north-south compressional forces that are the result of a bend in the San Andreas Fault. As the Pacific Plate (westerly side of the fault) and the North American Plate (easterly side) move past one another along the fault, the bend creates a deflection, which allows for large accumulations of compressional energy. Some of these forces are spent in deforming the crust into roughly east-west trending folds and secondary faults. Faults in this area are typically reverse or thrust faults, which allow for the crustal shortening that takes place regionally.

The City of Malibu sits atop of relatively flat-lying, near-shore sediments between the Pacific Coast (to the south) and the Santa Monica Mountains (to the north). These sediments are mapped as Quaternary-age alluvial fan deposits and floodplain deposits and are associated with 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 only one fault splay within this broad deformation zone, but it is the most prominent feature within the zone. It juxtaposes two crustal blocks of extremely different character on either side of its length. To the north, a basement terrain of granite and related igneous rocks intruded into older (probably Jurassic-age) metasedimentary-rocks termed the Santa Monica Slate, which is overlain by a thick sequence of sedimentary rocks ranging in age from Late Cretaceous to Recent; while on the south of this "main trace," a basement complex of mid-Cretaceous-age

high-pressure tectonometamorphic rocks termed the Catalina Schist is overlain unconformably by a 5,000-foot thick sequence of sedimentary rocks no older than Miocene, including the Monterey Formation.

The Malibu Coast Fault purportedly passes beneath the floodplain deposits. The assumed location of the fault, at the top of the buried bedrock, is based on poorly constrained, fairly linear, projections from observed exposures of the fault in bedrock outcrops that are on the order of one-half mile to the west and east of the Project Site. Its indicated surface trace runs approximately 20 feet south of the Proposed SMC Malibu Campus building. Geolabs-Westlake Village favors an interpretation where the north-dipping Malibu Coast fault would intersect the top of the bedrock at progressively more northerly locations as it traverses the more deeply incised portions of the Malibu Creek drainage.

b. Soil Conditions

As seen in Figure 4.4.1, Regional Geologic Map, the Project Site is located on an area of alluvium floodplain deposits, which may include mudflow deposits. The Project Site is underlain by a thin layer of artificial fill over alluvium. Geolabs-Westlake Village encountered artificial fill at all three exploratory borings. The artificial fill from each boring ranged in thickness from three feet in Boring 1 (B1) to seven feet in Boring 3 (B3). South and west of the current Sheriff's Station building, the artificial fill consists of silty to clayey sand in a medium dense and moist condition. North of the Sheriff's Station, the artificial fill consists of orangish brown clayey gravel in a dense and wet condition.

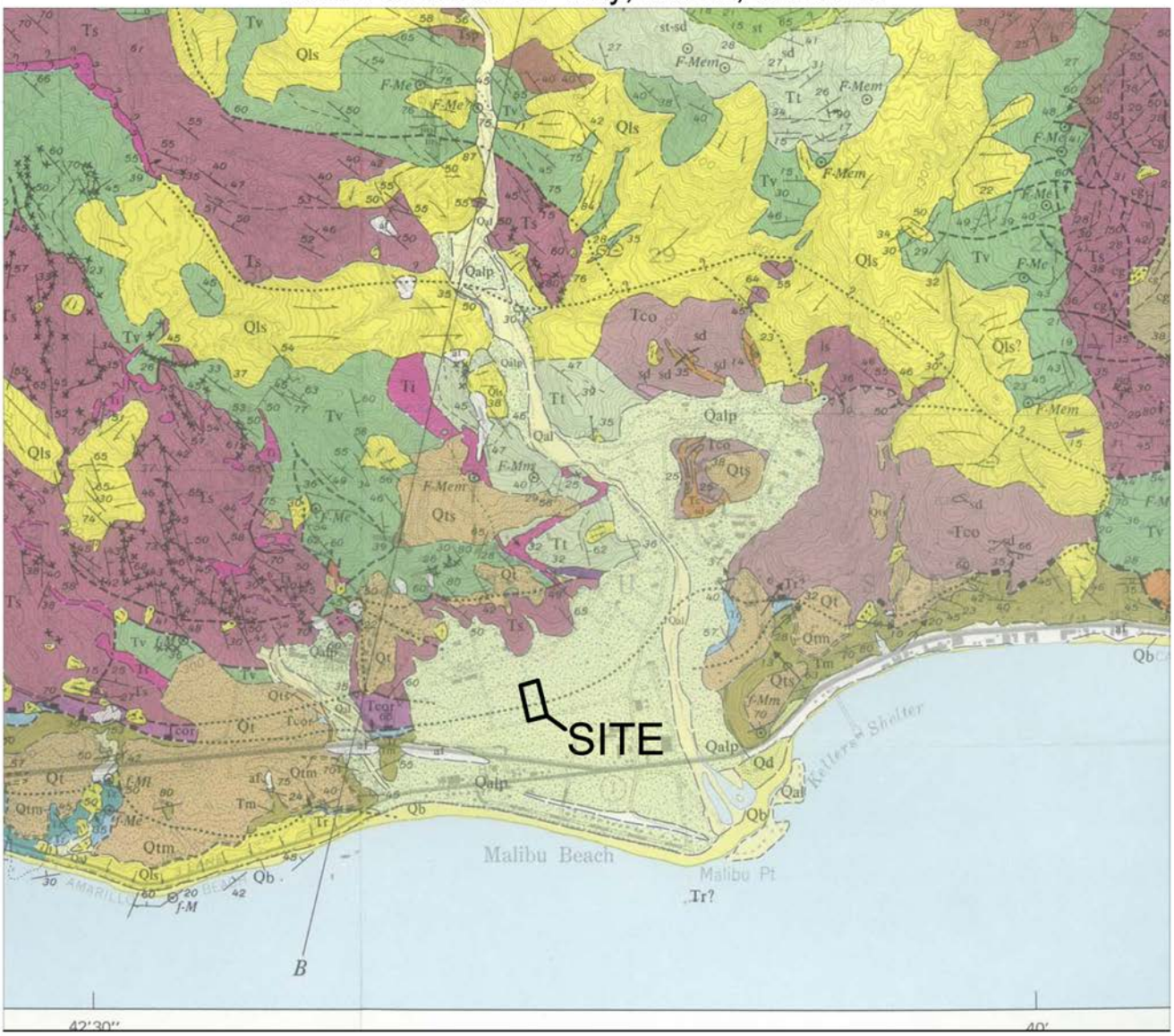
Alluvium (of Quaternary-age) was encountered underlying the fill in each of the three exploratory borings. The alluvium extended to the maximum tested depth explored of 50 feet. The alluvium consists of dark gray thinly interlayered silty fine sands, clayey sand, and sandy lean clay with sparse, laterally continuous interlayers of relatively clean, fine to course sand. The coarse material was found to be in a loose to dense condition, while the fine material was found to be medium stiff to hard. The materials were wet. Very sparse decayed root filaments and no pores were observed. The organic were decayed root filaments.

Bedrock was not encountered on-site, and bedding was not observed in the alluvium.

c. Groundwater

Groundwater was encountered in each of the three exploratory borings and cone penetrometer test (CPT) soundings at depths ranging from six feet to twenty-three feet. In the CPT soundings, the continuous push on the rods was temporarily halted in deeper sand zones to allow for monitoring of pore pressure dissipations. The groundwater reading for the CPT soundings are based on the dissipation data. The groundwater from six feet was likely perched atop the clayey alluvium in that area. However, as shown in Figure 4.4.2 Groundwater Map, the Seismic Hazard Zone Report for the Malibu Beach Quadrangle shows historic high groundwater at five feet below the surface in the vicinity of the Project Site.

REGIONAL GEOLOGIC MAP
23555 Civic Center Way, Malibu, California



EXPLANATION

Qalp	Alluvium as flood plain deposits, may include some mudflow deposits
65	Malibu Coast fault - Boxes on upper plate of reverse fault, dotted where buried

N

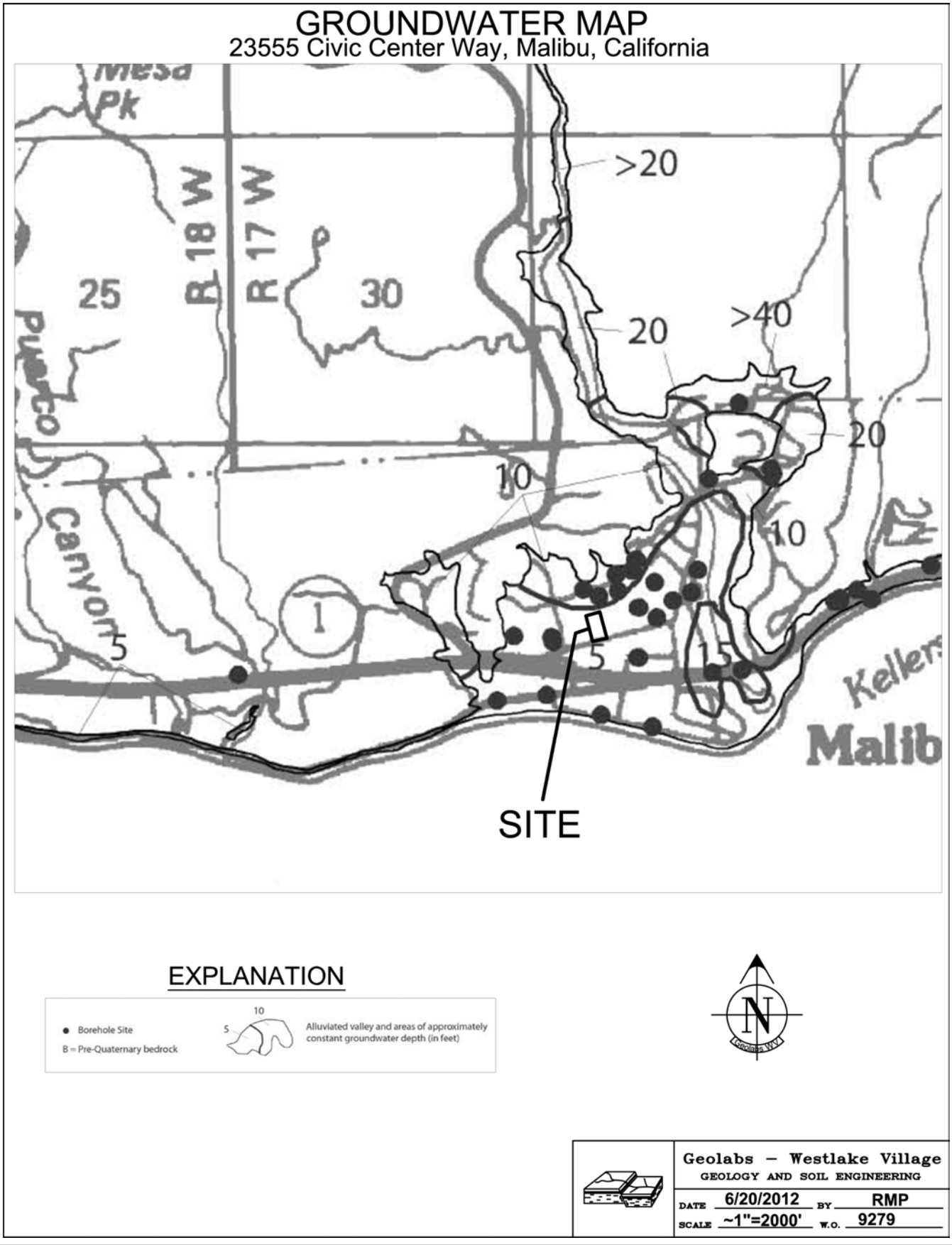
Geolabs – Westlake Village
GEOLOGY AND SOIL ENGINEERING

DATE 6/20/2012 BY RMP
SCALE ~1"=2000' W.O. 9279

Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.3, December 13, 2013

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.4.1
Regional Geologic Map



Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.4, December 13, 2013

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.4.2
Groundwater Map

d. Seismic Conditions

The entire Southern California area is considered to be a seismically active region. A significant active fault is defined by a fault's capability of generating a magnitude 7.0 or greater earthquake and has a slip rate exceeding 5mm/year. Although significant earthquakes may occur on faults, the San Andreas and Cucamonga faults (Sierra Madre Fault Zone) are most likely to cause damage to the Project Site. Figure 4.4.3, Alquist-Priolo Map, and Figure 4.4.4, Regional Fault Map, show the active faults around the Project Site.

(1) The San Andreas Fault

The last major earthquake in Southern California originating from the San Andreas Fault was the 1857 Fort Tejon quake (magnitude 7.5-8.5). This event generated intensities of X-XI (Modified Mercalli scale). Intensities of X-XI indicated masonry and wooden structures destroyed, extensive ground rupture, and multiple landslides. The United States Geologic Survey (USGS) has determined that the San Andreas Fault is capable of generating a maximum credible Richter magnitude event of 8.0. A maximum probable earthquake is the largest earthquake that is likely to occur in a 100-year period.

The segment of the San Andreas Fault closest to the Project Site, 46 miles to the northeast, is considered capable of generating the largest earthquake (maximum credible earthquake). Because this segment has not moved in 118 years, (since the Fort Tejon earthquake), there is probably enough energy stored in this segment to generate a major earthquake at any time. The energy stored is estimated to be sufficient to generate an earthquake of magnitude 8.0. An event of this magnitude appears certain to occur sometime within the next 100 years.

(2) The Cucamonga Fault

The latest rupture of the Cucamonga Fault occurred in very recent Holocene. The Cucamonga Fault zone is part of the same fault system as the Sierra Madre Fault Zone. The Cucamonga Fault Zone marks the southern boundary of the eastern portion of the San Gabriel Mountains.[1] It is unknown if the faults that form the fault system may rupture both in single-segments or multiple-segment breaks. Nonetheless, the Cucamonga Fault Zone is more active than the Sierra Madre Fault Zone, due to its higher slip rate.[2] The segment of the Cucamonga Fault closest to the Project Site, 56 miles to the east, is considered capable of generating an earthquake with a magnitude of 6.0-7.0.

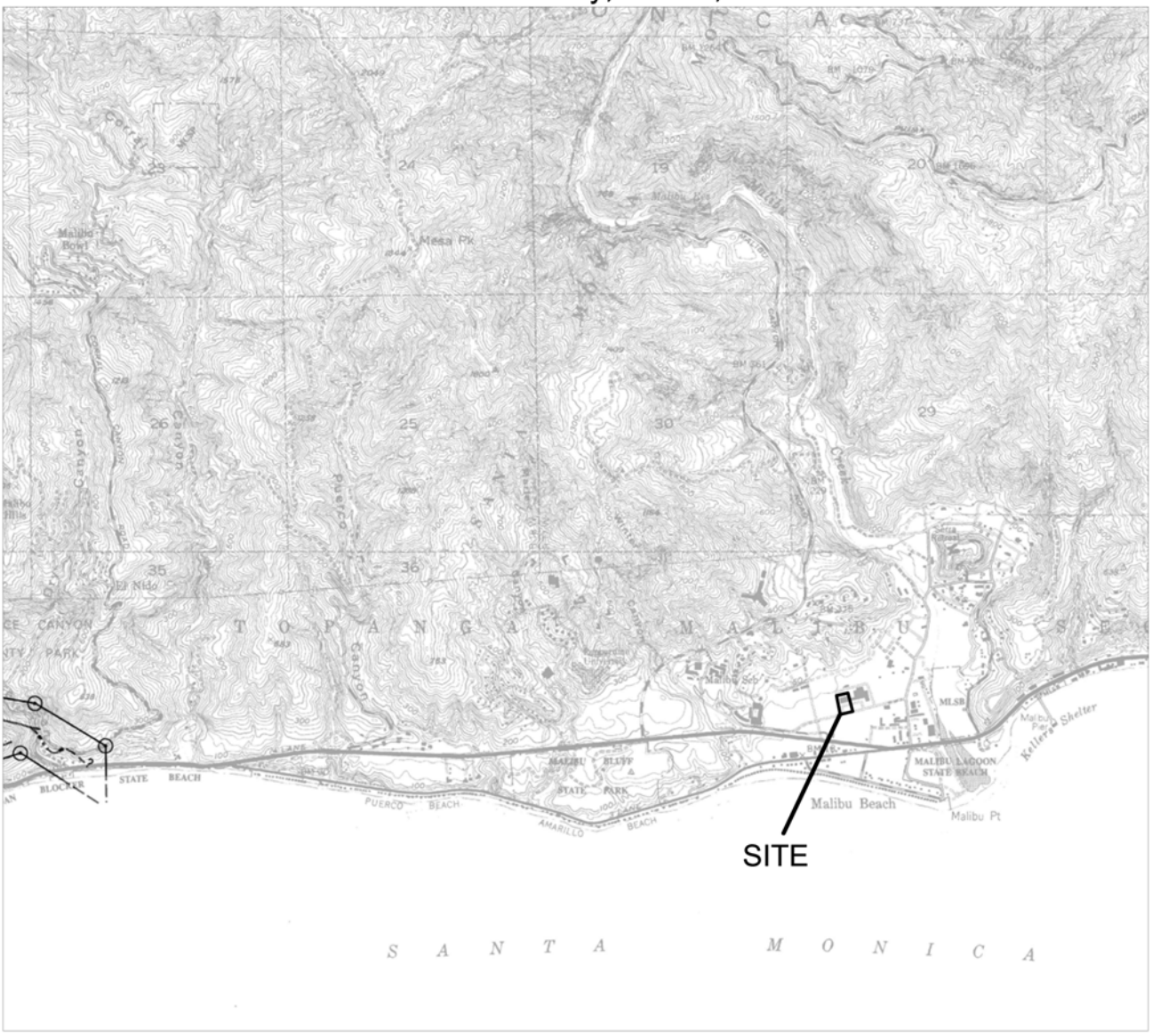
(3) Other Faults in the Project Site Vicinity

The Project Site is within the Civic Center area south of the Santa Monica Mountains, between Malibu Canyon Road and the Pacific Coast Highway. The Project Site is within the Malibu Coast Fault Zone,

[1] *Southern California Earthquake Data Center, California Institute of Technology, "Cucamonga Fault Zone." 31 Jan 2013, http://www.data.scec.org/significant/cucamonga.html, retrieved November 2013.*

[2] *Southern California Earthquake Data Center, California Institute of Technology, "Sierra Madre Fault Zone." 31 Jan 2013, http://www.data.scec.org/significant/sierramadre.html, retrieved November 2013.*

ALQUIST-PRIOLO MAP
23555 Civic Center Way, Malibu, California



MAP EXPLANATION

Active Faults

1906 C

Faults considered to have been active during Holocene time and to have potential for surface rupture; solid line where accurately located, long dash where approximately located, short dash where inferred, dotted where concealed; query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by fault creep.

Earthquake Fault Zone Boundaries

These are delineated as straight-line segments that connect encircled turning points so as to define Earthquake Fault Zone segments.

Seaward projection of zone boundary.

Base Map: Earthquake Fault Zones Map, Malibu Beach 7.5-min Quadrangle by California Geological Survey, 2007

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Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.5, December 13, 2013

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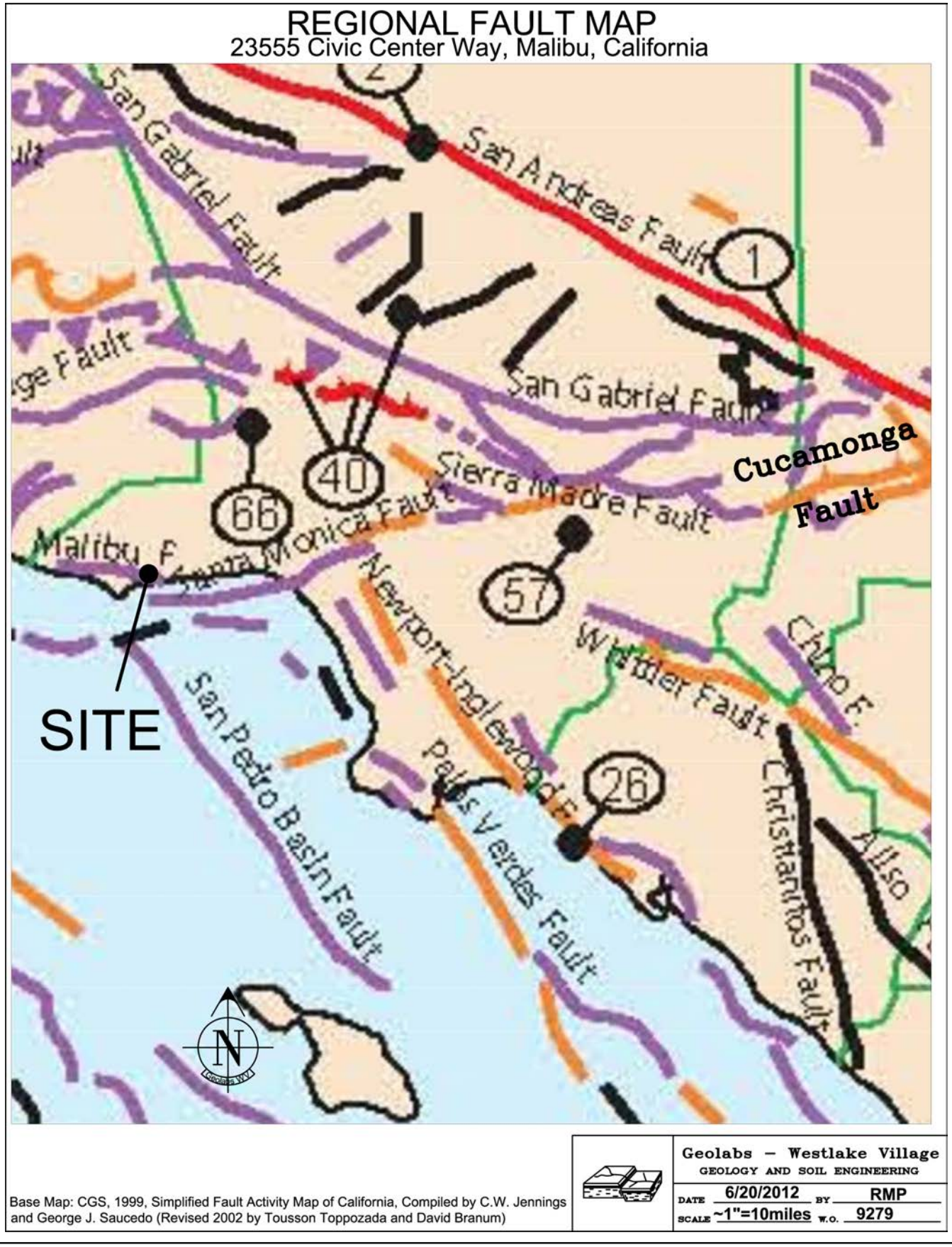
Figure 4.4.3
Alquist-Priolo Map



Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.6, December 13, 2013

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Figure 4.4.4
Regional Fault Map

although the Malibu Coast Fault does not cross the proposed building, and the section of the Malibu Coast Fault closest to the proposed building is not considered active by Alquist-Priolo definitions. There are other faults closer to the Project Site than the San Andreas and Cucamonga Faults, but the faults closer to the Project Site are projected to produce earthquakes of lower magnitudes and have slip rates less than 5mm per year, such as the Malibu Coast Fault that runs through the Civic Center area, but the faults are not active based on Alquist-Priolo definitions. The faults within the immediate Project vicinity are not expected to expose people or structures to significant seismic impacts that is not typical of the Southern California region.

The Project Site might be underlain by the projection of the Malibu Coast Fault. Active faulting has been recognized west of the Malibu Creek drainage, specifically at a location that is approximately three miles from the Project Site. Furthermore, west of the location where the fault was found to be active, the fault is considered sufficiently well defined to warrant establishment of an Alquist-Priolo Fault Rupture Hazard Zone. Active faulting has not been recognized within or east of the Malibu Creek drainage; the Project Site is located within the Malibu Creek drainage area. Consequently, the Project Site is not located within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.[3]

Additionally, a detailed study by Leighton and Associates (1994) for the Civic Center Planning Area, which includes the Project Site, found the Malibu Coast Fault that runs through the Civic Center area is not considered active by Alquist-Priolo definitions. Their conclusion was based on their observation of a pre-Holocene-age gravel unit underlying the study area that was penetrated by an array of CPT soundings and trenches. It was found to be continuous and unbroken across the Project Site. Therefore, the potential for fault rupture at the ground surface of the Project Site is relatively low.

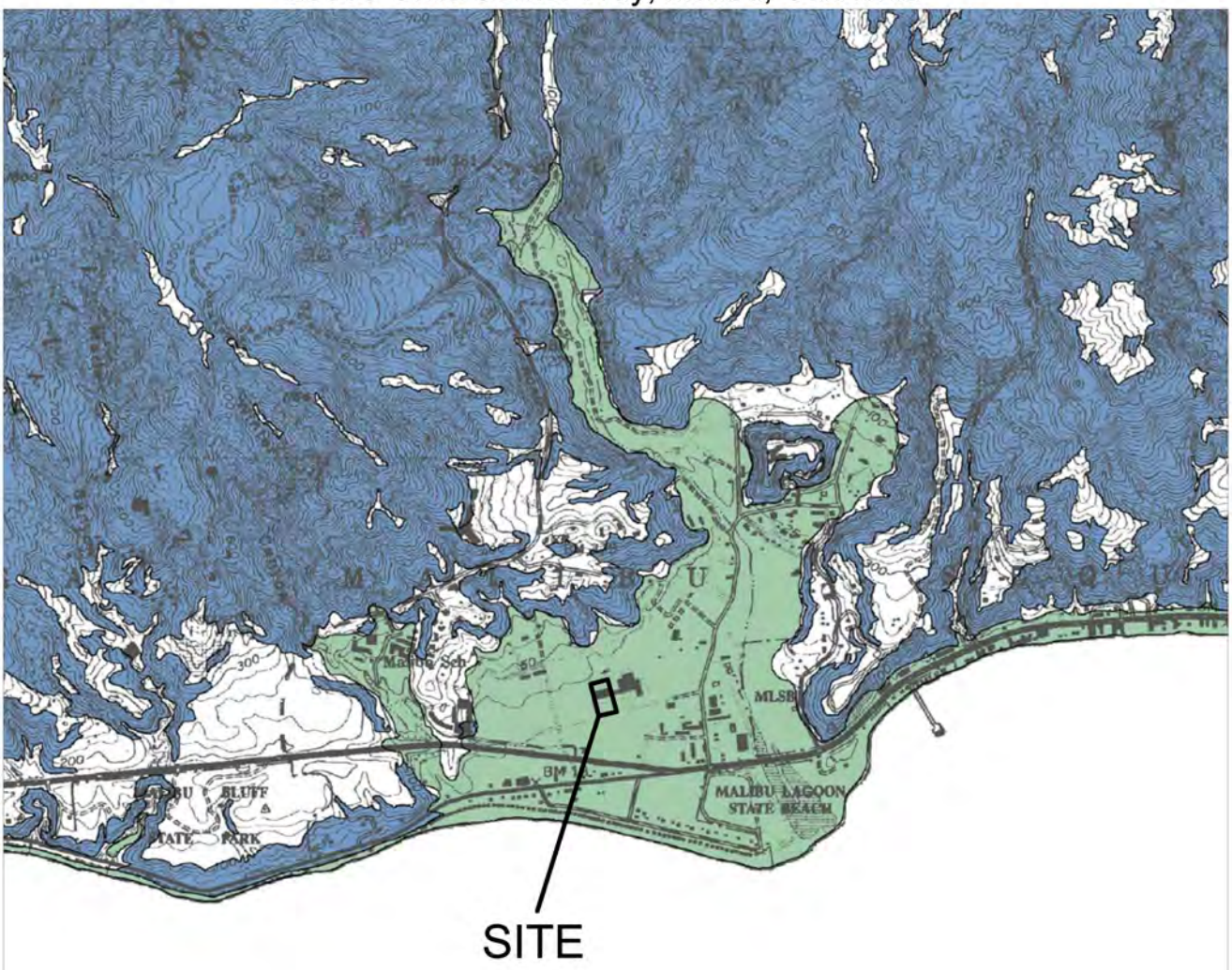
e. Landslides

Landslides may be triggered by earthquakes, rainstorms, or construction-related activities (e.g., improper grading, structural design, landscaping, etc.). The Project Site is not immediately adjacent to any mountains or steep slopes, and the topography of the Project Site is relatively flat. The Project Site is not located in the City of Malibu designated areas of high susceptibility for landslides.[4] In addition, the Project Site is not located within a Seismic Hazard Zone for earthquake-induced landsliding, as shown in Figure 4.4.5, Seismic Hazard Zones Map.

[3] *Special Publication 42, Interim Revision 2007, Fault-Rupture Hazard Zones, In California Alquist-Priolo Earthquake Fault Zoning Act.*

[4] *City of Malibu, Planning Department, Chapter 5.0 Safety and Health Element of the General Plan, Figure S-6: General Landslide Map of Malibu, November 1995, website: http://qcode.us/codes/malibu-general-plan/. Accessed November 2013*

SEISMIC HAZARD ZONES MAP
23555 Civic Center Way, Malibu, California



MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Base Map: Seismic Hazard Zones Map, Malibu Beach 7.5-min Quadrangle by California Geological Survey, 2001

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Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.7, December 13, 2013

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Figure 4.4.5
Seismic Hazard Zones Map

f. Liquefaction

Liquefaction is a condition where the soil undergoes continued deformation at a constant low residual stress due to the build-up of high porewater pressures. The possibility of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity; sufficient groundwater to cause high pore pressures; and on the grain size, relative density, and confining pressures of the soil at the site. The Project Site, like other sites in Southern California, is expected to be subjected to significant shaking from earthquakes. The Project Site is located in an area with low to high liquefaction risk. The Project Site is underlain by layers and lenses of coarse-grained soils that have a potential to liquefy during a design-level earthquake, and groundwater was found in all boring holes between the depths of six to twenty-three feet. Analyses of these fine-grained soils using procedures proposed by Bray and Sancio (2006) indicate these fine-grained materials are not considered susceptible to liquefaction (see Laboratory Appendix B of the Geotechnical Report in Appendix F). The Project Site is within a Seismic Hazard Zone delineated as having potential for liquefaction as mapped by the California Geological Survey (formerly CDMG) for the Malibu Beach 7.5 Minute Quadrangle, as shown in Figure 4.4.5. These conditions render the potential for liquefaction to be low to high, and potential impacts of liquefaction will be considered in the design; thus, reducing the impact to a less-than-significant level.

g. Subsidence, Expansive Soils and Settlement

Subsidence is the downward settling of the earth's surface as a result of fluid withdrawal from deep geologic formations. Unless these voids are refilled, they may collapse causing subsidence in the shallower earth layers between the ground surface and the pumped geologic units. Review of the available literature indicates that the Project Site has not been subject to historical subsidence. Expansion test results indicate that the on-site materials are considered to have a low expansion potential or are considered non-expansive.

During seismic groundshaking, seismically induced settlement can occur. The potential for liquefaction-induced settlement has been evaluated using the procedures proposed by Zhang (2002). The analysis indicates the potential liquefaction-induced settlement due to a design earthquake motions would be on the order of ⅔ to 1-⅔ inches. Differential settlement can be assumed to be half of the total settlement. Due to the relatively shallow groundwater at the Project Site, it was found that there is no potential seismic settlement of the unsaturated near surface soils. Structural design is anticipated to be capable of accommodating the hazard of seismic settlement.

h. Regulatory Framework

(1) Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Act (Public Resources Code § 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zone Act and renamed in 1994, is intended to reduce the risk of life and property from surface fault rupture during earthquakes. As discussed above, the Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zone). It

also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones.

Under the Alquist-Priolo Act, fault zones are defined, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for the purposes of the Act as within the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment.

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resources Code §§ 2690-2699.6) is intended to reduce the damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act; the State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards; and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.

3. California Building Standards Code

The State of California's minimum standards for structural design and construction are given in the California Building Standards Code (CBSC) (California Code of Regulations Title 24). The CBSC is based on the IBC (International Code Council, 1997), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for California conditions with numerous, more detailed or more stringent regulations. The CBSC requires that "classification of the soil at each building site will be determined when required by the building official" and that "the classification will be based on observation and any necessary test of the materials disclosed by borings or excavations." In addition, the CBSC states that "the soil classification and design-bearing capacity will be shown in the building plans, unless the foundation conforms to specified requirements." The CBSC provides standards for various aspects of construction, including but not limited to: excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soil strength loss. In accordance with California law, the Project would be required to comply with all provisions of the CBSC.

4. Applicable City of Malibu Regulations/Policies

(a) General Plan Safety and Health Element

Safety and Health Goal 1 of the General Plan is to promote a community that is free from all avoidable risks to safety, health, and welfare from natural and man-made hazards. Safety and Health Objective 1.2 is to minimize the risks to residents and businesses from development in hazardous areas. To achieve this goal and objective, the City of Malibu requires that development needs to provide analyses of site safety related to potential hazards of fault rupture, earthquake ground shaking, liquefaction, rockfalls, landsliding, debris flows, expansive soils, collapsible soils, erosion/sedimentation, and groundwater effects; development needs to provide for safety from coastal storm flooding, coastal erosion, surfacing septic effluent, and tsunami; and development needs to be consistent with minimum Federal Emergency Management Agency guidelines for floodplain management. Safety Implementation Measure 41 states that the City shall require new construction to be designed to be earthquake resistant to maximum probable earthquakes. Safety Implementation Measure 42 states that the City shall apply restrictions and investigation requirements mandated by the State under the Alquist-Priolo Special Studies Zones Act for faults classified as "active" to development on properties crossed by or adjacent to the Malibu Coast Fault. Implementation Measure 51 states that the proposed development shall be evaluated for its impact on, and from, geologic hazards, flood and mud flow hazards, and fire hazards.

(b) Local Coastal Program Land Use Plan

Chapter 4, Hazards and Shoreline/Bluff Development, of the Local Coast Program Land Use Plan for the City of Malibu and the Santa Monica Mountains coastal zone contains policies aiming to minimize the risks associated with many geological hazards. The Land Use Policies address geologic, flood, and fire hazards; remediation and stabilization of landslides; development on steep slopes; areas that are floodprone; and drainage and erosion control.

3. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

In accordance with guidance provided in the Environmental Checklist Form contained in Appendix G to the *State CEQA Guidelines*, lead agencies are encouraged to address the questions from the Checklist that are relevant to the Project's environmental effects. With respect to Geology and Soils, the following Checklist Questions are addressed under the Project Impacts/Environmental Consequences subheading below. Would the Project:

(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);

ii) Strong seismic ground shaking;

iii) Seismic-related ground failure, including liquefaction; or

iv) Landslides;

(b) Result in substantial soil erosion or the loss of topsoil;

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property; or

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for disposal of wastewater?

As discussed in the Initial Study, the Proposed Project would have a potentially significant impact on Geology and Soils Checklist questions (a)-(d) and less than significant impact on Checklist question (e), reproduced above.

b. Project Impacts

(1) Seismic Hazards

(a) Rupture of a known Earthquake Fault

As previously discussed, the Project Site might be underlain by the projection of the Malibu Coast Fault, yet the Malibu Coast Fault is not thought to underlie the proposed building. Active faulting has been recognized west of the Malibu Creek drainage, specifically at a location that is approximately three miles from the Project Site. Furthermore, west of the location where the fault was found to be active, the fault is considered sufficiently well defined to warrant establishment of an Alquist-Priolo Fault Rupture Hazard Zone. Active faulting has not been recognized within or east of the Malibu Creek drainage. Consequently, the Project Site is not located within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.[5] A detailed study by Leighton and Associates (1994) for the Civic Center Planning Area, which includes the Project Site, found the Malibu Coast Fault that runs through the Civic Center area is not considered active by Alquist-Priolo definitions. Additionally, as shown in Figure 4.4.6 and Figure 4.4.7, the Malibu Coast Fault does not cross the proposed building. For this reason, the Malibu Coast Fault is not expected to pose any planning or design

[5] *Special Publication 42, Interim Revision 2007, Fault-Rupture Hazard Zones, In California Alquist-Priolo Earthquake Fault Zoning Act.*

constraints. Their conclusion was based on their observation of a pre-Holocene-age gravel unit underlying the study area that was penetrated by an array of CPT soundings and trenches. It was found to be continuous and unbroken across the Project Site.

Additionally, the two faults within the vicinity of the Project Site that are most likely to cause damage to the Project Site are the San Andreas and Cucamonga Faults. The San Andreas Fault and the Cucamonga Fault are located 46 miles to the northeast and 56 miles to the east, respectively. Both faults have little probability of producing a rupture on the Project Site during a large earthquake given their location in relation to the Project Site. Therefore, the potential for fault rupture at the Project Site is considered low. Mitigation Measure GEO-1 is recommended to ensure impacts are reduced to a less than significant level.

(b) Ground Shaking

As previously discussed, the Project Site might be underlain by the projection of the Malibu Coast Fault. The Malibu Coast Fault has the potential of producing relatively low magnitude earthquakes due to the low slip rate (roughly 0.3mm/year[6]). Therefore, the probability of exposing people or structures to potential substantial adverse effects from earthquakes on the Malibu Coast Fault is considered low.

Additionally, the two faults that are most likely to cause damage to the Project Site are the San Andreas and the Cucamonga Faults. The San Andreas Fault and the Cucamonga Fault are located 46 miles to the northeast and 56 miles to the east, respectively. The San Andreas Fault is capable of generating a maximum credible Richter magnitude event of 8.0. It is anticipated that an earthquake of an 8.0 magnitude will occur sometime within the next 100 years along the San Andreas Fault. Additionally, the Cucamonga Fault has a probable magnitude of 6.0 to 7.0.[7] Significant ground shaking events from earthquakes are a commonality within California. Specifically, the Southern California area is considered a seismically active region. For this reason, all development within Southern California is subject to ground shaking and risks damage due to earthquakes. With the proper building construction and site preparation, risks are reduced. For this reason, Mitigation Measure GEO-1 would ensure that the Proposed Project would be constructed in accordance with the final geotechnical recommendations and the City of Malibu's General Plan (Safety and Health Element), and Local Coastal Program Land Use Plan. Therefore, with implementation of the site development recommendations and policies, development of the Proposed Project would not expose people to significant ground shaking that is not typical of Southern California.

(c) Ground Failure, Including Liquefaction

The Project Site, like other sites in Southern California, is expected to be subject to significant shaking from earthquakes. The Project Site is within a Seismic Hazard Zone delineated as having potential for liquefaction as mapped by the California Geological Survey (formerly CDMG) for the Malibu Beach 7.5 Minute Quadrangle, as shown in Figure 4.4.5, above. Additionally, according to the Geotechnical Report,

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[6] *Southern California Earthquake Data Center, California Institute of Technology, "Malibu Coast Fault." 31 Jan 2013, http://www.data.scec.org/significant/malibucoast.html, retrieved November 2013.*

[7] *Southern California Earthquake Data Center, California Institute of Technology, "Cucamonga Fault Zone." 31 Jan 2013, http://www.data.scec.org/significant/cucamonga.html, retrieved November 2013.*

the Project Site is underlain by silty fine sands, clayey sand, and sandy lean clay to the maximum depth studied of 50 feet, and groundwater was encountered at depths ranging from six feet to twenty-three feet. The soils below the Project Site have a low to high risk of liquefaction based on their Liquefaction Potential Index. Based on the analysis of the data from the CPT soundings and exploratory borings, the Geotechnical Report concluded that layers and lenses of coarse-grained soils have a potential to liquefy during a design-level earthquake. Analyses of these fine-grained soils using procedures proposed by Bray and Sancio (2006) indicate these fine-grained materials are not considered susceptible to liquefaction (see Laboratory Appendix B of the Geotechnical Report in Appendix F). These conditions render the potential for liquefaction at the Project Site to be low to high. The Proposed Project would be constructed in accordance with the City and State Building Codes and would adhere to all modern earthquake standards, including those relating to soil characteristics. Construction of the Proposed Project would also comply with the requirements of the Division of the State Architect, which would assure safe construction, including building foundation requirements appropriate to site conditions. Implementation of Mitigation Measure GEO-1 would also ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations, Malibu's General Plan (Safety and Health Element), and Local Coastal Program Land Use Plan. Therefore, with implementation of the site development recommendations, development of the Proposed Project would not expose people to significant seismic-related ground failure, including liquefaction, and these impacts would be considered less than significant.

(d) Landslides

A significant impact may occur if a project is build immediately adjacent to any steep slopes, or if the project site has steep topography. The Project Site is not immediately adjacent to any mountains or steep slopes, and the topography of the Project Site is relatively flat. The Project Site is not located in the City of Malibu designated areas of high susceptibility for landslides.[8] In addition, the Project Site is not located within a Seismic Hazard Zone for earthquake-induced landsliding, as shown in Figure 4.4.5, Seismic Hazard Zones Map, above. Therefore, potential hazards associated with landslides would be less than significant.

(e) Sedimentation, Soil Erosion, and Loss of Topsoil

A significant impact may occur if a project is built on a site that has exposed soils that would be susceptible to weathering and erosion contributing to topsoil loss and sedimentation of local waters. SMC Malibu Campus Project's proposed site is currently improved by a former Sheriff's Station, parking lot, and a small interior courtyard with landscaping; therefore, there is little exposed soil that would be susceptible to weathering and erosion. Nevertheless, soils could be exposed to the elements during construction. The Project would be designed to comply with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ to prevent short-term construction-induced water quality impacts resulting from erosion and sedimentation issues. Similarly, as a regulatory requirement, the Project requires the preparation of a Stormwater Pollution and Prevention

[8] *City of Malibu, Planning Department, Chapter 5.0 Safety and Health Element of the General Plan, Figure S-6: General Landslide Map of Malibu, November 1995, website: http://qcode.us/codes/malibu-general-plan/. Accessed November 2013*

Plan (SWPPP) because construction activities would disturb more than one acre of land. The SWPPP would address construction impacts, especially during soil disturbing activities when soils are exposed to wind, rain and concentrated flows that could cause erosion. Mitigation Measure WQ-1 in Section 4.7, Hydrology and Water Quality, would minimize soil erosion and the transmission of sediment into the City's separate storm sewer system. Therefore, Project impacts related to sedimentation, erosion and loss of topsoil would be less than significant.

(f) Soil Stability

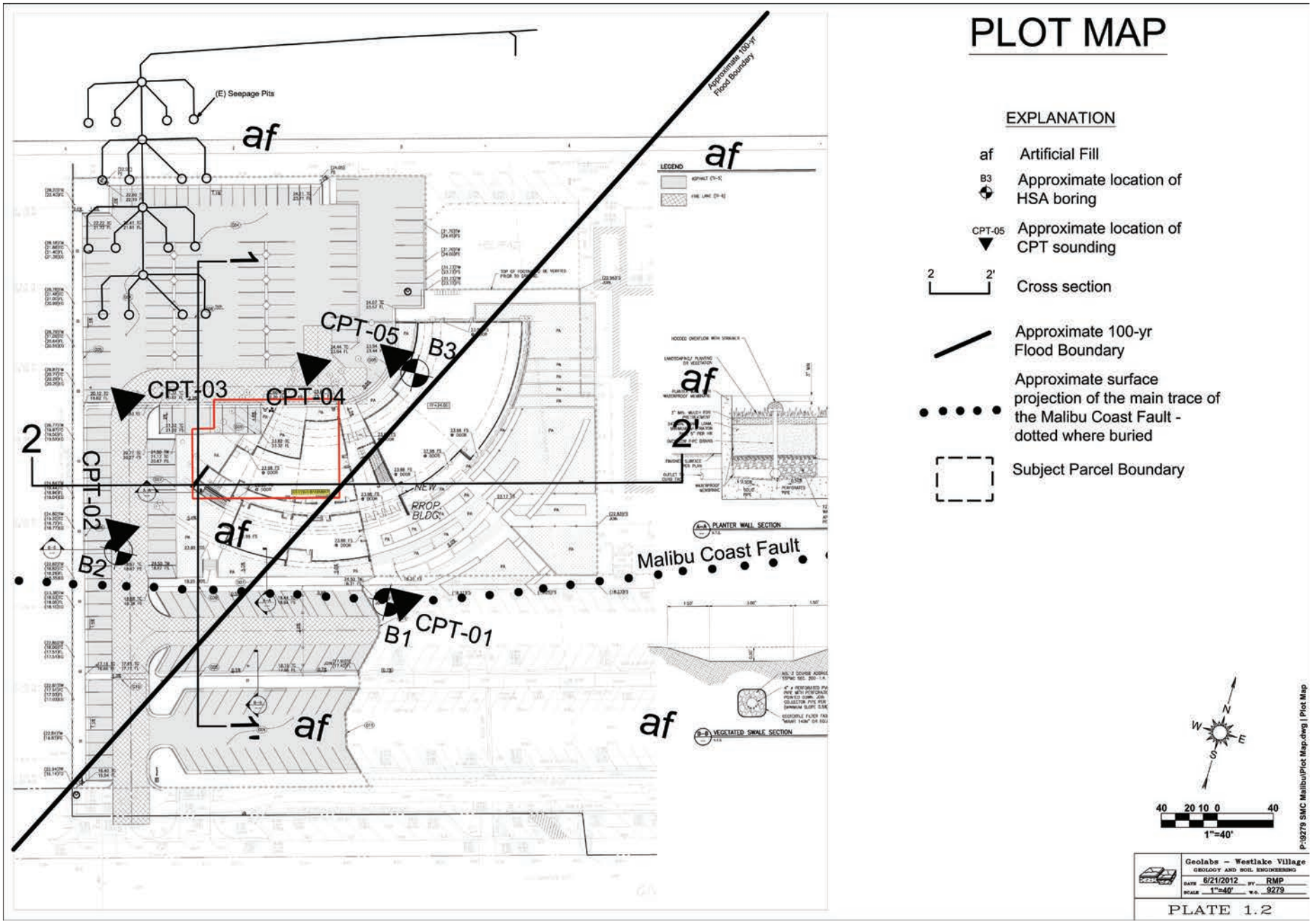
A significant impact may occur if there is significant depletion in the groundwater level that causes the ground level to subside or collapse. A review of the available literature indicates that the Project Site has not been subject to historical subsidence. The Preliminary Geotechnical Study indicates the Project Site is considered to be suitable for the proposed construction from a geotechnical engineering standpoint, provided that the geotechnical recommendations are incorporated into the final construction plans. The proposed building is two-stories high, and may be supported by continuous or pad footings. As discussed previously, a final design geotechnical and seismic study, including additional subsurface investigations and evaluation, would be performed at the Project Site once final structures and loads are determined, prior to final foundation design. The combination of these mandatory code-compliance measures would ensure project impacts would be less than significant (see Mitigation Measure GEO-1, below).

(g) Expansive Soil

A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand as they absorb water and shirk when water is drawn away. As previously discussed, expansion test results indicate that the on-site materials are considered to have a low expansion potential or be non-expansive. The Proposed Project is not expected to withdraw or disrupt any groundwater, nor does the surrounding development. Proper construction would be further assured through the compliance with the Division of the State Architect, which includes building foundation requirements appropriate to site conditions. Mitigation Measure GEO-1, below, would ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations, City of Malibu's General Plan (Safety and Health Element), and Local Coastal Program Land Use Plan, and Division of the State Architect. Therefore, with implementation of the site development recommendations, development of the Proposed Project would have less than significant impacts related to soil stability.

(h) Flooding and Inundation

The Project Site lies on the floodplain of Malibu Creek. As shown in Figure 4.4.6, Plot Map, Figure 4.4.7, Cross Section 1, and Figure 4.4.8, Cross Section 2, the approximate eastern half of the Project Site is exposed to flooding during the 100-year-flood. Figure 4.7.1, Flood Hazard Map, in Section 4.7, Hydrology and Water Quality, indicates



Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.2, December 13, 2013

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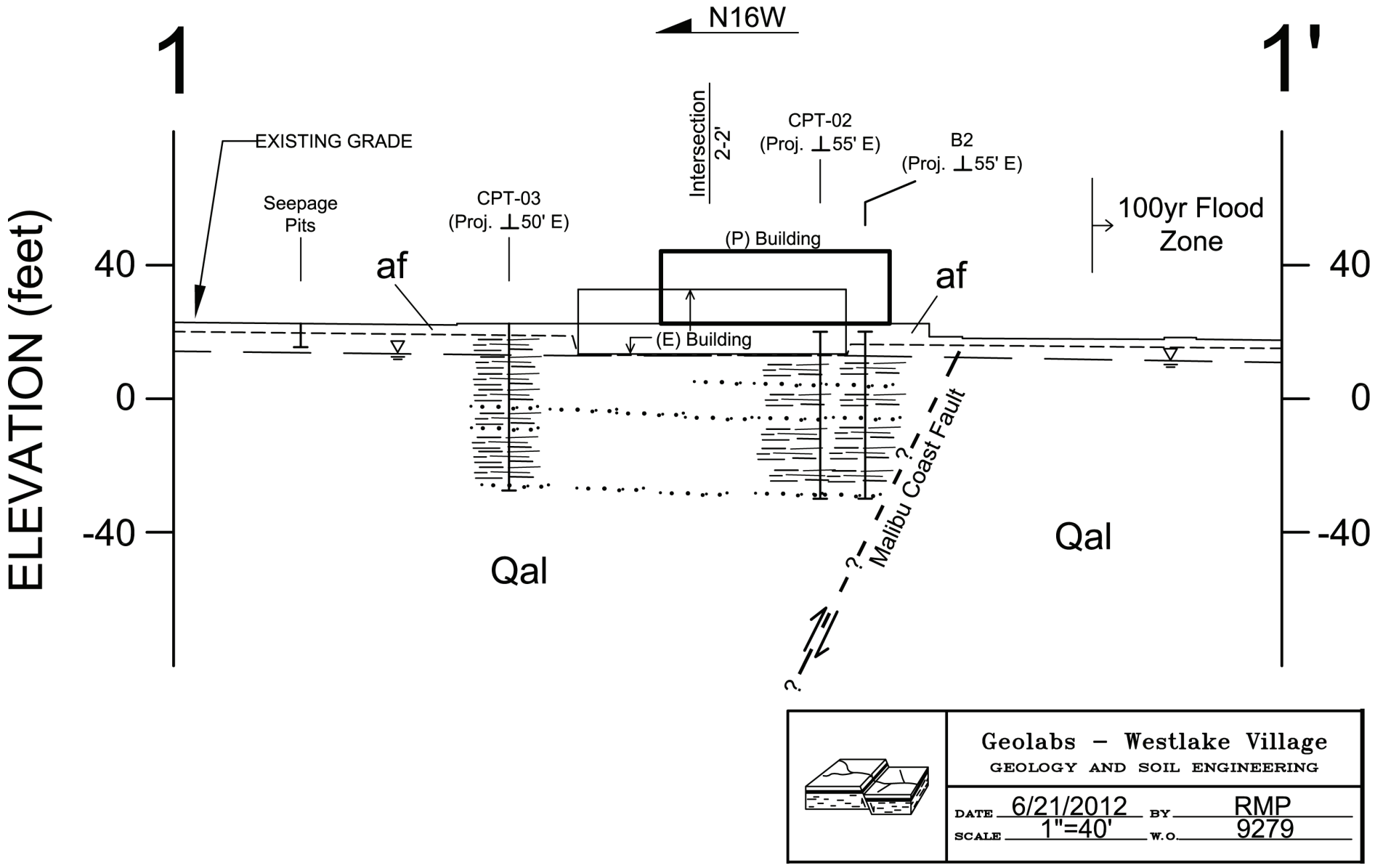
Figure 4.4.6
Plot Map



Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 2.1, December 13, 2013

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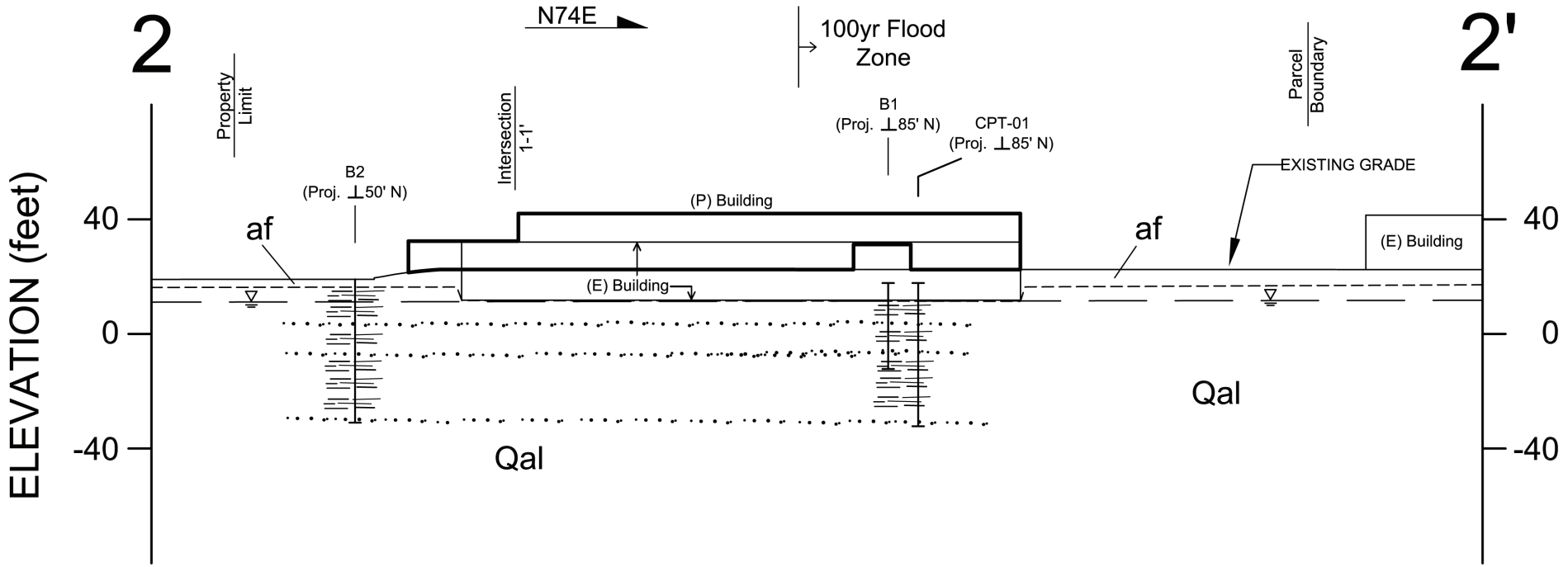
Figure 4.4.7
Cross Section 1



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Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 2.2, December 13, 2013

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Figure 4.4.8
Cross Section 2

that the eastern half of the Project Site is located in a Special Flood Hazard Area (SFHA) Zone of "AO." This corresponds to average flood depths (usually sheet flow on sloping terrain of up to two feet during a 100-year flood event). Figure 4.7.2, Dam Inundation Map, indicates several dammed reservoirs up-canyon from the Project Site. From northwest to southwest these reservoirs include Lake Sherwood (LSW), Westlake Lake (PW), the Las Virgenes Reservoir (WLR), Malibu Lake (MBL), and Century River (CTR). The Project Site lies within an inundation area for one or more of these reservoirs. With the implementation of acceptable design and building practices, the impact of a 100-year-flood and an inundation of up to two feet on the Proposed Project would be considered less than significant.

(i) Wastewater Disposal Systems

The existing buildings within the Civic Center complex are currently served by an existing septic system. The septic system's underground seepage pits are located on the northwest corner of the Project Site, in an area that is currently overlain by a surface parking lot (as seen in Figure 4.4.6 Plot Map).

Consistent with the City's Policy For Environmental Health Review Of Development Projects within the Civic Center Prohibition Area, the approval of the Proposed Project will be conditioned to connect to the City of Malibu's planned Wastewater Treatment Facility Project for the Civic Center Area when it becomes operational. The City's wastewater treatment facility is currently in the planning stages and will be undergoing a separate environmental review process. As discussed in further detail in Section 4.12, Utilities, the proposed City of Malibu Civic Center Wastewater Treatment Facility Project has accounted for future development within the Civic Center and will be able to accommodate the wastewater flows of the Proposed Project. Therefore, impacts will be reduced to a less than significant level.

4. CUMULATIVE IMPACTS

Geotechnical impacts related to future development in the City of Malibu would involve hazards related to site-specific soil conditions, erosion, and ground shaking during earthquakes. Such conditions are site-specific and would not be common to (nor shared with, in an additive sense) the impacts on other sites that are not physically connected. Cumulative development in the Civic Center area would increase the overall population that is exposed to seismic hazards by increasing the number of people living, working, and spending their leisure time in an area prone to earthquake hazards, including ground shaking, ground rupture, liquefaction, subsidence, and landslides. Although there are secondary earthquake hazards present within the Project vicinity, no secondary earthquake hazards are expected to cause a significant impact to the future SMC Malibu Campus building and site, assuming that the Project is constructed with the following mitigation measure. With adherence to applicable Federal, State, and local regulations, geological hazards and soil impacts can be reduced to a less than significant level. With the implementation of the mitigation measure below, no adverse cumulative impacts in relation to geology and soils is expected to occur.

5. MITIGATION MEASURES

GEO-1 The Proposed Project shall be designed and constructed in accordance with the City and State Building Codes and shall adhere to all modern earthquake standards, including the recommendations provided in the Project's Final Geotechnical Report, which shall be reviewed by the Division of the State Architect prior to construction.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of mitigation measure listed above, impacts related to geology and soils would be less than significant.

4. ENVIRONMENTAL IMPACT ANALYSIS
5. GREENHOUSE GAS EMISSIONS

1. INTRODUCTION

This section provides a discussion of global climate change, existing regulations pertaining to global climate change, an inventory of the approximate greenhouse gas ("GHG") emissions that would result from the Project, and an analysis of the significance of the impact of these GHGs.

a. General Terms and Scientific Literature

Earth's natural warming process is known as the "greenhouse effect." This greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass allows solar radiation (sunlight) into Earth's atmosphere, but prevents radiative heat from escaping, thus warming Earth's atmosphere. Greenhouse gases (GHGs) keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit. However, excessive concentrations of GHGs in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.

Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[1] While the increase in temperature is known as "global warming," the resulting change in weather patterns is known as "global climate change." Global climate change is evidenced in changes to wind patterns, storms, precipitation, and air temperature.

b. GHG Components

GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride.[2] CO_2 is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. A general description of

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1 *Climate Change 101: Understanding and Responding to Global Climate Change, published by the Pew Center on Global Climate Change and the Pew Center on the States.*

2 *As defined by California Assembly Bill (AB) 32 and Senate Bill (SB)104.*

the GHGs discussed is provided in Table 4.5.1, Description of Identified Greenhouse Gases, below.

Table 4.5.1
Description of Identified Greenhouse Gases

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and man made sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing; man made sources of carbon dioxide are burning coal, oil, natural gas, and wood.
Methane	A flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no ill health effects from methane. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Source: Association of Environment Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.

c. Global Warming Potential

Global Warming Potentials (GWPs) are one type of simplified index based upon radiative properties that can be used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO_2. A summary of the atmospheric lifetime and GWP of selected gases is presented at Table 4.5.2, Atmospheric Lifetimes and Global Warming Potentials. As indicated, GWP ranges from 1 to 23,900.

Table 4.5.2
Atmospheric Lifetimes and Global Warming Potentials

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 – 200	1
Methane	12 (+/-3)	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoroethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900
Source: IPCC, 2006.		

d. Projected Impacts of Global Warming in California

According to the 2006 California Climate Action Team (CAT) Report, temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. If emissions from GHGs are not reduced significantly, the warming increase could have the following consequences in California[3]:

- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply;
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes;

[3] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

- Erosion of California's coastlines and sea water intrusion would increase;
- Pest infestation and vulnerability to fires of the State's forests would increase; and
- Rising temperatures would increase power demand, especially in the summer season.

e. California-Specific Adaptation Strategies

Because climate change is already affecting California and current emissions will continue to drive climate change in the coming decades, regardless of any mitigation measures that may be adopted, the necessity of adaptation to the impacts of climate change is recognized by the State of California. The 2009 California Climate Adaptation Strategy Discussion Draft begins what will be an ongoing process of adaptation, as directed by Executive Order S-13-08. The goals of the strategy are to analyze risks and vulnerabilities and identify strategies to reduce the risks. Once the strategies are identified and prioritized, government resources would be identified. Finally, the strategy includes identifying research needs and educating the public.

Climate change risks are evaluated using two distinct approaches: (1) projecting the amount of climate change that may occur using computer-based global climate models and (2) assessing the natural or human system's ability to cope with and adapt to change by examining past experience with climate variability and extrapolating this to understand how the systems may respond to the additional impact of climate change. The major anticipated climate changes expected in California include increases in temperature, decreases in precipitation, particularly as snowfall, and increases in sea level, as discussed above. These gradual changes will also lead to an increasing number of extreme events, such as heat waves, wildfires, droughts, and floods. This would impact public health, ocean and coast resources, water supply, agriculture, biodiversity, and transportation and energy infrastructure.

Key preliminary adaptation recommendations included in the *Strategy* are as follows:

- Appointment of a Climate Adaptation Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020;
- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;
- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant State projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from

climate change;

- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of Plans to assess climate change impacts and develop local risk reduction strategies by communities with General Plans and Local Coastal Plans; and
- Inclusion of climate change impact information into fire program planning by State fire fighting agencies.

2. ENVIRONMENTAL SETTING

a. Regulatory Framework

In response to growing scientific and political concern about global climate change, Federal, State, and local governmental entities have adopted a series of laws to reduce emissions of GHGs to the atmosphere. The following includes a discussion of the applicable regulations associated with greenhouse gas emissions in the context of land use planning and development.

(1) Federal Regulations

(a) United States Environmental Protection Agency (U.S. EPA)

In the past, the U.S. EPA has not regulated GHGs under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address global climate change. However, in 2007 the U.S. Supreme Court held that the U.S. EPA must consider regulation of motor-vehicle GHG emissions.[4] The Court ruled that GHGs fit within the Clean Air Act's definition of a pollutant and that the U.S. EPA did not have a valid rationale for not regulating GHGs. In December 2009, the U.S. EPA issued an endangerment finding for GHGs under the Clean Air Act. This is the first step in regulating GHGs under the provisions of the Clean Air Act. In addition, on September 15, 2009, the National Highway Traffic Safety Administration and U.S. EPA announced a proposed joint rule that would explicitly tie fuel economy to GHG emissions reductions requirements. The proposed new Corporate Average Fuel Economy ("CAFE") Standards would cover automobiles for model years 2012 through 2016, and would require passenger cars and light trucks to meet a combined, per–mile, CO_2 emissions level. It is estimated that by 2016, this GHG emissions limit could equate to an overall light-duty vehicle fleet average fuel economy of as much as 35.5 miles per gallon.

[4] *Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007))*

(2) State Regulations

(a) California Global Warming Solutions Act (AB 32)

In response to growing scientific and political concern with global climate change, California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities within the State. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. On June 5, 2005, California Governor Arnold Schwarzenegger signed Executive Order S-3-05 setting the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which subsequently published the Climate Action Team Report in March 2006 (the "2006 CAT Report"). The 2006 CAT Report identified a recommended list of strategies that the State could pursue to reduce climate change GHG emissions.

In September 2006, the California Global Warming Solutions Act of 2006, also known as AB 32, was enacted by the California legislature. AB 32 focuses on reducing GHG emissions in California, and requires CARB, the State agency charged with regulating statewide air quality, to adopt new rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. To achieve this goal, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. As the intent of AB 32 is to limit 2020 emissions to the equivalent of those from 1990, and the present year (2009) is beyond the midpoint of this timeframe, the regulations would affect many existing sources of greenhouse and not just new general development projects.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan is defined by AB 32 as "achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020." In order to assess the scope of reductions needed to return to 1990 emissions levels, CARB first estimated the 2020 business-as-usual ("BAU") GHG emissions. These are the GHG emissions that would be expected to result if there were no GHG reduction measures, and as if the State were to proceed on its pre-AB 32 emissions track. After estimating that statewide 2020 BAU GHG emissions would be 596 metric tons, the Scoping Plan then identified recommended GHG reduction measures that would reduce BAU emissions by approximately 174 metric tons (an approximately 28.35% reduction) by 2020. This Scoping Plan, which was developed by CARB in coordination with the CAT, was first published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations

of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; and increases in the amount of clean and renewable energy used to power the State. Furthermore, the Scoping Plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Scoping Plan was approved by CARB on December 11, 2008. The measures in the Scoping Plan would be developed over the next two years and be in place by 2012. As required by AB 32, CARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

On August 19, 2011, following legal action in opposition to the Scoping Plan, CARB updated the Scoping Plan through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document ("FED" or "2011 Scoping Plan").[5] CARB's updated projected BAU emissions in the 2011 Scoping Plan is based on current economic forecasts (i.e., as influenced by the economic downturn) and certain GHG reduction measures already in place. The BAU projection for 2020 GHG emissions in California was originally estimated to be 596 $MMTCO_2E$. The updated calculation of the 2011 Scoping Plan's estimates for projected emissions in 2020, as of October 2010 based on current economic forecasts, totals 506.8 $MMTCO_2E$ (or approximately 507 $MMTCO_2E$). CARB now estimates only a 16 percent reduction below the estimated statewide BAU levels would now be necessary to return to 1990 emission levels (i.e., 427 $MMTCO_2E$) by 2020, instead of the 28.35% BAU reduction previously reported under the 2008 Scoping Plan.[6] This revised estimate is summarized in Table 4.5.3, Estimate of Emissions Reductions Needed from Proposed Scoping Plan or Other Measures Not Yet In Place, below.

(b) Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill 375 (SB 375) became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating "Sustainable Community Strategies" (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emission reduction targets from passenger vehicles for each of the State's 18 MPOs. For the SCAG region, the targets are set at eight percent below 2005 per capita emissions levels by 2020 and 13 percent below 2005 per capita emissions levels by 2035.

[5] *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, CARB, August 19, 2011.*

[6] *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, page 11, CARB, August 19, 2011.*

Table 4.5.3
Estimate of Emissions Reductions Needed from the 2011 Scoping Plan Measures Not Yet In Place

Emission Category	GHG Emissions ($MMTCO_2E$)
2008 Scoping Plan	
2020 BAU Forecast (CARB 2008 Scoping Plan)	596
2020 Emissions Target Set by AB 32 (i.e., 1990 level)	427
Reduction below Business As Usual necessary to achieve 1990 levels by 2020	**169 (28.35%)** [a]
2011 Scoping Plan	
Revised 2020 BAU Forecast (CARB 2011 Scoping Plan)	507
2020 Emissions Target Set by AB 32 (i.e., 1990 level)	427
Percent Reduction below Business As Usual necessary to achieve 1990 levels by 2020	**80 (16%)** [b]

[a] *596-427 = 169/596 = 28.35%*
[b] *507-427 = 80/507 = 15.779% is approximately 16%.*
Source: Data derived from Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, Table 1.2-3 and page 11, CARB, August 19, 2011.

(c) SB 97 & CEQA Guidelines

In August 2007, the Legislature adopted Senate Bill 97 (SB 97), requiring the Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. Following receipt of these guidelines, the Resources Agency was required to certify and adopt the guidelines prepared by OPR by January 1, 2010.

OPR submitted its proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency then undertook the formal rulemaking process to certify and adopt the amendments as part of the State regulations implementing CEQA. The CEQA Guidelines Amendments were adopted on December 30, 2009 and became effective on March 18, 2010.

The CEQA Guideline Amendments do not specify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, the amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but rely on the lead agencies in making their own significance threshold determinations based upon substantial evidence. The CEQA Guidelines Amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

(d) Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent update to Title 24 was adopted by the CEC on April 23, 2008. The requirement for when the 2008 standards must be followed is dependent on when the application for the building permit is submitted. If the application for the building permit is submitted on or after January 1, 2010, the 2008 standards must be met. The CEC adopted the 2008 changes to the Building Energy Efficiency Standards to respond to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.

(e) California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2010 CALGreen Code is a Code with mandatory requirements for State-regulated buildings and structures throughout California beginning on January 1, 2011. The 2010 CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

3. Local Regulations

(a) City of Malibu General Plan

The City of Malibu General Plan identifies various policies and programs for improving and preserving the natural and man-made environment within the City of Malibu. While not directly related to global climate change, the following policies identify the need to reduce energy usage and solid waste generation and improve air quality within the City, which would have the secondary effect of reducing GHG emissions. Accordingly, the following goals and policies could apply to the Proposed Project:

Conservation (Con) Goal 3: Energy Conserved

Con Objective 3.1: Use of innovative, energy efficient techniques and systems.

Con Policy 3.1.1: The City shall educate the community regarding the importance of and techniques for energy conservation;

Con Policy 3.1.2: The City shall encourage state-of-the-art energy efficient standards for all new construction design;

Con Policy 3.1.3: The City shall protect solar access; and

Con Policy 3.1.4: The City shall encourage uses of solar and other nonpolluting renewable energy sources.

Con Goal 5: Solid Waste Reduced and Recycled

Con Objective 5.1: 50% reduction in the amount of solid waste generated by the community and disposed of in landfills by the year 2000.

Con Policy 5.1.1: The City shall reduce solid waste;

Con Policy 5.1.2: The City shall encourage recycling; and

Con Policy 5.1.3: The City shall encourage co-composting.

Safety (S) Goal 1: A community that is free from all avoidable risks to safety, health, and welfare from natural and man-made hazards.

S Objective 1.1: Losses to life and property from natural and man-made hazards greatly reduced from historic levels.

S Policy 1.1.6: The City shall reduce air pollution and improve Malibu's air quality.

b. Existing Conditions

(1) Existing Statewide 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_2 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.

(2) Existing Project Site Emissions

The Project Site is currently improved with the former Los Angeles County Sheriff's Station, which was decommissioned in the early 1990s. The existing 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.

3. ENVIRONMENTAL IMPACTS

a. Methodology

The California Climate Action Registry (CCAR) General Reporting Protocol, recommends the separation of GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).

Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.

Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[7]

CARB believes that consideration of so-called indirect emissions provides a more complete picture of the GHG footprint of a facility. Annually reported indirect energy usage aids the conservation awareness of a facility and provides information to CARB to be considered for future strategies.[8] CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, the OPR has noted that lead agencies "should make a good-faith effort, based on available information, to calculate, model, or estimate…GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities."[9] Therefore, direct and indirect emissions have been calculated for the Project from these sources.

(1) Construction-Related Emissions

Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod Version 2013.2.2), which is based on OFFROAD2011 model outputs. OFFROAD2011 is an emissions estimation model developed by CARB to calculate emissions from off-road road equipment, including construction equipment. The output values used in this analysis were modeled to be project-specific, based on equipment mix, usage rates (hours per day), and length of construction schedule. For a complete

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[7] *Embodied energy is a scientific term that refers to the quantity of energy required to manufacture and supply to the point of use a product, material, or service.*

[8] *CARB, Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), Planning and Technical Support Division Emission Inventory Branch, October 19, 2007.*

[9] *State of California Office of Planning and Research (OPR), Technical Advisory, CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review, June 19, 2008.*

discussion on these construction assumptions, please refer to Section 4.2, Air Quality, of this Draft EIR. The mobile source emission methodology for on-road construction emissions, associated with worker commute and delivery of materials, uses a vehicle miles traveled rate calculated by CalEEMod in order to generate values for annual emissions. Emission factors are derived from the EMFAC2007 model using light duty automobile factors for worker commute and heavy duty truck factors for deliveries.

The Association of Environmental Professionals (AEP) has recently recommended that total construction emissions be amortized and added to operational emissions (AEP 2010). This amortization method has also been used by the SCAQMD. Accordingly, the construction-related GHG emissions have been amortized to be consistent with this guidance.

The most common GHGs emitted in association with the construction of land use developments include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). CalEEMod provides these GHGs and translates them into a common currency of carbon dioxide equivalent (CO_2e). In order to obtain the CO_2e, an individual GHG is multiplied by its global warming potential (GWP). The GWP designates on a pound for pound basis the potency of the GHG compared to CO_2. CalEEMod uses GWP from the IPCC Second Assessment Report (SAR).

(2) Operation-Related Emissions

CalEEMod Version 2013.2.2 was used to calculate the energy use and potential emissions generated by implementation of the Project. These factors include motor vehicles, electricity, natural gas, water usage/wastewater generation, hearth combustion, landscaping/maintenance equipment, and solid waste generation and disposal.

Motor vehicle emission calculations associated with operation of the Project use a projection of annual vehicle miles travelled (VMT), which is derived from the trips provided in the Project Traffic Study and the default trip characteristics in CalEEMod. These values account for the daily and seasonal variations in trip frequency and length associated with travel to and from the Project Site and other activities that require a commute.

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. Combustion of any type of fuel emits criteria pollutants and GHGs directly into the atmosphere; when this occurs in a building this is a direct emission source associated with that building and CalEEMod calculates all of these pollutants. GHGs are also emitted during the generation of electricity from fossil fuels. When electricity is used, the electricity generation typically takes place off-site at a power plant; electricity use generally causes emissions in an indirect manner, and therefore, GHG emissions have been calculated from electricity generation.

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. It will often be the case that the water treatment and wastewater treatment occur outside of the project area. In this case, it is still important to quantify the energy and associated GHG emissions attributable to the water use. In addition to the indirect GHG emissions associated with energy use,

wastewater treatment can directly emit both methane and nitrous oxide. Thus, GHG emissions have been calculated from water used and wastewater generated by the Project.

Municipal solid waste (MSW) is the amount of material that is disposed of in landfills, by recycling, or by composting. CalEEMod calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the California Department of Resources Recycling and Recovery (CalRecyle) data for individual land uses. If waste disposal information was not available, waste generation data was used. CalEEMod uses the overall California Waste Stream composition to generate the necessary types of different waste disposed into landfills. The program quantifies the GHG emissions associated with the decomposition of the waste which generates methane based on the total amount of degradable organic carbon. The program will also quantify the CO_2 emissions associated with the combustion of methane, if applicable. Default landfill gas concentrations were used as reported in Section 2.4 of AP-42.[10] The IPCC has a similar method to calculate GHG emissions from MSW in its 2006 Guidelines for National Greenhouse Gas Inventories.

Planting trees will sequester CO_2 and is considered to result in a one-time carbon-stock change. Trees sequester CO_2 while they are actively growing. The amount of CO_2 sequestered depends on the type of tree. CalEEMod uses default annual CO_2 accumulation per tree for specific broad species classes.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, roto-tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. The emissions associated from landscape equipment use was processed using OFFROAD 2011 and ARB's Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003).

b. Thresholds of Significance

A project's GHG emissions typically would be relatively very small in comparison to State or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many air quality agencies concur (SCAQMD, SLVAPCD, etc.) that GHG and climate change should be evaluated as a potentially significant cumulative, rather than project direct impact.

Neither the SCAQMD nor the State CEQA Guidelines Amendments as adopted by the Natural Resources Agency on December 30, 2009 provide any adopted thresholds of significance for addressing GHG emissions. Nonetheless, the new Sections 15064.4, 15064.7 and 15126.4 of the CEQA Guidelines Amendments serve to assist lead agencies in determining the significance of the impacts of GHGs.

[10] *See AP-42, Fifth Edition, Compilation of Air Pollutant Emission Factors, prepared by the Office of Air Quality Planning and Standards, U.S. EPA, January 1995.*

Specifically, Section 15064.4 of CEQA Guidelines Amendments, entitled "Determining the Significance of Impacts from Greenhouse Gas Emissions," states the following:

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
>
> > (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitation of the particular model or methodology selected for use; and/or
> >
> > (2) Rely on a qualitative analysis or performance based standards.
>
> (b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
>
> > (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
> >
> > (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
> >
> > (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Finally, the CEQA Guidelines Amendments supplemented Section VII of Appendix G of the State CEQA Guidelines to state that, a project could have a significant environmental impact if it would:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In reliance upon these CEQA Guideline Amendments and the guidance documents referenced above, the Project would have significant cumulative environmental impact if it would:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment by conflicting with or obstructing the goals or strategies of AB 32, or

(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases such as the CalGreen Code.

c. Project Impacts

(1) Estimated Construction GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by CAPCOA in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (CEQA Guidelines § 15145). Therefore, the construction analysis does not consider such GHG emissions. All GHG emissions are reported on an annual basis.

For analytical purposes, it is assumed the construction of the Proposed Project would occur over an approximate 17-month period. Emissions of GHGs were calculated using CalEEMod Version 2012.2.2 for each year of construction of the Project and the results of this analysis are presented in Table 4.5.4, Project Construction-Related Greenhouse Gas Emissions. Please refer to Section 4.2, Air Quality, for a complete discussion regarding the construction assumptions used in this analysis. As shown in Table 4.5.4, the greatest annual increase in GHG emissions from the Project's construction activities would be 376.73 CO_2e MTY in 2016. The total amount of construction related GHG emissions is estimated to be approximately 450.34 CO_2e MTY, or approximately 15.01 CO_2e MTY amortized over a 30-year period.

Table 4.5.4
Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2015	62.45
2016	376.73
2017	11.16
Total	*450.34*
Amortized (over 30 years)	*15.01*

(2) Estimated Operational GHG Emissions

Operational GHG emissions would result from the usage of on-road mobile vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of GHGs are shown in Table 4.5.5, Project Operational Greenhouse Gas Emissions. As shown in Table 4.5.5, the Project would generate a net increase of approximately 919.93 CO_2e MTY without any energy reduction measures. With the 2013 California Green Building Standards Code (CALGreen Code) energy conservation measures that are proposed, the Project's GHG emissions would be reduced to 880.29 CO_2e MTY.

Table 4.5.5
Project Operational Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)		Percent Reduction
	Unmitigated	Mitigated	
Area	< 1	< 1	0 %
Energy	143.42	120.54	-16 %
Mobile	717.98	717.98	0 %
Waste	26.17	13.09	-50 %
Water	17.35	13.67	-21 %
Construction Emissions [a]	15.01	15.01	0 %
Project Net Emissions	***919.93***	***880.29***	***-4 %***

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the Project consistent with SCAQMD methodology.
Source: Parker Environmental Consultants, December 2014. Calculation data and results provided in Appendix G to this Draft EIR.

(3) Project Consistency With Plans, Policies and Regulations

(a) GHG Emissions Associated With Energy Demand

As discussed previously, energy use is regulated at the Federal, State and local levels. Energy use reduction has been identified as a key component of reducing GHG emissions across the State and in the City of Malibu. Specifically, as a component of AB 32, the CARB Scoping Pan has identified several energy-efficiency measures for both electricity and natural gas that can reduce greenhouse gas emissions significantly. The most applicable of these measures for the Proposed Project are: to provide more stringent building codes and appliance efficiency standards; expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings; and, encourage local government programs that lead by example and tap into local authority over planning, development, and code compliance. As discussed previously, the Proposed Project is required to comply with the 2013 CALGreen Code. Specific mandatory requirements and elective measures are provided for nonresidential uses such as the Project. The Proposed Project would be subject to all applicable provisions of the CALGreen Code for low-rise residential buildings because the Proposed Project would not exceed six stories. For example, as it relates to energy use, the Project must be built to meet Title 24 2013 Standards. The Proposed Project would meet these, and many other, code requirements and would

therefore be consistent with applicable energy reduction measures at the State and local levels.

(b) GHG Emissions Associated With Solid Waste Generation

Solid waste generation is regulated at the Federal, State and local levels. As it relates to GHG emissions, the CARB Scoping Plan discusses recycling efforts as part of the expansion of Green Building strategies across the State. Specifically, the Scoping Plan states a Green Building strategy will produce greenhouse gas saving through buildings that exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. The operations on the Project Site would continue to be subject to requirements set forth in AB 939 requiring each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Additionally, as required by the California Solid Waste Reuse and Recycling Access Act of 1991, the Project would be required to provide adequate storage areas for the collection and storage of recyclable waste materials. Therefore, the Proposed Project would be consistent with applicable solid waste reduction measures at the State and local levels.

(c) GHG Emissions Associated With Water Use

Water use is regulated at the Federal, State and local levels. As it relates to GHG emissions, the CARB Scoping Plan states that approximately one-fifth of the electricity and one-third of the non-power plant natural gas consumed in the State are associated with water delivery, treatment and use. The Scoping Plan also states improved Green Building strategies will produce greenhouse gas saving through buildings that exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. In accordance with the CalGreen Code, the Proposed Project would be subject to the following measures aimed at reducing GHGs associated with water use: provide a schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by at least 20 percent; and, provide irrigation design and controllers that are weather- or soil moisture-based that automatically adjust irrigation in response to changes in plants' needs as weather conditions change, and weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s). The Proposed Project would meet these water saving requirements, and would therefore be consistent with applicable water reduction measures at the State and local levels.

(d) GHG Emissions Associated With Motor Vehicles

As discussed previously, motor vehicle related GHG emissions are regulated at the Federal, State and local levels. As discussed in the CARB Scoping Plan, the Transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 38 percent of the State's total greenhouse gas emissions. Many of the transportation related reduction measures identified in the Scoping Plan are focused on improving motor vehicle efficiencies through more restrictive statewide laws and regulations. Some of these measures include: Pavley I & II Standards for light-duty vehicles, Low Carbon Fuel Standards, aerodynamic improvements for heavy-duty vehicles, and medium- and heavy-

duty vehicle hybridizations. Together, these measures were estimated to reduce the State's 2020 forecasted emissions by 52.60 $MMTCO_2E$. These regulatory measures are aimed at improving efficiencies of the motor vehicle fleet mix across the State and are not measures that the Proposed Project can implement or be responsible for improving upon. The project would not propose any components that would impede CARBs regulatory measures aimed at improving fuel efficiencies of the motor vehicle fleet. Thus, the Project would be consistent with statewide goals of reducing GHG emissions associated with motor vehicles.

Based on the above, the Project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California and the City of Malibu. As such, the Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and these impacts would be considered less than significant.

(e) Consistency with Local Plans and Policies

The Proposed Project would be consistent with local energy conservation plans and policies, which would further reduce the Project's GHG emissions. Consistent with Conservation Objective 3.1, the Proposed Project incorporates an innovative, energy efficient technique for a passive heating and cooling air ventilation system. As a public institution, the architectural design of the proposed college facility would promote SMC's commitment to sustainable energy practices. Conservation Policy 3.1.2: directs the City to encourage such state-of-the-art energy efficient standards for all new construction design. Consistent with Conservation Policy 3.1.3, the Proposed Project would protect solar access. The Project is located within a central area of the Civic Center complex and will not impede or block solar access to adjacent land uses. The shade and shadows cast by the proposed 35' – 10" structure would fall predominately on-site within the surface parking areas.

Consistent with SMC's commitment to sustainable building practices, the Proposed Project would institute an on site solid waste recycling program. As discussed in Section 2.0, Project Description, the Proposed Project's construction and demolition debris would be recycled to the maximum extent feasible. The City of Malibu's Construction and Demolition (C&D) Debris Recycling program requires projects to recycle or reuse a minimum 50% of the waste generated. Its purpose is to increase the diversion of C&D debris from disposal facilities and will assist the City in meeting the State's 50% waste reduction mandate (AB 939). For purposes of this analysis it is assumed that the Applicant will ensure all construction and demolition activities are compliant with the City's AB 939 goals. Thus, the Project would be consistent with Conservation Objective 5.1 (to achieve 50% reduction [citywide] in the amount of solid waste generated by the community and disposed of in landfills by the year 2000); Conservation Policy 5.1.1 (the City shall reduce solid waste); Conservation Policy 5.1.2 (the City shall encourage recycling).

4. CUMULATIVE IMPACTS

Although the Proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in

global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be relatively very small in comparison to State or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The Proposed Project's GHG emissions would not be considered to be substantial when compared to California's statewide GHG emissions.

The State of California has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. However, currently there are no significance thresholds, specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

Moreover, a sizeable percentage of the operational GHG emissions conservatively associated with the proposed Project should not be considered new emissions attributable to the Project because the future students and users of the SMC Malibu Campus already generate emissions through their current activities. As discussed previously, the Project is consistent with the CalGreen Code. Furthermore, this document emphasizes improving energy conservation, energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce automobile dependence. The Proposed Project incorporates measures that would advance these objectives and would not impede statewide measures that are not directly applicable to the Project.

Given the Project's consistency with State, regional, and City greenhouse gas emission reduction goals and objectives, its contribution to the cumulative impact of global climate change would be less than significant and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Similarly, related projects would also be subject to these emissions reduction goals and objectives. Therefore, the potential impact on global warming resulting from implementation of the Proposed Project and related projects would not be cumulatively considerable.

5. MITIGATION MEASURES

No mitigation measures required.

4. ENVIRONMENTAL IMPACT ANALYSIS
6. HAZARDOUS MATERIALS

1. INTRODUCTION

This section summarizes the Phase I Environmental Site Assessment ("Phase I") prepared for Santa Monica College by Ellis Environmental Management, Inc. on August 15, 2011; and the Soil and Groundwater Sampling Malibu Civic Center: 23525 Civic Center Way, Malibu California ("Phase II") prepared by Ellis Environmental Management, Inc. on January 17, 2012. The reports present the existing environmental conditions, including any potential hazardous materials, on the existing Project Site. The reports are included as Appendix H to this EIR.

2. REGIONAL AND ENVIRONMENTAL SETTING

a. Current Site Use

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.[1] The Sheriff's Station has a basement that contains a pump station. Additionally, there are other smaller structures on-site such as retaining walls. Due to the development and previous soil work to support the current structures, the Project Site has been cleared of most native vegetation. At the present time, the Project Site is predominantly devoid of vegetation with the exception of a small courtyard at the northeast corner of the Project Site that is landscaped and includes mature trees, and the landscaping and tree work beautifying the parking lot bordering Civic Center Way. An existing 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. All buildings on the property are served by septic systems.

b. Regulatory Setting

(1) Federal Regulations/Policies

A variety of federal laws and regulations governing the management and control of hazardous substances have been established to protect the environment. These regulations fall under the jurisdiction of the USEPA and include the following:

- The Resource Conservation and Recovery Act (RCRA) was enacted in 1976 and provides the framework for the national hazardous and non-hazardous waste management systems (United States Code, Title 42, Chapter 82). This framework includes the determination of whether

[1] *Preliminary Geotechnical Investigation, Proposed Malibu Campus, 23555 Civic Center Way, City of Malibu, California, Geolabs – Westlake Village, June 20, 2012, revised on April 5, 2013.*

hazardous wastes are being generated, and techniques for tracking wastes to eventual disposal (cradle to grave responsibility).

- Title 29 Code of Federal Regulations (CFR), Part 1910, contains the Occupational Safety and Health Administration (OSHA) requirements for workers regarding hazardous waste management operations and emergency responses involving hazardous waste. These regulations promote worker safety and other training, and worker's right-to-know.

- The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), or "Superfund," creates national policies and procedures to identify and clean up sites where hazardous substances have been released into the environment and provides statutory definitions of hazardous substances and petroleum products under United States Code, Title 42, Chapter 103.

- The Superfund Amendment and Reauthorization Act (SARA), Title III of the 1986 Emergency Planning and Community Right to Know Act (United States Code, Title 42, Chapter 116), which requires facilities to report items on USEPA Toxic Chemical Inventory Reporting Forms.

(2) State Regulations/Policies

At the State level, California has developed hazardous waste regulations that are similar to the federal laws, but that are more stringent in their application in some cases. The term "hazardous material" is defined in California Health and Safety Code Section 25501 as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous materials include, but are not necessarily limited to, solvents, mercury, lead, asbestos, fuels, oils, paints, cleansers, and pesticides that are used in activities such as building and grounds maintenance. Potential adverse effects include those associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emitting hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and location of the proposed project on a hazardous materials site.

The Hazardous Waste Control Law (HWCL) empowers the Department of Toxic Substances Control (DTSC), a division of California Environmental Protection Agency (CAL EPA) (formerly part of the Department of Health Services) to administer the State's hazardous waste program and implement the federal program in California. California Code of Regulations (CCR) Titles 22 and 23 address hazardous materials and wastes. Title 22 defines, categorizes, and lists hazardous materials and wastes. Title 23 addresses public health and safety issues related to hazardous materials and wastes and specifies disposal options.

Other relevant California laws include the following:

- The Hazardous Materials Release Response Plans and Inventory Law of 1986 (Assembly Bill (AB) 2185; Health and Safety Code Section 25500, et seq.) governs hazardous materials handling, reporting requirements, employee training, and local agency surveillance programs.

- Proposition 65 (CCR Title 22, Section 12000, et seq.) focuses on carcinogenic or teratogenic contaminants. It established a list of chemicals and substances and the level at which they are believed to potentially cause cancer, restricted discharge of listed chemicals at certain levels into known drinking water sources, required public notification of unauthorized discharges, required clear warning prior to a known and intentional exposure to a listed substance; and established a right of action for citizens, and separate notice requirements for government employees and counties.

- California Health and Safety Code, Division 20, Chapter 6.7, governs the State's Underground Storage Tank (UST) program and regulates the program in CCR Title 23, Division 3, Chapters 16 and 17.

- The Porter-Cologne Water Quality Control Act, adopted in 1969 and revised in 2009, requires maintaining the highest reasonably quality for the State's waters. It authorizes the Regional Water Control Boards (RWQCB)[2] to supervise cleanup efforts at spill sites that have affected groundwater.

The DTSC has the primary responsibility for enforcement and implementation of hazardous waste control laws in California. However, this responsibility is shared with other state and local government agencies, including the State Water Resources Control Board (SWRCB), the Los Angeles RWQCB, and city and county governments.

(3) Citywide Regulations/Policies

The General Plan of the City of Malibu Health and Safety Element, Goal 1, aims to prevent all avoidable risks to safety, health, and welfare from natural and man-made hazards including environmental hazards, fire, toxic and hazardous substances, water and air pollution, and landslides and debris flows.

c. Database Review

Several database lists were reviewed for information pertaining to the Project Site. These include the Los Angeles County Department of Public Health (LACDPH); Department of Toxic Substances Control (DTSC); Los Angeles County Fire Department (LACFD); Department of Oil, Gas, and Geothermal

[2] *The Los Angeles Regional Quality Control Board has jurisdiction over the Project Site and its surrounding area.*

Resources (DOGGR); Los Angeles Regional Water Quality Control Board (LARWQCB), which contains an inventory of reported Leaking Underground Storage Tanks (LUST); and the Los Angeles County Department of Public Works (LACDPW), which reports on the status of Underground Storage Tanks (UST).

Four historical LUSTs were identified on-site that have since been removed. The four underground storage tanks were removed from the property in January 1992 after groundwater contamination was observed during a site assessment performed by California Environmental in 1990. Two 4,000-gallon storage tanks containing unleaded gasoline, and one 4,000-gallon storage tank containing aviation fuel were confirmed to have underlying soil contamination following the tank pull. A 1,000-gallon diesel tank was removed at that time but was found to be free of underlying contamination. No records of site cleanup in response to the contamination identified at the Project Site. Despite this, case closure was given in October 1996, by the LARWQCB citing that the Malibu area does not have an aquifer used for drinking and that "passive remediation should decrease contamination to acceptable levels."

A property located approximately 0.5 to 1 mile north-northwest of the Project Site at 3011 Malibu Canyon Road is an active case under the California Department of Toxic Substances Site Cleanup Program Listing. The case was active as of 1/1/2008 and stemmed from leaking of aboveground storage tanks. Potential contaminants of concern are chromium III, mercury, white phosphorus, polynuclear aromatic hydrocarbons, diesel, PCE and TCE. The potential media affected are listed as soil and soil vapor. Based on the distance to the Project Site, and the media listed as impacted, this facility does not represent a recognized environmental condition (REC) in association with the subject property at this time.

The property located at 23670 Pacific Coast Highway (approximately 0.125 to 0.25 miles southwest of the Project Site) is listed under State and tribal LUST lists. A Regional Water Quality Control Board case is currently opened at the site and the site is undergoing remediation as of 1/16/2008. The potential contaminant of concern is listed as gasoline. The potential media affected is listed as "under investigation." The State Water Resources Control Board Geo Tracker lists the case having 13 groundwater wells that are monitored semiannually.

(1) Los Angeles County Department of Public Health (LACDPH)

The LACDPH is responsible for protecting the health and well-being of all persons in Los Angeles County with a focus on the population as a whole.[3] The LACDPH's Incident Report lists that 10 gallons of "Spent Petroleum Distillated" in containers were abandoned on the Project Site on 7/11/2013. The

[3] *http://publichealth.lacounty.gov/phcommon/public/aboutus/aboutdisplay.cfm?unit=ph&prog=ph&ou=ph, accessed November 2014.*

materials were cleaned up by Public Works, and the report states that "no ground/surface contamination observed at the time of the investigation."

(2) Department of Toxic Substances Control (DTSC)

The State of California Environmental Protection Agency (Cal/EPA), Department of Toxic Substances Control (DTSC) is responsible for the promulgation and enforcement of State environmental protection laws and regulations. Ellis Environmental Management Inc. ("Ellis Environmental") contacted the DTSC for information pertaining to files on the Project Site, and the DTSC stated that they have no records pertaining to the Project Site.

(3) Los Angeles Regional Water Quality Control Board (LARWQCB)

The Los Angeles Regional Water Quality Control Board (LARWQCB) protects ground and surface water quality in the Los Angeles Region, including the coastal watersheds of Los Angeles and Ventura Counties, along with very small portions of Kern and Santa Barbara Counties.[4] The Regional Water Quality Control Board has jurisdiction over water quality, water contamination problems, and LUSTs in the vicinity of the Project Site. After review of files provided by the UST Division under LARWQCB, a report from 1993 cites concentrations of up to 2,100 mg/kg of fuel hydrocarbons in soil samples on the Project Site, and up to 7,900 µg/kg of benzene in the groundwater downgradient from the tanks. The report proposes in-situ treatment system and a test system be installed in the area of greatest contamination. An Underground Storage Tank Case Closure notice was issued on October 4, 1996.

(4) Los Angeles County Department of Public Works (LADPW)

The Los Angeles County Department of Public Works is responsible for the design, construction, maintenance, and operation of Los Angeles facilities and infrastructure, such as water supply, flood control, water quality, and water conservation facilities. LADPW records document a removal of four USTs – two 4000-gallon unleaded gasoline tanks, one 4000-gallon aviation fuel tank, and one 1000-gallon diesel tank from the decommissioned Malibu Sheriff's Station in the early 1990s. All tanks are believed to have been originally installed in the 1970s. The report identified significant contamination under both of the gasoline tanks and beneath the aviation fuel tank, and recommended that the Public Works file be closed and "that further action at the site be directed by the Regional Water Quality Control Board". The LADPW gave closure to the site in April 1992 for the removal of the tanks and referred the site to the California Regional Water Quality Control Board for further investigation on groundwater contamination existing at the Project Site. The California Regional Water Quality Control Board granted case closure in 1996. On October 1, 1990, the site was inspected as a proposed location for the installation of a new storage tank. The report titled, "Environmental Site Assessment, Los Angeles County Sheriff's Station, Malibu, CA," by The Earth Technology Corporation indicates a concentration of benzene of 3,600 µg/l, well above the state drinking water standard of 1 µg/l. It stated that "because of the high levels

[4] *http://www.swrcb.ca.gov/losangeles/about_us/, accessed November 15, 2013.*

of benzene and toluene found MW-3, it is apparent that some form of groundwater remediation will be needed." It discussed methods for groundwater treatment but noted that the extent of contamination would need to be determined before a method of groundwater treatment could be assessed. In January 2005, a closure report for a 12,000-gallon unleaded gasoline UST was found in the site file and stated that the UST built in 1991 was removed with no evidence of soil contamination. All confirmation soil samples taken following removal were none detected for gasoline related contaminants. A closure certification notice was issued on August 5, 2008 by the Department of Public Works in response to the closure report.

d. Asbestos

Asbestos is the name given to a number of naturally occurring fibrous minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos-containing materials (ACMs) were commonly used for acoustic insulation, thermal insulation, fire proofing, and in other building materials prior to 1981. When the microscopic fibers that make up asbestos become airborne, they can become inhaled and present a potential health hazard.[5] The U.S. EPA has taken steps to eliminate friable asbestos in building materials.[6] All untested materials are presumed to contain asbestos in buildings constructed prior to 1981. Because the structures on-site were originally constructed and modified prior to 1981, these structures have the potential to contain asbestos and pose a hazard to persons on the Project Site.

e. Radon

Radon is an odorless, radioactive gas that occurs naturally in soil, rock, and building materials. It results from the natural radioactive decay of radium and uranium. In outdoor air, radon generally dilutes to show low concentrations that are usually not of concern. In enclosed spaces such as homes or offices, radon can accumulate and pose an environmental concern. Indoor levels of radon depend on a building's construction and the concentration in the underlying soil and rock.

According to the USEPA publication *EPA's Map of Radon Zones, California* (dated 1993), the Project Site is located in a county with a predicted average radon concentration between 2.0 picoCuries per liter (pCi/l) and 4.0 pCi/l. The EPA has set a standard of 4.0 pCi/l as the concentration of radon at which corrective action is recommended.

f. Lead

Lead-based paint is considered to be a health threat to people and, particularly, to children. Lead was a major ingredient in house paint used throughout the country prior to 1980, when it was discontinued under federal law. Similar to regulations for ACMs, California law requires that all residential buildings constructed on or before January 1, 1979 or schools constructed on or before January 1, 1993 must be

[5] *U.S. Department of Health and Human Services, Agency for Toxic Substances & Disease Registry, Asbestos Health Effects, http://www.atsdr.cdc.gov/asbestos/asbestos/health_effects/ (2008) accessed December 17, 2013.*

[6] *Friable materials are defined as those that can be crushed or reduced to powder by hand pressure.*

presumed to contain lead-based paint.[7] Because the structures on-site were originally constructed and modified prior to 1979, these structures have the potential to contain lead based paint and pose a hazard to children and persons on the Project Site.

3. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

Appendix G to the CEQA Guidelines identifies the following applicable criteria for determining whether a project's impacts are considered to have a significant impact on the environment. A project's impacts are considered significant when the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

b. Project Impacts

(1) Construction-Related Impacts

There are no current identified RECs on the Project Site. There is a seepage pit for septic systems on the northwest corner of the Project Site, north of the current building and northwest of the proposed building location. There is currently an asphalt parking lot on top of the seepage pits. According to the proposed Site Plan, a parking lot is designated for the portion of the Project Site overlaying the seepage pits. For this reason, extensive excavation and soil work is not required, but appropriate caution should be taken when developing this area. If any operation within the subject Project includes the construction, installation, modification, or removal of underground storage tanks (Los Angeles County Code Title 11, Division 4), the County of Los Angeles Department of Public Works, Environmental Programs Division must be contacted for required approvals and operating permits.

The Project Site is listed on the Leaking Underground Storage Tank list for three former USTs. As discussed above, 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, which indicates that the investigation and/or remediation have been completed to their satisfaction. The LUST classification on the Project Site represents a historic recognized environmental condition in connection

[7] *California Code of Regulations (CCR) Title 17, Division 1, Chapter 8, Section 35043.*

with the Project Site. No RECs are currently in use at the Project Site. Additionally, there are two sites that are located within a one-mile radius of the Project Site that have documented spills or leaks of gasoline. A property located at 3011 Malibu Canyon Road is an active case under the California Department of Toxic Substances Site Cleanup Program Listing. 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 subject property at this time. The property located at 23670 Pacific Coast Highway is a Regional Water Quality Control Board case that is currently opened. The site is undergoing remediation and is monitored semiannually.

In the Phase I Report, Ellis Environmental recommends further assessment to determine if hydrocarbon related contamination remains in the soil and groundwater at the site from the history of leaky gasoline and aviation fuel USTs. Ellis Environmental also recommends assessment to address how septic systems on-site might impact future construction efforts. Ellis Environmental performed soil and groundwater sampling and testing as reported in the Phase II Report. The Phase II Report concludes that the Site proposed for the new Santa Monica City College building appears to be free of residential gasoline contamination associated with a previous release of the Sheriff's Substation. No evidence was found to suggest that soil, soil vapor, or groundwater contamination is present at levels of concern. Very minor residual groundwater contamination was noted in two boring locations on the Los Angeles County Waterworks property. The concentrations detected were below applicable drinking water standards, and Ellis Environmental concludes that the concentrations are less than significant. No further assessment or remediation is believed to be required or necessary.

(a) Asbestos

Development of the Proposed Project would involve demolition and/or removal of the existing structures located on the Project Site. As mentioned previously, because the structures on the Project Site were built prior to the federal banning of ACMs, structures have the potential to have been constructed with building materials containing lead-based paint and/or ACMs. However, none of the structures on the Project Site were sampled and/or tested for ACMs during the assessment by Ellis Environmental. The potential release of ACMs is considered to be a significant impact. Mitigation Measure HAZ-2 is recommended to address this potential impact.

(b) Radon

Based on the location of the Project Site, elevated levels of radon are not expected to be of concern.

(c) Lead

Due to the building's age, it is presumed that lead-based paint is present on the Project Site. The structures on-site containing lead-based materials could release lead into the environment during demolition activities. Therefore, Mitigation Measure HAZ-3 is recommended to address this potential impact.

(d) Polychlorinated Biphenyls (PCBs)

During reconnaissance of the Project Site, an Ellis Environmental assessor was escorted through the existing building on the Project Site. Ellis Environmental did not note the presence of fluorescent lights in the buildings, although it is presumed that fluorescent light ballasts manufactured prior to 1978 might be located on the Project Site. Fluorescent light ballasts manufactured prior to 1978 may contain small quantities of PCBs. It is possible that PCBs could be released into the environment during demolition activities. Therefore, Mitigation Measure HAZ-4 is recommended to address this potential impact.

(2) Groundwater Sampling and Analysis

Ellis Environmental performed soil and groundwater sampling in January 2012. As discussed above, the Phase II Report concludes that the levels of contamination on-site are less than significant and no further remediation is required. However, pumped groundwater could potentially draw slightly higher concentrations of contaminants onto the Project Site. Mitigation Measure HAZ-1 is recommended to ensure that accidental contamination of the Project Site would not occur during construction activities.

Since the Phase II investigation yielded less than significant impacts in relation to on-site contamination, potential RECs from surrounding properties are less this significant. Therefore, it is unlikely that surrounding properties contaminated the Project Site, groundwater or soil of the area.

(3) Operational Impacts

Implementation of the Proposed Project would include the construction of an 19,670 square foot educational facility and a 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center. Beyond relatively small quantities of solvents and chemicals that are routinely used in college science classes for education and instructional purposes, the proposed uses do not involve any materials or activities that would entail the use of hazardous materials that could potentially pose a threat to persons on-site or on immediately adjacent properties.

Potentially hazardous materials that are anticipated to be used and/or stored on the Project Site as part of the proposed community college facility include common household cleaners, solvents, paints, or lacquers typical of educational and police operations. The associated risk of storing and/or using such materials on the site after construction is complete would be adequately reduced to acceptable levels of safety via compliance with federal, State, and local regulations. In addition, the proposed Sheriff's Substation would require the on-site storage and handling of explosives and other potentially hazardous projectile materials. The type of explosives that would likely be stored on-site within the proposed Sheriff's Station and within secured Sheriff Department vehicles include 1) ammunition with inert projectiles; 2) tear gas and smoke, sting balls; and 3) small arms ammunition. All of these items will be stored in the Armory on-site in the Sheriff's Substation. The Sheriff's Department vehicles would be parked in a secured and fenced in area in the back lot. Based on the Proposed Project's required compliance with applicable regulations the risk of upset and accidental conditions involving the release of hazardous materials into the environment is considered to be less than significant.

Additionally, there are no public or private schools or proposed public or private schools within a quarter of a mile radius of the Project Site.

4. MITIGATION MEASURES

As discussed above, it is likely the ACMs, lead-containing materials, PCBs, and contaminated groundwater could be released into the environment during demolition and pre-construction activities. The following mitigation measures are recommended to address these potential impacts:

HAZ-1. The Project Developer shall obtain all necessary permits from the RWQCB prior to the installation of any temporary and/or permanent dewatering systems. Procurement of all applicable RWQCB permits will ensure the water quality of groundwater discharge into the storm drain infrastructure.

HAZ-2. A demolition-level asbestos survey by a licensed contractor shall be conducted for the existing on-site structures. If the survey reveals that these structures contain ACMs, the structures shall be stabilized, removed, and disposed of in accordance with applicable regulations, including but not limited to, SCAQMD Rule 1403 and Cal/OSHA requirements.

HAZ-3. During the demolition of existing structures, building materials shall be handled and disposed of in accordance with applicable federal, State, and local regulations regarding lead-containing materials.

HAZ-4. Fluorescent light ballasts not specifically labeled as not to contain PCBs shall be presumed to contain them and shall be disposed of in accordance with applicable regulations, including but not limited to, Cal/OSHA requirements.

HAZ-5 If any operation within the Project Site includes construction, installation, modification, or removal of underground storage tanks (Los Angeles County Code Title 11, Division 4), the County of Los Angeles must be contacted for required approvals and operation permits.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the Mitigation Measures above, impacts would be less than significant.

4. ENVIRONMENTAL IMPACT ANALYSIS
7. HYDROLOGY / WATER QUALITY

1. INTRODUCTION

This section of the Draft EIR provides an analysis of the Proposed Project's potential impacts associated with hydrology and surface water quality. Hydrology refers to the susceptibility of the Project Site to flooding and inundation based on existing conditions and any on- or off-site flooding impacts that may result due to the implementation of the Proposed Project. Changes to hydrological patterns can result from altering the permeability of the ground and physical alterations to the land that change the course of surface water runoff. Water quality refers to the quality of surface water flows leaving the site. Water quality can be affected by the introducing contaminants (e.g., oil and grease deposition from vehicles) or illicit discharge of contaminated water into nearby storm drains or receiving bodies of water such as streams, lakes, or the ocean.

2. ENVIRONMENTAL SETTING

a. Regional Hydrology

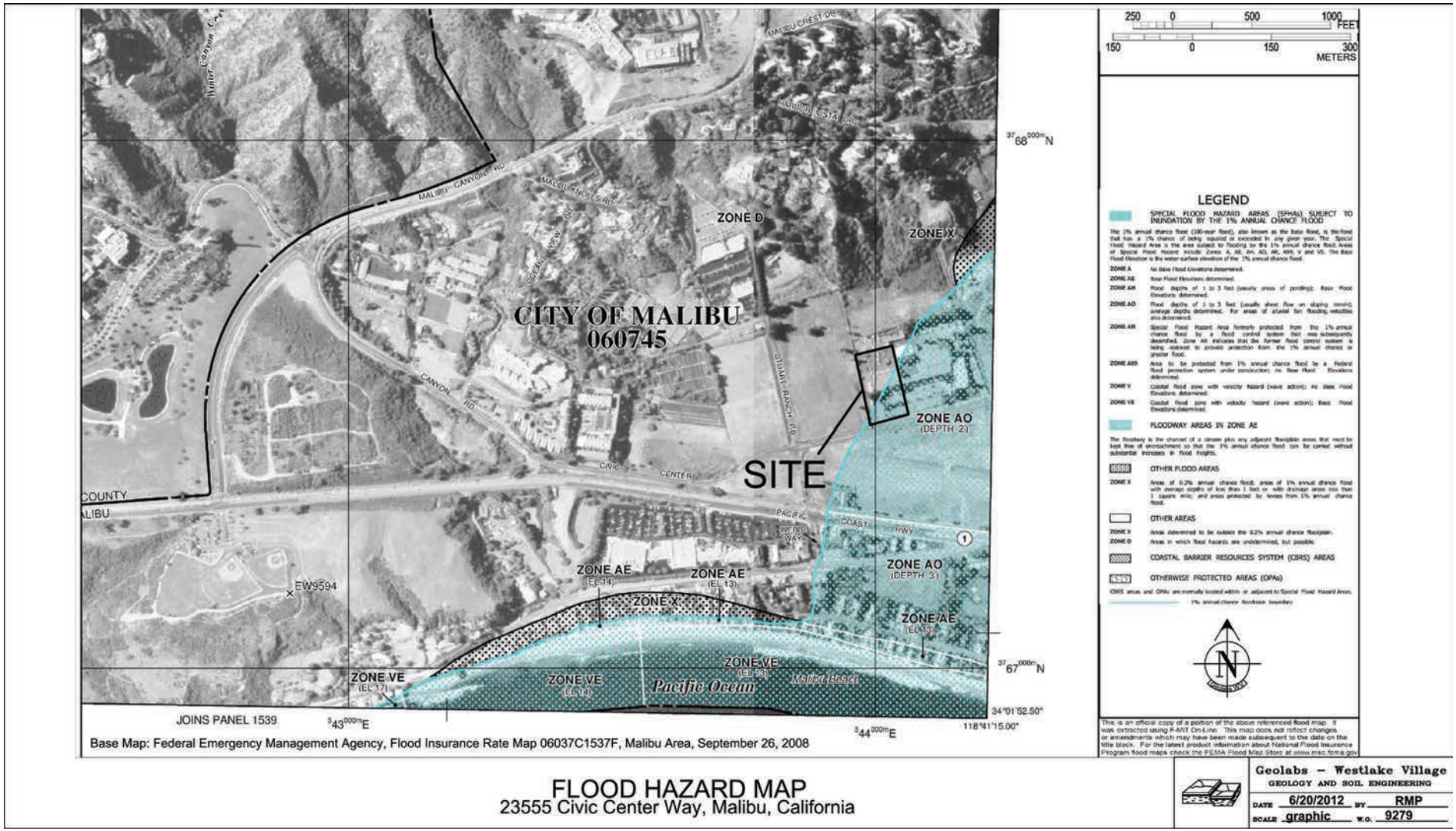
The Project Site is situated within the Malibu Creek Watershed (a sub-watershed of the larger Malibu Hydrologic Unit), which encompasses approximately 110 square miles. The tributary area to Malibu Creek is approximately 75,000 acres (115 square miles) and drains portions of the Simi Hills and Santa Monica Mountains. Malibu Creek discharges runoff directly into the Pacific Ocean.

Historically, Malibu Creek has been subject to flooding. During a storm event in March 1983, Malibu Creek experienced a peak flow rate of 24,200 cubic feet per second (cfs). Based on Federal Emergency Management Agency (FEMA) calculations, the theoretical 100-year peak flow rate for Malibu Creek is 44,900 cfs.

b. Local Hydrology

(1) Flooding and Inundation

Flooding and inundation commonly happen in low-lying areas after heavy rains or in the event of a water barrier breaking (such as a levee or dam). Cities are required to identify and plan for 100-year-floods. 100-year-flood is defined as a flood event that has a 1% chance of being equaled or exceeded in any given year. Figure 4.7.1, Flood Hazard Map, below, shows the Project Site is partially located within Zone AO and could be subject to flooding and inundation with flood depths between 1 to 3 feet during a 100-year-flood event. Additionally, Figure 4.7.2, Dam Inundation Map, shows the areas around the City of Malibu that are susceptible to inundation and flooding. As seen in Figure 4.7.2, it is anticipated that the eastern side of the Project Site is affected during a 100-year-flood.



FLOOD HAZARD MAP
23555 Civic Center Way, Malibu, California

Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.8, December 13, 2013

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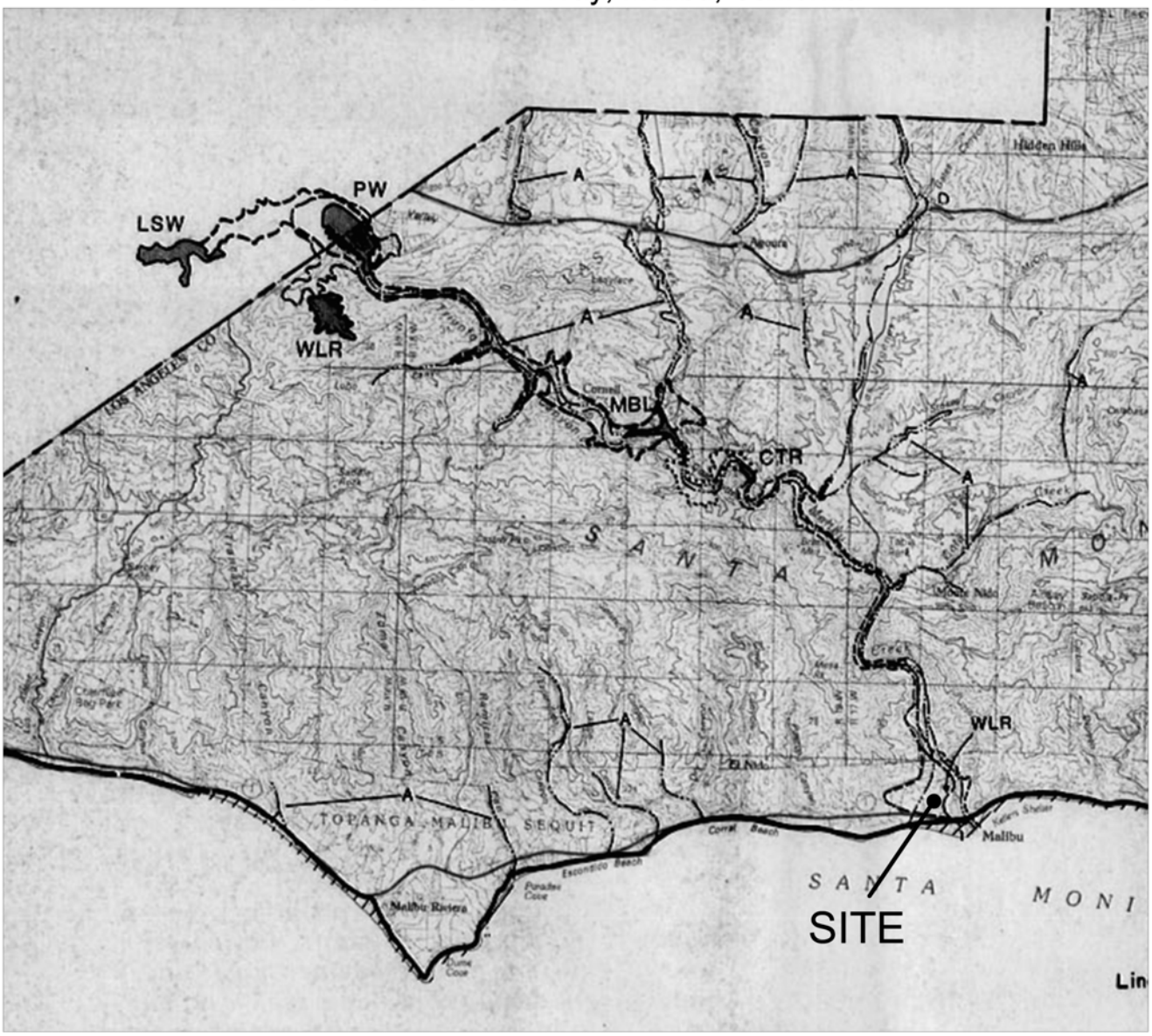
Figure 4.7.1
Flood Hazard Map

DAM INUNDATION MAP
23555 Civic Center Way, Malibu, California



EXPLANATION

- TSUNAMI INUNDATION AREA
- DAM OR DEBRIS BASIN INUNDATION AREA
- DAM OR DEBRIS BASIN FLOOD BOUNDARIES
- 100-YEAR FLOOD AREAS
- 500-YEAR FLOOD AREAS
- NON-INUNDATED AREA

N

0 2 4 6
MILES

Base Map: Flood and Inundation Hazards Map
Los Angeles County Safety Element, Plate 6

Geolabs – Westlake Village
GEOLOGY AND SOIL ENGINEERING

DATE 6/20/2012 BY RMP
SCALE graphic W.O. 9279

Source: GeoLabs - Westlake Village, Preliminary Geotechnical Investigation, Proposed Malibu Campus, Plate 1.9, December 13, 2013

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Figure 4.7.2
Flood Inundation Map

Currently the Project Site is developed with a 23,882 square foot building and is improved with surface parking lots and raised median planter areas. Based on a review of Figure 2.3, Existing Site Survey, the 128,500 square foot Project Site consists of approximately 22 percent (i.e., 28,270 square feet) of permeable surface area and 78 percent (i.e., 100,230 square feet) of impermeable surface area. Drainage on the Project Site occurs through controlled sheetflow runoff from the surface parking lots towards the south portions of the Project Site, where the surface water is directed to the bio swale storm culvert on Civic Center Way.

(2) Tsunami and Seiche Hazards

As noted in the Geotechnical Report prepared by GeoLabs-Westlake Village, review of the Safety Element of the City of Malibu indicates that tsunami run-up heights of up to 12± feet could be generated in the Malibu area. The low point of the Project Site is 16± feet above mean sea level, therefore the potential for a tsunami to impact the Project Site is considered low. Seiches are seismically-induced waves or oscillations within semi-enclosed bodies of water such as lakes, reservoirs, and bays. In light of the lack of significant bodies of water adjacent to the Project Site, the potential for a seiche to impact the Project Site is considered low.

(3) Groundwater

Based on soil borings conducted by Geolabs –Westlake Village, groundwater was encountered in each of the three exploratory borings and cone penetrometer test (CPT) soundings at depths ranging from six feet to twenty-three feet.[1] In the CPT soundings, the continuous push on the rods was temporarily halted in deeper sand zones to allow for monitoring of pore pressure dissipations. The groundwater reading for the CPT soundings are based on the dissipation data. The groundwater from six feet was likely perched atop the clayey alluvium in that area. However, regional hydrological maps depict historic high groundwater at five feet below the surface in the vicinity of the Project Site.

(4) Water Quality

Malibu Creek has a history of water quality impairment. The Regional Water Quality Control Board's (RWQCB) Los Angeles Region Basin Plan identifies Malibu Creek as a threatened water body and Malibu Lagoon as an impaired water body. Malibu Beach and Surfrider Beach also appear on the United States Environmental Protection Agency (U.S. EPA) list of impaired water bodies. Water quality in the Malibu Creek and Lagoon is potentially impacted by increased surface water runoff, effluent infiltration from private treatment systems, and wastewater treatment plant effluent.

Under the existing conditions, surface water runoff from the paved areas within the Project Site drain towards the south into the storm basin channel along Civic Center Way. Surface water runoff is affected by oil and grease residue deposited by vehicles parking and circulating within the paved parking areas.

[1] *Preliminary Geotechnical Investigation, Proposed Malibu Campus, City of Malibu, California, Geolabs – Westlake Village, June 20, 2012 (revised December 18, 2013).*

Based on the existing development and land uses presently occurring on the Project Site, no point source water discharge activities are associated with the Project Site.

c. Regulatory Setting

(1) Clean Water Act

The 1972 amendments to the Federal Water Pollution Control Act, later referred to as the Clean Water Act (CWA), prohibit the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by a National Pollution Discharge Elimination System (NPDES) permit. In 1990, the EPA promulgated final regulations that established Phase 1 requirements for the NPDES program to address, among other discharges, nonpoint source discharges from large construction activities of five acres or more of land. Under Phase I of the NPDES stormwater program, stormwater discharges have been primarily regulated for (1) specific industrial categories, (2) construction sites greater than five acres, and (3) municipal separate storm sewer systems (MS4s) serving populations greater than 100,000. NPDES Phase II regulations expand the existing NPDES stormwater program (Phase I) to address stormwater discharges from small MS4s (those serving less than 100,000 persons) and construction sites that disturb one to five acres.

Under the Clean Water Act (CWA), the State of California is required to issue a list of all impaired water bodies in the State. An impaired water body, by definition provided in CWA Section 303(d), is a body of water that does not meet water quality regulations, and therefore is subject to the imposition of Total Maximum Daily Loads (TMDLs) imposed by the State Water Resources Control Board. A TMDL is the maximum amount of wastewater allowed to be discharged into a given water body each day. The State Water Resources Control Board, Division of Water Quality issues the listings of impaired water bodies, and the 1998 list identified Malibu Creek, Malibu Lagoon, Malibu Beach, and Surfrider Beach as impaired water bodies with imposed TMDLs.

(2) Porter Cologne Water Quality Control Act

In California, the NPDES program is administered by the State Water Resources Control Board (SWRCB) through nine RWQCBs. The SWRCB and the RWQCBs were established in 1969 by the Porter-Cologne Water Quality Control Act, the principal law governing California water quality regulation. General Construction Activity Stormwater Permits (GCASP) for Los Angeles County are administered through Region 4 - Los Angeles RWQCB. Under new regulations adopted by the LARWQCB, project applicants are required to implement a Standard Urban Stormwater Mitigation Plan (SUSMP), to ensure that stormwater pollution during the operational life of the project is addressed by incorporating "Best Management Practices" (BMPs) in the design phase of development. All projects that fall into one of seven categories are identified in the Los Angeles County MS4 Permit as requiring SUSMPs.

The Proposed Project involves the redevelopment of a surface parking lot greater than 5,000 square feet in area and is therefore subject to specific BMP to address potential water quality impacts Parking lots contain pollutants such as heavy metals, oil and grease, and polycyclic aromatic hydrocarbons that are deposited on parking lot surfaces by motor vehicles. These pollutants are directly transported to surface waters. To minimize the offsite transport of pollutants, the following design criteria are required by the County's SUSMP manual:

- Reduce impervious land coverage of parking areas;
- Infiltrate runoff before it reaches storm drain system;
- Treat runoff before it reaches storm drain system.

BMPs are generally common sense methods for controlling, preventing, reducing or removing pollutants in urban runoff (street sweeping programs, for example). There are source-control BMPs designed to reduce or eliminate the introduction of pollutants into runoff (e.g., dry cleanup of gas fueling areas) and there are treatment BMPs designed to remove pollutants from urban runoff (e.g., straw bales to trap sediments at construction sites). Among other BMPs listed in the SUSMP, structural or treatment control BMPs selected for use at any project covered by the SUSMP are required to meet the following design standards:

A. Mitigate (infiltrate or treat) stormwater runoff from either:

1) The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ ASCE Manual of Practice No. 87, (1998), or
2) The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook – Industrial/ Commercial, (1993), or
3) The volume of runoff produced from a 0.75 inch storm event, prior to its discharge to a stormwater conveyance system, or
4) The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" (0.75 inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event, and

B. Control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency.

The City of Malibu's LCP development standards require a Water Quality Management Plan (WQMP), which is essentially a local version of the Countywide SUSMP. Pursuant to Section 17.4.3 of the LCP, all projects that require a Coastal Development Permit are required to provide post-construction plans detailing how stormwater and polluted runoff will be managed or mitigated.

(3) Coastal Zone Act Reauthorization Amendments

The 1990 Coastal Zone Act Reauthorization Amendments (CZARA) identified polluted runoff as a significant factor in coastal water degradation for shore-side municipalities. To better address polluted water in the coastal zone, Congress added CZARA Section 6217, which required, among other things, the preparation of a State coastal non-point source pollution control program. The purpose of the program is to implement polluted runoff management measures and enforceable policies to restore and protect coastal waters. California's specific response to Section 6217 (the State's Coastal Non-point Pollution Control Program or "CNPCP") continues to be developed by the SWRCB and the Coastal Commission in consultation with the National Oceanographic and Atmospheric Administration (NOAA) and the EPA. It is clear that it increasingly will be incumbent upon local governments in coastal zone areas to implement more stringent water quality protection measures to address polluted runoff. The primary objectives of the CZARA program are reflected in the revised NPDES permitting requirements discussed above.

(4) Low Impact Development Ordinance

The County of Los Angeles water quality regulations for development projects are contained in the County's Low Impact Development (LID) ordinance (effective, November 2008). The LID Ordinance focuses on water resources and specifies stormwater handling and treatment requirements that protect streams, groundwater, surface water quality, and natural drainage characteristics. Chapter 12.84 of the County Code requires the use of LID principles in development projects. LID encourages site sustainability and smart growth in a manner that respects and preserves the characteristics of the County's watersheds, drainage paths, water supplies, and natural resources. LID builds on conventional design strategies by using every softscape and hardscape surface in a development to perform a beneficial hydrologic function by retaining, detaining, storing, changing the timing of, or filtering stormwater and urban runoff. LID encompasses the use of structural devices, engineered systems, vegetated natural designs, and education in order to distribute stormwater and urban runoff across a development site.

(5) LIP Chapter17, Water Quality Protection

The City of Malibu's water quality regulations are embodied in Chapter 17, Water Quality Protection of the Local Implementation Plan (LIP). LIP Chapter 17 provides application submittal requirements, development standards, and other measures to ensure that new development is sited and designed to conserve natural drainage features and vegetation, to prevent the introduction of pollutants into coastal waters, and to protect the overall quality of coastal waters and resources. LIP Chapter 17 states that all development should consider site design, source-control, and treatment control BMPs to prevent polluted runoff and water quality impacts resulting from development. In addition, projects should be designed to control post development peak runoff rates and volumes to maintain or reduce predevelopment downstream erosion rates.

3. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

The City of Malibu General Plan EIR considers the impacts created by the Proposed Project significant if implementation would result in:

- Significant adverse changes to the quantity and/or quality of water in local streams, creeks and/or rivers due to any of the following:
    - Changes in currents, or the course or direction of water movements, in either marine or fresh waters resulting from:
        - Additional coverage by impervious surfaces;
        - Altered drainage ways; and
        - Increase in total annual, monthly and peak surface runoff.
- Alteration in the direction or rate of flow of ground waters;
- Increased runoff volumes that exceed the capacity of storm drain facilities, cause downstream or off-site drainage problems, or alter inflows to an adjacent wetland to the extent that there is a net degradation of functions and values of aquatic habitat;
- Stormwater discharges that exceed established water quality standards, increase erosion and sedimentation, or endanger aquatic habitats;
- The change in water quality in an area of special biological significance (such as an SEA, ESHA, SERA) and other resources identified in the Malibu General Plan.

Additionally, the CEQA Guidelines identifies the following criteria for determining whether a project's impacts are considered to have a significant effect on the environment. A project is considered to have significant impacts if implementation of the project would:

Drainage

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site.
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff.

Flooding

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures that would impede or redirect flood flow.
- Expose people or structures to a significant risk, loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

- Result in inundation by seiche, tsunami, or mudflow.

Groundwater Recharge

- Substantially deplete groundwater supplies, or interfere substantially with groundwater recharge such that there would be net deficit in aquifer volume or a lowering of the local groundwater table.

Water Quality

- Violate any water quality standards or waste discharge requirements.
- Otherwise substantially degrade water quality.

b. Project Impacts

(1) Hydrology/Flooding

The Proposed Project includes the demolition of the existing Sheriff's Station and the construction of a 19,670 square foot community college facility and a 5,640 square foot Sheriff's Substation in the same general footprint. Construction of the Proposed Project would require excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition. Approximately 4,200 cy of soil is anticipated to be imported during the earthwork phase. Upon completion, the finished floors of the Proposed Project would be elevated above the flood level and would not be prone to flooding. Thus, construction of the Proposed Project would not expose people or structures to a significant risk, loss, injury, or death involving flooding. Therefore, potential impacts associated with flooding hazards would be considered less than significant impact.

(2) Drainage and Water Runoff

The Project would alter the existing configuration of the surface parking lot, which in turn would alter the surface water flows within the Project Site. As indicated on the proposed Site Plan (See Figure 2.4 in Section 2.0, Project Description), surface water runoff would continue to be directed through the Project Site's surface parking lot areas and into adjacent stormwater bio swale along Civic Center Way. The volume of surface water runoff from the Project Site is expected to decrease as a result of the Proposed Project. As mandated by the LCP, approximately 25% of the total lot area will be improved with landscaping and 0.5% of the total lot area will consist of permeable paving. Combined, approximately 40,779 square feet of the Project Site will consist of permeable surface area. As compared to the existing conditions, the Project will increase the site's permeable surface area by approximately 12,800 square feet, an increase of approximately 46%. Thus, construction of the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site. Therefore, drainage impacts would be considered less than significant impact.

(3) Water Quality

(a) Construction Impacts

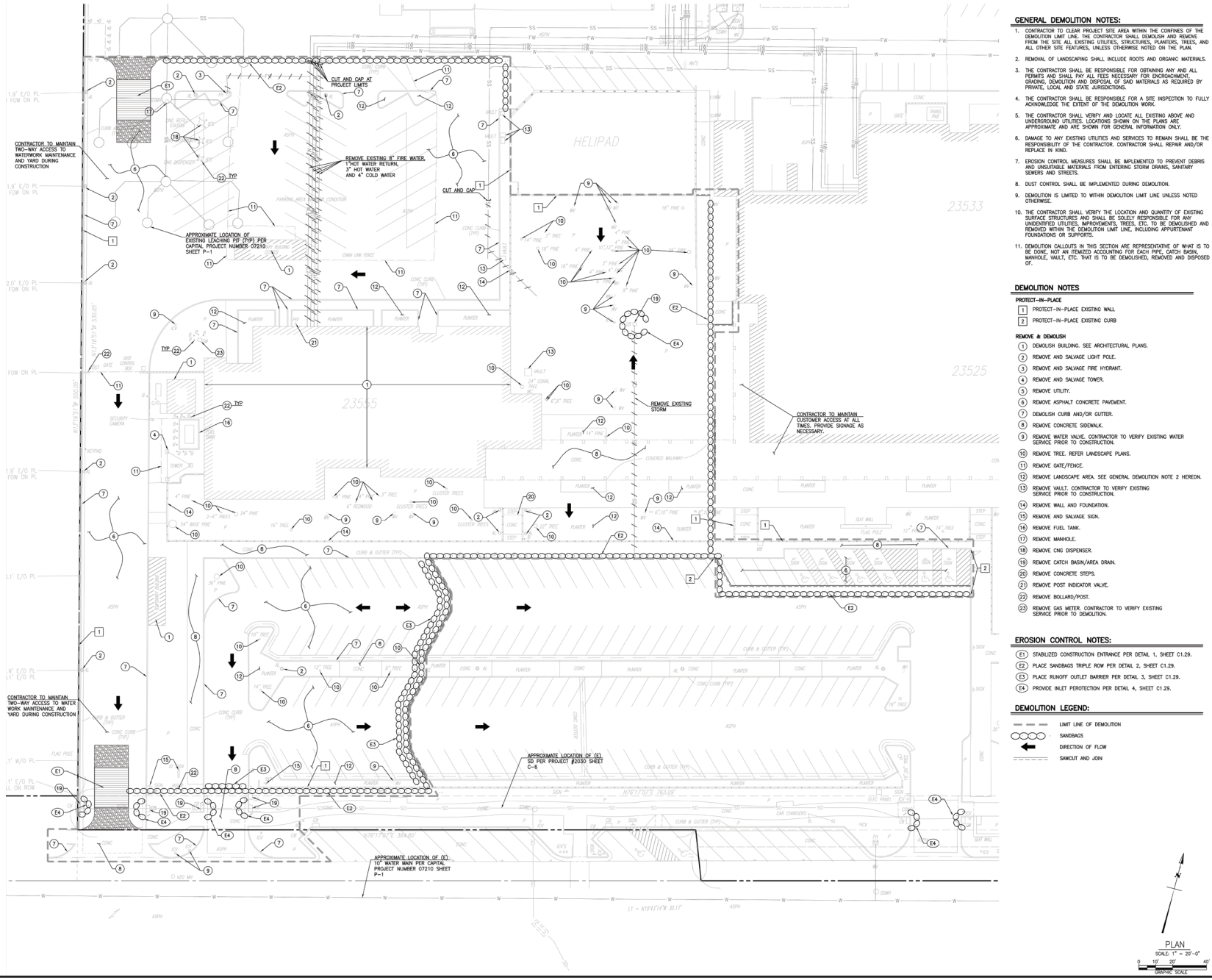
A significant impact may occur if a project is built on a site that has exposed soils that would be susceptible to weathering and erosion contributing to topsoil loss and sedimentation of local waters. The Project Site is currently occupied by a former Sheriff's Substation, surface parking areas, and a small interior courtyard with landscaping; therefore, there is little exposed soil that would be susceptible to weathering and erosion. As shown in Figure 4.7.3, Demolition and Erosion Control Plan, construction of the Proposed Project will entail demolition of the existing structure and surface grading and re-countouring of the surface parking lot throughout the Project Site. As shown, the Proposed Project would be designed with BMPs to comply with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ to prevent short-term construction-induced water quality impacts resulting from erosion and sedimentation issues. Similarly, as a regulatory requirement, the Project requires the preparation of a Stormwater Pollution and Prevention Plan (SWPPP) because construction activities would disturb more than one acre of land. The SWPPP would address construction impacts, especially during soil disturbing activities when soils are exposed to wind, rain and concentrated flows that could cause erosion. Implementation of Mitigation Measure WQ-1 will ensure appropriate and effective BMPs are implemented during construction to minimize soil erosion and the transmission of sediment into the City's separate storm drain system. Therefore, construction impacts upon water quality would be less than significant.

(b) Operational Impacts

Post-development stormwater runoff has the potential to contribute pollutants to the stormwater conveyance system and ultimately to the ocean. The quality of stormwater is generally affected by the length of time since the last rainfall, the rainfall intensity, the urban uses of the area, and the quantity of transported sediment. The EPA considers street and parking lot surfaces to be the primary source of stormwater pollution in urban areas. Post-construction phase water quality BMPs are required as stated in Section 17.4.2 of the LCP. Section 17.4.2 of the LCP requires post-construction plans detailing how stormwater and polluted runoff will be managed or mitigated during the life of the project. A WQMP is required for all development that requires a Coastal Development Permit and shall require the implementation of appropriate site design and source control BMPs from Section 17.6 of the LIP and Appendix A to minimize or prevent post-construction polluted runoff. With the preparation, approval and successful implementation of a WQMP, impacts to water quality would be mitigated less than significant levels.

(4) Groundwater

Construction of the Proposed Project would require excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition. Excavations would not extend deeper than required to remove the existing basement level and would be filled with approximately 4,200 cy of soil to



Source: Quatro Design Group, July 21, 2014.

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Figure 4.7.3
Demolition and Erosion Control Plan

raise the finished floor to a surface elevation of 23 feet. Thus, the Proposed Project will not include deep excavations into the groundwater table. Therefore, impacts to groundwater would be less than significant.

4. CUMULATIVE IMPACTS

Development of the Proposed Project in conjunction with the related projects identified in Section 3.0, Environmental Setting, would result in the further infilling of uses in the City. Development of the related projects would result in additional cumulative surface water runoff with urban water pollutants (i.e., oil, grease and sedimentation). However, similar to the Proposed Project, in accordance with the City's Local Coastal Plan- Local Implementation Plan (LCP-LIP), each related project would be required to develop a water quality mitigation plan (WQMP) to reduce impacts upon water quality. The Proposed Project would not expose people or structures to a significant risk, loss, injury, or death involving flooding, would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site, and would result in less than significant impact with respect to the volume and quality of surface water runoff. Therefore, the Proposed Project's contribution to cumulative wastewater impacts would be less than significant.

5. MITIGATION MEASURES

The following mitigation measures are required to mitigate any significant hydrology or water quality impacts:

WQ-1: The Project shall comply with all applicable City and County Low/Impact Development water quality requirements. The Proposed Project shall be designed and constructed in accordance with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ. The Applicant shall submit a Stormwater Pollution and Prevention Plan (SWPPP) to the appropriate governing agency.

WQ-2 Prior to the start if any construction activity, SMC or its contractor shall submit a Water Quality Management Plan (WQMP) to the satisfaction of the City of Malibu that incorporates appropriate site design and source control BMPs from Section 17.6 of the LIP and Appendix A to minimize or prevent post-construction polluted runoff.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures listed above, impacts to hydrology and water quality would be less than significant.

4. ENVIRONMENTAL IMPACT ANALYSIS
8. LAND USE AND PLANNING

1. INTRODUCTION

The following section provides an analysis of the Project's physical compatibility with existing land uses in the vicinity of the Project Site and the Project's consistency with applicable State, Federal, regional, and local planning documents and local land use policies and zoning regulations. The Project Site is located within the California Coastal Zone in the City of Malibu and is subject to the City of Malibu General Plan Land Use Element, the Malibu Local Coastal Program (LCP) and associated Local Implementation Plan (LIP), and the City of Malibu Zoning Ordinance. The potential cumulative land use impacts of the Project in conjunction with existing and proposed land use plans and policies and other related projects are also evaluated in this section.

SMC is identified as the Lead Agency for purposes of complying with CEQA, and is the primary public agency responsible for approving this project. As such the EIR will need to be certified by the SMC Board of Trustees. Development of the Proposed Project is subject to a proposed land-lease agreement between SMC and the County of Los Angeles, which owns the property that encompasses the Project Site, and the approval of the each agency (i.e., SMC and the County of Los Angeles Board of Supervisors, respectively). Other approvals, as necessary, will be required in accordance with all applicable laws and regulations. SMC will be required to submit building plans to the Division of the State Architect (DSA) for structural safety, access compliance, and fire and life safety approvals. SMC has also submitted an entitlement request for a Coastal Development Permit to the City of Malibu, which is the local authority responsible for administering coastal development permits pursuant to the California Coastal Act for development projects within the City limits. Additionally, the Project is being proposed under the authority of the Malibu Public Facilities Authority, which was formed on October 12, 2004, through a Joint Powers Authority (JPA) agreement between the City of Malibu and Santa Monica College for the acquisition of property and planning for and operation of public facilities in Malibu.

2. ENVIRONMENTAL SETTING

a. Regulatory Setting

(1) State Land Use Plans, Policies and Regulations

(a) California Coastal Act (CCA)

The Project Site is located within the California Coastal Zone, which was established pursuant to the Federal Coastal Zone Management Act of 1972 and the California Coastal Act of 1976. These Acts require that planning and development within the Coastal Zone be consistent and compatible with the unique characteristics of coastal resources. To implement these principles, the CCA established several basic goals, including the following:

a) To protect, maintain, enhance and, where feasible, restore the overall quality of the Coastal Zone Environment;
b) To assure balanced utilization of Coastal Zone resources;
c) To maximize public access and recreational opportunities consistent with resource conservation principles and private property rights;
d) To assure priority for coastal-dependent development over other development; and
e) To encourage State and local efforts to coordinate planning for mutually beneficial uses.

In order to implement these goals, the California Coastal Commission (CCC) was established as a permanent State coastal management and regulatory agency with the duties of overseeing the State's coastal resources and assisting coastal communities in adopting local regulatory plans that are consistent with the goals and policies of the CCA. The CCC assists local agencies in the preparation of Local Coastal Programs (LCPs) and reviews and certifies LCPs once they are adopted by local jurisdictions. Malibu's LCP was adopted by the CCC on September 13, 2002, and in December 2004, the City gained regulatory authority for development in the City's Coastal Zone.

(2) Regional Land Use Plans, Policies, and Regulations

Regional planning agencies with regulatory control or oversight of planning related issues within the Project area include the Southern California Association of Governments (SCAG), the Los Angeles Regional Water Quality Control Board (LARWQCB), the South Coast Air Quality Management District (SCAQMD), and the Metropolitan Transit Authority (Metro).

(a) SCAG

As related to land use, SCAG is authorized to undertake intergovernmental review for federal assistance and direct federal development pursuant to Presidential Executive Order 12,372. Pursuant to Public Resources Code Sections 21083 and 21087 and State CEQA Guidelines Sections 15206 and 15125(b), SCAG reviews projects of regional significance for consistency with regional plans. SCAG is also responsible for preparation of the Regional Housing Needs Assessment (RHNA), pursuant to California Government Code Sections 65584 to 65584.05. Among other purposes, SCAG's RHNA provides a tool for providing local affordable housing development strategies.

In 2012 SCAG adopted the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS is a long-range regional transportation plan that provides a blueprint to help achieve a coordinated and balanced regional transportation system in the SCAG region. The 2012-2035 RTP/SCS includes a policy element that is shaped by goals, policies and performance indicators, an action element that identifies specific projects, programs and implementation, and a description of regional growth trends that identifies future needs for travel and goods movement. Since the Proposed Project is neither a housing development project nor a project of regional significance, no further discussion of the project's consistency with SCAG policies is warranted.

(b) LARWQCB

The entire City of Malibu is within the jurisdiction of the LARWQCB, Region 4. The Water Quality Control Plan: Los Angeles Region – Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) was adopted in 1994 and amended in 2007. This Basin Plan gives direction on the beneficial uses of the State waters within Region 4, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

On November 5, 2009, the LARWQCB approved Resolution No. R4-2009-007, which bans the use of septic systems in the Civic Center area. On September 21, 2010, the State Water Resources Control Board (SWRCB) approved that same resolution, thereby amending the State Basin Plan. The Project's compliance with applicable LARWQCB policies and regulations associated with water quality are analyzed in greater detail in Section 4.7, Hydrology and Water Quality, of this Draft EIR.

(c) SCAQMD

The Project Site is also located within the South Coast Air Basin (SCAB) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's AQMP was adopted in 1997 to assist in fulfilling these responsibilities and is intended to establish a comprehensive regional air pollution control program leading to the attainment of State and Federal air quality standards in the SCAB area, which is a non-attainment area. The Final 2012 AQMP was most recently adopted in February 2013. The Project's consistency with the AQMP is analyzed in greater detail in Section 4.2, Air Quality, of this Draft EIR.

(d) Metro

Los Angeles County Metropolitan Transportation Authority (Metro) is the regional transportation planner and coordinator, designer, builder and operator for the highways and roadways in Los Angeles County. Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. On October 28, 2010 the Metro Board adopted the 2010 Congestion Management Program (CMP) for Los Angeles County.

The CMP for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for State gas tax funds. To receive funds from Proposition 111 (i.e., State gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. The Project Traffic Study was prepared in accordance with the County CMP and City of Malibu Guidelines. The

Project's consistency with the CMP for Los Angeles County is analyzed in greater detail in Section 4.11, Transportation and Traffic, of this Draft EIR.

(3) Local Plans

(a) City of Malibu General Plan Land Use Element

The Land Use Element of the City of Malibu General Plan serves as the principal instrument of land use regulation for all properties and proposed development within the City of Malibu. The Final General Plan was adopted November 20, 1995. The City of Malibu General Plan Land Use Element identifies six goals, as follows:

LU Goal 1: The natural and environmental resources of Malibu are protected and enhanced.

LU Goal 2: Manage growth to preserve a rural community character.

LU Goal 3: Recreational opportunities consistent with the protection of the natural resources and residential character of Malibu.

LU Goal 4: Commercial uses and structures in harmony with the rural residential character and natural environment of the community.

LU Goal 5: Protect agriculture which requires or is enhanced by Malibu's unique climate.

LU Goal 6: Private property rights protected.

The General Plan identifies the existing land uses on the Project Site as Public and Semi Public Facilities.[1] The General Plan land use designation for the Project Site and Malibu Civic Center Site is Institutional (I).[2] The "I" designation accommodates public and quasi-public facilities in the City. This designation includes educational, cultural, athletic, religious, and governmental facilities. The maximum floor-to-area ratio (FAR) for the Project Site shall range from 0.15 to 0.20.

As shown in Figure 4.8-1, Zoning and LCP Land Use Designations, the City of Malibu General Plan Land Use Policy Map, the properties immediately surrounding the Malibu Civic Center Site to the west and north are designated as Community Commercial (CC). The La Paz development site to the east is designated as a Town Center Overlay. Legacy Park to the south is designated for General Commercial (GC), Commercial Visitor Serving 1.

(b) Circulation and Infrastructure Element

The Circulation and Infrastructure Element contains the following specific goals, policies and objectives pertaining to schools and educational facilities that are directly applicable to the Proposed Project.

[1] *City of Malibu General Plan, Exhibit LU-1C, Existing Land Use (1995).*

[2] *City of Malibu General Plan, Figure LU-2(C) Land Use Policy Map Section 2 (1995).*

Goal 3: Schools And Educational Facilities To Serve The Educational Needs And To Ensure The Cultural Vitality Of The City.

Objective 3.1: Public Schools That Are Physically And Functionally Integrated With Their Surrounding Neighborhoods Or Service Areas.

Policy 3.1.1: The City shall encourage location of future school sites which are physically and functionally integrated with their surrounding neighborhoods and community.

Policy 3.1.2: The City shall coordinate with the Santa Monica-Malibu Unified School District to share facilities and programs.

To implement this policy the City shall:

Implementation Measure 39: Cooperate with the school and community college districts, to the extent feasible, to secure adequate funding of new school facilities.

Implementation Measure 40: Work with the school and community college districts to coordinate school facility planning and site acquisition.

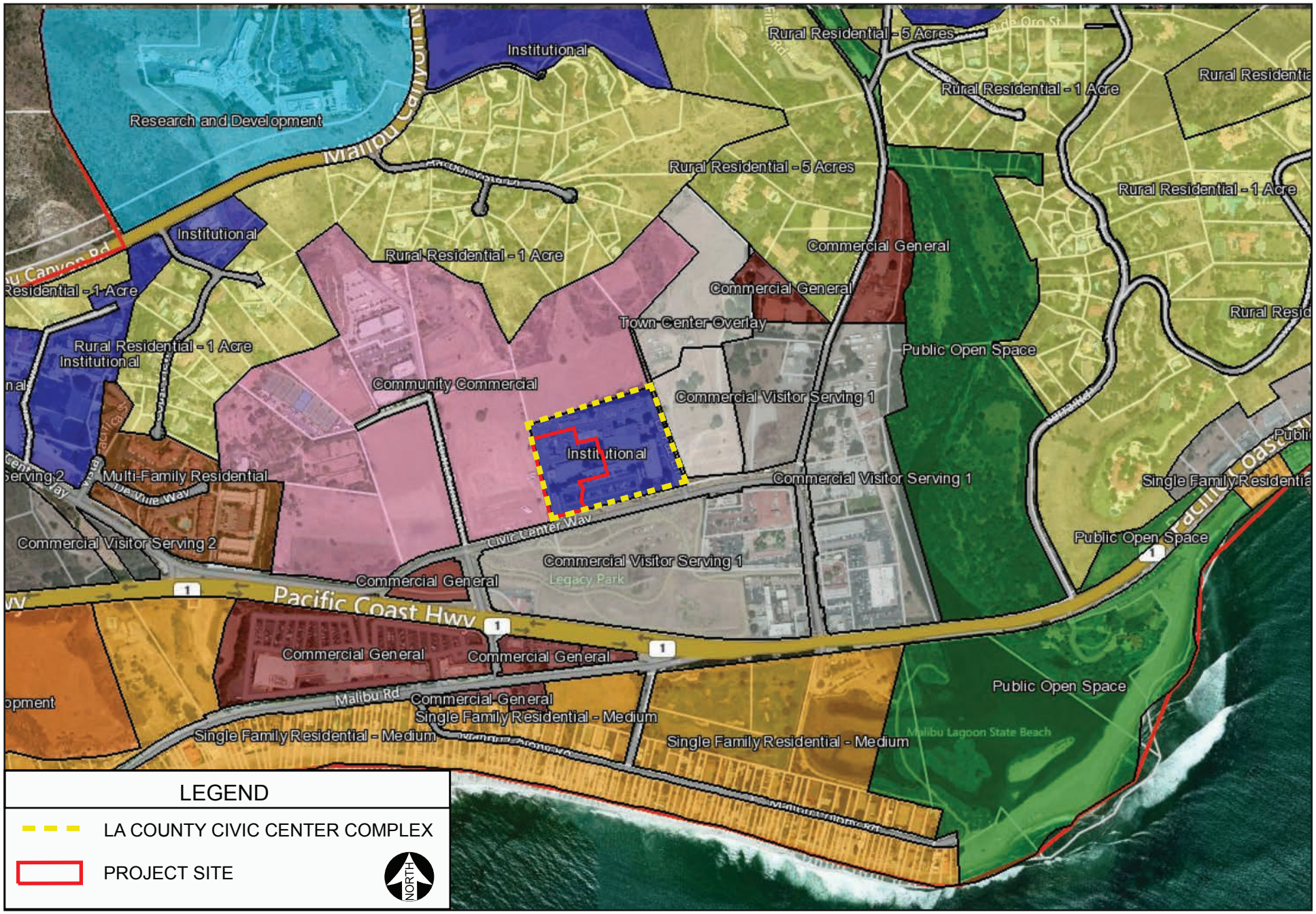
Implementation Measure 41: Initiate cooperative agreements with SM/MUSD to share facilities and implement educational and recreational programs.

(c) Malibu Municipal Code (M.M.C.)

The City of Malibu Zoning Ordinance designates the Project Site for Institutional land uses. Pursuant to M.M.C. Section 17.34.010 (Institutional District, Purpose) "[t]he I district accommodates public and quasi-public uses and facilities in the city. This district includes emergency communications and services, libraries, museums, maintenance yards, educational (private and public) and religious institutions, community centers, parks, and recreational and governmental facilities." As it pertains to the Proposed Project, wireless telecommunications antennae and facilities and government facilities including police stations are permitted uses in the Institutional Zone. Community centers and educational (non-profit) activities are conditionally permitted land uses. The development standards for the Institutional Zone are set forth in M.M.C. Section 17.40.110, Institutional Development Standards, and are as follows:

1. Height.

a. Structures shall not exceed a maximum height of eighteen (18) feet above natural or finished grade, whichever results in a lower building height, except for chimneys, rooftop antenna, and light standards. The director may issue a development permit, pursuant to the site plan review process of this title, to allow structure height up to twenty-eight (28) feet for flat or pitched roofs.



Source: City of Malibu, Community View™ Land Use Map, Accessed 2013

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Figure 4.8.1
Zoning and LCP Land Use Designations

b. Flagpoles, satellite dishes, safety railings, elevator shafts, stairwells, church spires, and belfries may be increased up to a maximum of thirty-five (35) feet pursuant to the site plan review process of this title. Roof-mounted mechanical equipment shall be integrated into the roof design, screened, and may project no more than two (2) feet higher than the structure roof height (screens included) if approved though a site plan review pursuant to Section 17.62.040(A).

c. In no event shall the maximum number of stories above grade be greater than two.

d. Sports field lighting shall be limited to the main sports field at Malibu High School and subject to the standards of Malibu Local Coastal Program Local Implementation Plan Sections 4.6.2 and 6.5.G.

2. Yards/Setbacks.

a. Front yard setbacks shall be ten (l0) feet from the street easement.

b. Side yard setbacks shall be five (5) feet; however, when an institutional use is adjacent to a residentially-zoned parcel(s) along a side yard, the setback shall be increased to ten (10) percent of the lot width or ten (10) feet, whichever is greater.

c. Rear yard setbacks shall be five (5) feet; however, when an institutional use is adjacent to a residentially-zoned parcel(s) along the rear yard, the setback shall be increased to fifteen (15) percent of the lot depth or fifteen (15) feet, whichever is greater.

3. Site Development Criteria.

All proposed institutional construction shall comply with the following site development standards:

a. Structure Size. The gross floor area of all buildings on a given parcel shall be limited to a maximum Floor Area Ratio (FAR) of 0.15, or 15 percent of the lot area (excluding slopes equal to or greater than 1: 1 and street easements). Additional gross floor area may be approved by the City Council, up to the maximum allowed for the parcel under the General Plan, where additional significant public benefits and amenities are provided as part of the project.

b. Landscaping and Site Permeability. Twenty five (25) percent of the lot area (excluding slopes equal to or greater than 1: 1 and street easements) shall be devoted to landscaping. The required five (5) foot landscape buffer around the perimeter of parking areas pursuant to Section 17 .48.050(E)(I) shall count toward the twenty five (25) percent requirement. An additional five (5) percent of the lot area (excluding slopes equal to or greater than 1: 1 and street easements) shall be permeable.

4. Grading.

Notwithstanding any other provisions of the Municipal Code, grading (total cut and fill) per acre of institutional development is limited to one thousand (1,000) cubic yards as follows:

a. Maximum Quantity. In conjunction with any grading, so that the maximum is not greater than one thousand (1,000) cubic yards (exclusive of remedial grading) cut and fill may be allocated as follows: (i) balanced cut and fill up to one thousand (1,000) cubic yards; or (ii) export of no more than one thousand (1,000) cubic yards; or (iii) import of no more than five hundred (500) cubic yards, where additional grading on site does not exceed five hundred (500) cubic yards in conjunction with any landform alteration so that the maximum is no greater than one thousand (1,000) cubic yards; or (iv) any combination of the above that does not exceed one thousand (1,000) cubic yards.

b. Maximum height cut or fill: six feet in any one wall, or twelve (12) feet for any combination of walls, where a minimum three foot separation exists between walls, except single cuts up to twelve (12) feet in height which are an integral part of the structure are permitted.

c. Maximum grade cut or fill: 3: 1 for areas created for development of structures and open yard areas. Transition slopes may not exceed 2: 1.

d. Criteria. Grading plans shall be submitted for approval with building plans. No grading permits shall be issued until a building permit is approved. Contour grading shall be used to reflect original landform and result in minimum disturbance to natural terrain. Notching into hillsides is encouraged so that projects are built into natural terrain as much as possible.

e. Remedial Grading. Notwithstanding the limitations of this subsection, the director may permit remedial grading. For the purposes of this section, "remedial grading" is defined as grading recommended by a full site geotechnical report approved by the director and city geologist, except that no such remedial grading will be allowed when it could be avoided by changing the position or location of the proposed development.

f. Exceptions. Excavation for foundations and other understructure excavation and incremental excavation for basements and safety purposes shall be excluded from grading limitations.

(4) County of Los Angeles

Grading plans will be submitted to the County of Los Angeles for approval.

b. Existing Conditions

The Malibu Civic Center is currently improved with 85,260 square feet of developed floor area including a courthouse, the Malibu Public Library, administrative offices and an equipment/maintenance outbuilding for the County of Los Angeles Department of Public Works (Waterworks), a Sheriff's station, an emergency helipad, and a 70-foot high communications tower, with ancillary antenna and satellite

dishes mounted on a lattice structure tower. A summary of the total developed floor area within the Civic Center complex is provided in Table 4.8.1, Summary of Existing Development within the Malibu Civic Center. A survey of the existing development within the Civic Center and Project Site boundaries is shown in Figure 2.3, Existing Site Survey, in Section 2.0, Project Description. The development of the Malibu Civic Center was completed under the oversight of the County of Los Angeles prior to the incorporation of the City of Malibu. Based on the ALTA/ACMS Survey, the existing Malibu Civic Center property encompasses 427,581 gross square feet and 400,252 net square feet of lot area.[3] As calculated in Table 4.8.2, Existing FAR Within the Malibu Civic Center, the current FAR is 0.17:1.

Table 4.8.1
Summary of Existing Development Within the Malibu Civic Center

Land Uses		Gross Floor Area [a]	FAR Floor Area [b]
Courthouse (vacant)	Main Building	22,526	22,526
	Penthouse	1,714	1,714
	Subtotal Courthouse	**24,240**	**24,240**
Library	Main Building	14,515	14,515
	Basement	4,508	0
	Garages	2,118	0
	Penthouse	1,714	1,714
	Subtotal Library	**22,855**	**16,229**
Waterworks	Main Building	10,577	10,577
	Garages	1,992	0
	Penthouse	1,714	1,714
	Subtotal Waterworks	**14,283**	**12,291**
Sheriff's Station (vacant)	Main Building	16,603	16,603
	Basement	7,279	0
	Subtotal Sheriff's Station	**23,882**	**16,603**
	TOTAL (Civic Center)	**85,260**	**69,363**

Notes:

[a] Per Section 2.1 of the Malibu Local Implementation Plan (LIP), "gross floor area" is defined as the sum of the gross horizontal areas of the several floors of a building measured from the interior face of exterior walls, or from the centerline of a wall separating two buildings, but not including interior parking spaces, loading space for motor vehicles, vehicular maneuvering areas, or any space where the floor-to-ceiling height is less than six feet.

[b] Per Section 2.1 of the Malibu LIP, for purposes of calculating floor area ratio (the formula for determining permitted building area as a percentage of lot area) the FAR is obtained by dividing the above-ground gross floor area of a building or buildings located on a lot or parcel of land by the total area of such lot or parcel of land.

Source: Building Floor area values are as reported by R.P. Laurain & Associates, October 9, 2007.

[3] *Peak Surveys Inc., ALTA/ACSM Land Title Survey, 23525 Civic Center Way, Malibu, CA APN 4458-022-904, dated August 26, 2011.*

Table 4.8.2
Existing FAR Within the Malibu Civic Center

	Net Lot Area (square feet)	Existing Gross Floor Area (square feet)	Existing Floor Area Ratio (FAR)
County Civic Center (I)	400,252 (9.19 acres)	69,363	0.17

The Malibu Civic Center is a public facility that is owned and controlled by the County of Los Angeles. 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. For example, the existing emergency communications tower is approximately 70 feet in height, which exceeds the M.M.C.'s allowable height of 35 feet for such structures. Also, the parking stall dimensions within the existing surface parking lots conform to the Los Angeles County standards for standard and compact stall dimensions, rather than the dimensions set for in the M.M.C. Other aspects of the Malibu Civic Center property, such as the amount of permeable paving and landscaped areas within the parking lot have not been assessed with respect to conformity with the City's standards.

In addition to the various municipal land uses occupying the Malibu Civic Center, portions of the Project Site are licensed to four non-governmental land uses: the Malibu Tow Yard, the Malibu Community Labor Exchange (MCLE), the Malibu Farmer's Market, and the Verizon communications equipment on the existing emergency communications tower.

The Malibu Tow Yard is a for-profit company that provides local towing and vehicle impound services for the community. The Malibu Tow Yard occupies an approximate 40,000 square foot fenced-in area within the surface parking lot to the north of the former Sheriff's Station building. The Malibu Tow Yard's administrative services are operated out of a portable trailer.

The MCLE is a non-profit 501(c)3 charity that operates out of a portable trailer office located in the front parking lot of the former Sheriff's Station building. The MCLE operates under the assistance of grants and donations and provides an organized hiring center location for day laborers. The MCLE operates from 6:30 a.m. to 1:00 p.m. Monday through Saturday.

The Malibu Farmer's Market, operated by the Cornucopia Foundation (a non-profit organization), operates under a conditional use permit within the Malibu Civic Center's front parking on Sundays from 10:00 a.m. to 3:00 p.m.

3. ENVIRONMENTAL IMPACTS

a. Methodology

State CEQA Guidelines Section 15125(d) requires that EIRs discuss inconsistencies between the Proposed Project and applicable general, specific, and regional plans. This section provides an analysis of the Project's potential physical land use impacts based upon the existing development and arrangement of land uses, and the applicable provisions of the M.M.C., the Malibu General Plan, inclusive of the LCP/LIP.

b. Thresholds of Significance

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the Project could have a potentially significant impact related to land use consistency if it were to result in one or more of the following:

a. Physically divide an established community.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan.

c. Project Impacts

The Proposed Project involves the redevelopment of a portion of the Malibu Civic Center through a lease agreement between the County of Los Angeles (land owner) and SMC (Project Applicant). The Project Site (see Figure 2.2, Project Site Boundaries, in Section 2.0, Project Description), is limited to the area within the Malibu Civic Center that is delineated on the lease agreement. Areas within the Malibu Civic Center that are not within the boundaries of the proposed lease area are not under the control or operation of SMC and are thus not a part of this Proposed Project.

The Proposed Project includes the proposed demolition of the existing former Sheriff's Station building, and the construction of a new 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The total proposed developed floor area (FAR) for the proposed Project Site is approximately 0.20 to 1.

SMC is seeking approval of a Coastal Development Permit (CDP) from the City of Malibu to construct and operate the Proposed Project. In conjunction with the CDP request, SMC is seeking approval of three Variances from the M.M.C and LCP: (1) a height variance for the main structure, (2) a height variance for

the emergency communications tower, and (3) a parking variance to deviate from the standard parking stall dimensions.

As the Project Site is located within the Malibu Civic Center, parking for the proposed land uses on the Project Site and the existing land uses within the Malibu Civic Center will be accommodated within a shared parking lot. The Proposed Project will provide the required quantity of parking for the proposed community college and Sheriff's Station land uses within the Project Site pursuant to the MMC and LIP parking rates. However, the Malibu LIP specifies that standard parking stall dimensions should be a minimum of nine feet by twenty feet. The Parking Guidelines of the County of Los Angeles, on the other hand, specify that parking stall dimensions may be eight feet by fifteen feet for compact spaces and eight and one-half feet by eighteen feet for standard spaces. As a majority of the parking stalls in the Civic Center parking lot are located outside the boundaries of the Project Site, the Applicant is seeking to conform to the County of Los Angeles parking stall dimensions for continuity. This request will allow the parking stalls within the Project Site to be consistent with the parking stall dimensions within the remaining portions of the Malibu Civic Center parking lot that are located outside of the Project Site. Accordingly, the Applicant is seeking a variance from Section 3.12.5D of LIP Section 3.12.5D, to permit the dimensions of the parking stalls on the Project Site to be striped according to the County of Los Angeles parking stall dimensions while still providing the quantity of parking spaces per the MMC and LIP parking rates. Parking stall dimensions are not "adopted for the purpose of avoiding or mitigating an environmental effect."

Consistency Analysis with the M.M.C.

Permitted Uses

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 Institution 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. The proposed public educational institutions, community center and accessory uses when part of an educational or non-profit use (noncommercial), and educational (non-profit) activities are conditionally permitted uses in the Institutional Zoning District.

Height

Building Height

As discussed above, the City's LIP provides that structures in the Institutional Zone shall not exceed a maximum height of 18 feet above natural or finished grade, whichever results in a lower building height, except for chimneys and rooftop antenna. The maximum height of the structure may be increased up to 28 feet for a flat or pitched roof if approved through a site plan review pursuant to Section 13.27 of the Malibu LIP. Flagpoles, satellite dishes, safety railings, elevator shafts, stairwells, church spires, and belfries may be increased up to a maximum of 35 feet if approved through a site plan review pursuant to Section 13.27 of the Malibu LIP. The base height of the proposed building is 28 feet above natural

finished grade; however, portions of the structure's pitched roof reach to a height of 35' – 10" above finished grade and would exceed the height requirements of the Institutional Development Standards. The architectural design of the Proposed Project and resulting building height is necessary to accommodate the passive heating and cooling ventilation system that is proposed for high occupancy areas typically associated with educational lecture rooms and assembly areas in an effort to reduce energy demands of a traditional HVAC system. For this reason, SMCCD is seeking a height variance from Section 3.9 of the Institutional Development Standards as part of the Coastal Development Permit process.

Recognizing the Institutional zoning designation, and the types of iconic and/or unique architectural styles that are commonly used to distinguish civic, institutional or cultural-oriented structures from traditional commercial buildings, Section 3.9 (b) of the LCP permits architectural features such as flagpoles, satellite dishes, safety railings, elevator shafts, stairwells, church spires, and belfries to a maximum height of 35 feet through a site plan review. The items contained on this listing of permitted architectural projections was not "adopted for the purpose of avoiding or mitigating an environmental effect." The architectural design of the Proposed Project appears to be consistent with the intent of this code provision. Although the proposed structure does not include the specific exclusionary architectural elements that would qualify for a 35-foot height limit, the roof is characterized with a unique waveform roofline that slopes upward to a height of 35' – 10" at its highest point. The majority of the building mass is below the 28-foot base height limit. The sloped roofline is designed to add architectural interest and an iconic mark to the proposed community college facility, but is also required as part of a passive ventilation system in an effort to meet SMC's stringent energy conservation standards. SMC's sustainability specifications encourage its projects to be designed to maximize LEED points to the extent feasible. Because of the Proposed Project's location in the Coastal Zone, the Project Site affords the unique benefit of utilizing a passive ventilation system to cool interior spaces and circulate airflow in rooms designed for high occupancy loads. An illustration of the proposed natural convection ventilation system is provided in Figure 2.24, Sustainability Features, in Section 2, Project Description. Adhering to the 28-foot height limit would preclude the use of a natural ventilation system and would increase the building's operational energy demands. With approval of the requested variance, the Proposed Project would be in compliance with the policies and procedures of the M.M.C. Moreover, the specification of permitted architectural projections was not "adopted for the purpose of avoiding or mitigating an environmental effect." Thus, the land use impacts of the Project's sloping roof would be less than significant.

Replacement Emergency Communications Tower

The existing 70-foot high communications tower was built prior to the incorporation of the City of Malibu and is considered a non-conforming use. The communication tower is a key safety requirement associated with the City of Malibu and Los Angeles County's Sheriff Substation and emergency operations. The applicable development standards for communication towers provides that flagpoles and satellite dishes up to a maximum height of 35 feet are permitted in the Institutional Zone through the Site Plan Review process. The proposed communications tower is 75 feet high above grade, five feet higher than the existing tower. The Applicant is seeking a Variance from Section 3.14, Wireless

Telecommunications Antennae and Facilities, of the City of Malibu's Local Implementation Plan as part of the Coastal Development Permit process. As described in Section 2.0, Project Description, the requested variance is sought as a matter of public safety as the proposed tower is replacing an existing communications facility that is vital to the emergency support and operations of the County's emergency response system. The additional five feet in height is also necessary to provide additional capacity to support new equipment to the tower, extending its lifetime and preventing overcrowding. With approval of the requested variance, the project would be in compliance with the policies and procedures of the M.M.C. The height of the monopole communications tower does not create any environmental effects. Thus, the land use impacts of the communications tower would be less than significant.

Yards/Setbacks

The Proposed Project would be consistent with the required yards and setbacks for the Institutional Zone. As shown in Figure 2.4, Proposed Site Plan, the building footprint is set back approximately 207 feet from the street easement and approximately 157 feet from the front property line. In the westerly side yard, the building footprint is set back approximately 83 feet from the property line. The easterly side yard is approximately 52 feet wide as measured from the building footprint to the Project Site's eastern boundary adjacent to the County Public Waterworks building. The rear yard is approximately 104 feet from the building footprint to the Project Site's northerly boundary and a total of approximately 212 feet as measured from the Civic Center property line. As designed, the Proposed Project would be consistent with the Institutional Zone yard and setback requirements.

Site Development Criteria.

Floor Area

The Proposed Project includes the proposed demolition of the existing former Sheriff's Station building, and the construction of a new 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. With respect to allowable floor area, the gross floor area of all buildings on a given parcel is allowed up to a maximum FAR of 0.20:1 where significant public benefits and amenities are provided as part of the Proposed Project. The Proposed Project would provide significant public benefits and amenities in the form of the proposed land uses and public services being introduced to the Project Site, which would qualify the Project to be built to a 0.20:1 FAR. The following public benefits will be provided by the Proposed Project:

- The proposed use is a public community college facility which will provide educational services for the local community;
- The Project will include a Sheriff's Substation which will provide more timely and increased service capacity and will support additional staffing for local police services to replace the Sheriff's Station that was abandoned in the 1990s;
- The Proposed Project also proposes an interpretive center to support Legacy Park or other programs to highlight Malibu's unique coastal environment and cultural history; and

- The Project includes a multi-purpose room which will be available for community meetings.

Because the Proposed Project consists of a Project Site defined by a land lease within the larger Malibu Civic Center complex, a calculation and analysis of the allowable floor area was conducted for two scenarios: (1) the Project Site alone, and (2) the Malibu Civic Center, inclusive of the Project Site. This analysis demonstrates that the proposed floor area would not cause any new non-conforming FAR conditions within the Civic Center property. As shown in Table 4.8.3, below, the total net lot area of the Malibu Civic Center is approximately 400,252 square feet, which at a 0.2:1 FAR results in a development potential of 80,050 square feet of floor area. The total proposed floor area for the Project Site is 25,310 square feet, resulting in an approximate FAR of 0.20:1. The total existing developed floor area within the Malibu Civic Center excluding the Project Site is 52,760 square feet, which results in a FAR of 0.19:1. The combined floor area within the entire Civic Center complex, inclusive of the Project Site, would be 78,070 square feet, which results in a FAR of just under 0.20:1. Thus, the Proposed Project would be consistent with the allowable development size as permitted for the Institutional Zone.

Table 4.8.3
Proposed FAR Calculations

Proposed Lots	Lot Area (Net sf)	Allowable FAR @ 0.20:1 FAR	Proposed Floor Area (sf)	Proposed FAR
County Civic Center	271,752 sf	54,350 sf	52,760 sf	0.19:1
Proposed Project Site	128,500 sf	25,700 sf	25,310 sf	< 0.20:1
Project Site + Civic Center	400,252 sf	80,050 sf	78,070 sf	< 0.20:1

Landscaping and Site Permeability

As shown in Figure 2.4, Proposed Site Plan, the Proposed Project will be improved with approximately 34,354 square feet of landscaped area. Approximately 29,984 square feet of landscaping will be provided on the ground level and approximately 4,370 square feet will be provided on the proposed green roof (see Figure 2.7, Roof Plan). Based on a lot area of 128,500 square feet and a standard to provide a minimum landscaped area of 25 percent of the total lot area, approximately 32,125 square feet of landscaped area is required to comply with the M.M.C. The Proposed Project's landscape plan exceeds this requirement by approximately 2,229 square feet, which would result in a landscaped coverage of approximately 27 percent. The Code also requires approximately five percent of the total lot area to consist of permeable paving. The Proposed Project would provide 6,430 square feet of permeable pavement coverage, which is five percent of the total lot area. Therefore, the Proposed Project would be consistent with the landscaping and site permeability standards of the M.M.C.

Grading

Based on the Total Grading Yardage Verification Certificate dated June 15, 2014, grading for the Proposed Project is estimated to include 23,000 cubic yards (cy) of soil, including 9,400 cy of cut and 13,600 cy of fill. The grading plan requires excavation of the foundation and basement level of the existing Sheriff's Station that is proposed for demolition. Approximately 4,200 cy of soil is anticipated to be imported during the earthwork phase. Because the grading is required to remove existing foundations, the grading is exempt from the 1,000 cy threshold.

Consistency Analysis with the General Plan Land Use Element

The Proposed Project is consistent with the development standards and allowable land uses established by the City of Malibu General Plan, Land Use Element. All of the proposed land uses are consistent with the allowable and intended land uses for the Institutional Land Use Designation. As stated above, the Proposed Project would result in an overall FAR of 0.20, which does not exceed the maximum allowable FAR for Institutional land uses as identified in the Land Use Element. Since the Proposed Project would be consistent with the allowable land use and permitted density for development identified in the Land Use Element of the General Plan, land use consistency impacts would be less than significant.

Consistency Analysis with the LCP

The Institutional Development Standards of the LCP are provided in the Local Implementation Plan (LIP) Section 3.9. The Institutional Development Standards were recently amended to be consistent with the provisions of M.M.C. Section 17.40.110 as discussed above. Thus, as previously discussed, the Proposed Project is generally consistent with the development standards for the Institutional Zone with respect to floor area, setbacks, landscaping and permeability requirements, and grading. With respect to the height standards, the Proposed Project will necessitate a variance to exceed the 28-foot base height limit for the construction of a sloped roof with a peak height of 35' – 10" high as proposed, and to replace the existing communications tower with a new monopole structure approximately 75 feet in height. With approval of the requested variances, the Project will be consistent with the policies and procedures of the LCP. No environmental protection aspects of these land use standards are affected, and no adverse land use impacts would occur.

Parking regulations are addressed in Section 3.12 of the Malibu LCP. In accordance with Section 3.12.3, Specific Parking Requirements, the parking standards for the proposed uses would require a total of 189 parking spaces, including 179 spaces for the proposed community college uses and 10 spaces for the Sheriff's Substation. The Proposed Project includes 189 parking spaces and will thus comply with the minimum parking requirements for the proposed uses for the SMC lease parcel. A summary of the Code required spaces that are required pursuant to the Malibu LCP is provided in Table 4.8.4, below.

Table 4.8.4
Required and Proposed Parking Plan

Parking Required				
Proposed Project	**Proposed Floor Area (sf)**	**Parking Ratio (spaces/unit)**	**Unit**	**Total**
Community College (210 FTE)	19,670	0.85	/FTE Student	179
Sheriff's Station (10 staff)	5,640	1	/employee	10
	25,310			**189**

The Proposed Project is located within the existing Civic Center property which is owned and operated by the County of Los Angeles. The Project Site shares a common parking lot with the existing uses that are currently operating within the Civic Center, and are not a part of the Proposed Project. All of the existing stalls and parking areas within the Civic Center property are striped in accordance with the County of Los Angeles Parking Guidelines. Although the Proposed Project would comply with the parking standards of the City of Malibu LCP with respect to the number of spaces and the ratio of standard to compact stalls, the Applicant is seeking relief from Section 3.12.5, Development Standards, Subsection D, Layout and Paving, Item 7, as it operates to stall dimensions. Section 3.12.5.D states:

> 7. *Parking stalls shall be at least nine feet by twenty feet minimum, and shall be marked with lines or indicated with special paving materials. The access lanes shall be clearly defined and shall include directional arrows to guide internal movement traffic. Compact parking spaces are permitted, but shall not exceed twenty percent of the total number of required spaces. Compact stalls shall be a minimum of eight feet by fifteen feet six inches and shall be marked for compact use only.*

In lieu of the above standard stall dimensions, the Applicant is seeking approval to delineate the standard parking stalls in accordance with the prevailing Los Angeles County Guidelines for Designing a Commercial Project, which requires standard parking stalls to be 8.5 feet wide by 18 feet deep and compact stalls to be 8 feet wide by 15 feet deep. As compared to the Malibu LCP dimensions, the Los Angeles County Design Guidelines for standard stalls are one-half foot narrower and two feet shorter. The dimensions of the compact stalls are the same under both the City and County regulations. With approval of a Parking Variance, the Proposed Project's parking stalls would be uniform and consistent with the remainder of the stalls within the County's parking lot that is not a part of the Project and not subject to the Coastal Development Permit process under this application. With approval of the requested variance, the Project would be in compliance with the policies and procedures of the LCP. Moreover, minimum parking space dimensions are not an environmental issue, and land use impacts of a variance for the parking space dimensions to be based on the County's stall dimension standards would be less than significant.

Civic Center Complex Parking

While the areas within the County Civic Center complex located outside of the Project Site are not subject to the CDP process for this Project, a code-required parking analysis was prepared to for informational purposes to demonstrate that the parking supply for the entire Civic Center complex would meet the City of Malibu LCP parking requirements if the County Civic Center complex was analyzed as a single use. As shown in Table 2.3, Proposed Parking Summary, in Section 2.0 Project Description, the Code required parking for the Project Site and entire Civic Center complex would satisfy the code requirements. The Proposed Project's parking demand is 189 spaces, and 189 spaces would be provided within the Project Site. Within the County portion of the Civic Center complex, the remaining land uses would require 191 parking spaces and 200 parking spaces would be provided. Upon completion of the Proposed Project there would be 110 County-controlled parking spaces in the area of the front lot that is outside the boundaries of the proposed SMC lease parcel. A total of 90 spaces would remain in the back lot. Thus, the code analysis shows that there would be a total of 380 spaces required and 389 spaces would be provided. Thus, a surplus of 9 parking spaces would be provided above what is required by the code.

Consistency with California Coastal Act

With procurement and approval of a CDP from the City of Malibu, pursuant to the provisions of the Malibu LCP, and upon effective certification of the EIR by the SMC Board of Directors and the Malibu City Council, development of the Proposed Project would be considered consistent with the Coastal Act policies and requirements. No further development approvals would be necessary through the Coastal Commission.

4. CUMULATIVE IMPACTS

A "cumulative impact" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects.[4] Pursuant to Section 15130(a) of the State CEQA Guidelines, an EIR must discuss the cumulative impacts of a project when the project's incremental impacts are cumulatively considerable. An impact is considered "cumulatively considerable" when the incremental impacts of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.[5] When the lead agency is examining a project with an incremental effect that is not "cumulatively considerable," the lead agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

Pursuant to CEQA Guidelines Section 15130(b)(1)(A) and (B), an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or a related planning document that describes conditions contributing to the cumulative effect. The lead agency may also blend the "list" and "plan"

[4] *CEQA Guidelines Section 15355.*

[5] *CEQA Guidelines Section 15065(a)(3).*

approaches to analyze the severity of impacts and their likelihood of occurrence. For purposes of assessing the Project's cumulative impact with respect to land use and planning, the analysis below is appropriately based on a plan-based approach to determine the Project's contributing effect on potential cumulative impacts on land use and planning. The plan approach is appropriate for the land use analysis because the focus of this section is consistency with existing adopted plans, policies and development regulations. To the extent the Proposed Project does not include or require a request for a zone change or amendment to the General Plan or Local Coastal Program, the land use impacts resulting from Project implementation would be less than cumulatively considerable.

Development of the related projects is expected to occur in accordance with adopted plans and regulations. Most related projects would be compatible with the zoning and land use designations of each site and their existing surrounding uses. Cumulative development of the related projects would result in an intensification of existing prevailing land uses in the Project area. However, based upon information available regarding the related projects, it is reasonable to assume that projects that are proposed or under consideration in the surrounding area would be consistent with local and regional planning goals and policies. To the extent any such projects are not consistent with the existing code or plans, such impacts would be addressed on a case-by-case basis. Therefore, the Proposed Project's cumulative land use impacts would be less than significant.

5. MITIGATION MEASURES

No mitigation measures are required.

4. ENVIRONMENTAL IMPACT ANALYSIS
9. NOISE

1. INTRODUCTION

This section evaluates the potential for construction (short term) and operational (long term) noise impacts resulting from implementation of the Proposed Project. This includes the potential for the Project to result in impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance. Mitigation measures intended to reduce the Proposed Project's noise impacts are proposed, where appropriate, to avoid or reduce significant impacts of the Proposed Project.

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

a. Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by emphasizing frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound audible at such a level that the sound becomes an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or has an adverse health effect. The definition of noise as unwanted sound implies that it has an adverse effect, or causes a substantial annoyance, to people and their environment. However, not every unwanted audible sound interferes with normal activities, causes harm, or has adverse health effects. For unwanted audible sound, i.e. noise, to be considered adverse, it must occur with sufficient frequency and at such a level that these adverse impacts are reasonably likely to occur. Thresholds of significance (set forth below) are established to differentiate between benign unwanted audible sound and potentially significant and adverse unwanted audible sound.

A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table 4.9.1, Representative Environmental Noise Levels, illustrates representative noise levels in the environment.

Table 4.9.1
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, Technical Noise Supplement, October 1998.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{max} – The maximum instantaneous noise level experienced during a given period of time.

- L_{min} – The minimum instantaneous noise level experienced during a given period of time.

- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening

and nighttime, respectively. The logarithmic effect of these additions is that a constant 60 dBA 24 hour L_{eq} would result in a CNEL of 66.7 dBA.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Frequent exposure to noise levels greater than 85 dBA over time can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable to most people, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound. However, there is no direct correlation between increasing or even doubling noise-generating uses and what is detectable by the human ear as an increase in noise level. The human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume, but doubling the sound energy, i.e., the noise-generating activity, only results in a 3 dB(A) increase in sound. This means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level to the human ear. Thus, relatively sizeable increases in baseline noise generation are not necessarily perceived as significant noise increases by the human ear.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflective barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source (assume a starting point of 50 feet), the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by about 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA. The

normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[1]

2. ENVIRONMENTAL SETTING

a. Regulatory Framework

(1) Federal Standards

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Proposed Project. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

(2) State Standards

The California Department of Health Services has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility were incorporated by reference into the City's Noise Element and are shown in Table 4.9.2, Community Noise Exposure (CNEL). In addition, Section 65302(f) of the California Government Code requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

(3) Local

(a) City of Malibu Noise Regulations

The City of Malibu Municipal Code (M.M.C.) Noise Control Ordinance of the City of Malibu sets allowances and defines what noise uses are permitted under a given set of circumstances. Under M.M.C. Section 8.24.050(g) construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, before 8:00 AM or after 5:00 PM on Saturday, or at any time on Sundays or holidays constitutes a violation of the Noise Control Ordinance (City of Malibu, 2009). However, M.M.C. Section 8.24.060(D) states that under special circumstances, construction exemptions from the time restrictions established by M.M.C. Section 8.24.050 may be granted with the express written permission of the City Manager. The Applicant must submit an application to the City Manager in writing stating the facts and reasons for the

[1] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

Table 4.9.2
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of Malibu General Plan Noise Element (1995), Figure N-2: Noise and Land Use Compatibility Guidelines, and California Department of Health Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976.

request, and the City Manager may approve the request according to specific criteria outlined in the Section. Pursuant to M.M.C. Section 8.24.060(A), the emission of sound for the purpose of alerting persons to the existence of an emergency or the emission of sound in the performance of emergency work is exempt from the provisions of the Noise Control Ordinance. Additionally, M.M.C. Section 8.24.060(C) exempts activities conducted on public playgrounds and public or private school grounds including but not limited to school athletic and school entertainment events from the limits established in the Noise Control Ordinance.

(b) City of Malibu General Plan Noise Element

The Noise Element of the City of Malibu General Plan addresses the issue of noise by identifying common sources of noise in the City and providing objectives and policies that ensure that noise from various sources would not create an unacceptable noise environment. The goals, objectives, and policies of the City's General Plan are to ensure that new development is compatible with existing land uses, and alternately, to

ensure that new developments are sited, designed and constructed in such a manner that ambient noise levels would not create an unacceptable noise environment for the occupants and patrons of the new development.

As shown in Table 4.9.3, below, the City of Malibu General Plan has established maximum exterior noise limits for non-transportation-related sources (categorized by zone). For the Institutional Zone, the established maximum exterior noise limits for non-transportation-related sources ranges from 60 dBA L_{eq} / 70 dBA L_{max} during the daytime hours (7:00 a.m. to 7:00 p.m.) to 65 dBA L_{eq} / 85 dBA L_{max} during the evening hours (7:00 p.m. to 10:00 p.m.). No restrictions are set in place from 10:00 p.m. to 7:00 a.m., as institutional land uses are generally not occupied during this time period.

Table 4.9.3
Maximum Exterior Noise Limits for Non-Transportation Sources

Receiving Land Use Category	General Plan Land Use Districts	Time Period	Noise Level dBA	
			L_{eq}	L_{max}
Rural	All RR Zones and PRF, CR, AH, OS	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	55 50 40	75 65 55
Other Residential	All SFR, MFR, and MFBF Zones	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.	55 50 45	75 65 60
Commercial, Institutional	CN, CC, CV, CG, and I Zones	7:00 a.m. to 7:00 p.m. 7:00 p.m. to 10:00 p.m.	65 60	85 70

Source: City of Malibu General Plan, Noise Element, Table 6-4, (1995).

As shown in Table 4.9.4, below, the City of Malibu General Plan has established maximum allowable noise exposure levels from transportation sources for outdoor areas and indoor areas (categorized by land use). The maximum allowable noise exposure from transportation sources for office buildings, schools, and libraries is 60 dBA (L_{dn}/CNEL, dB). The maximum allowable noise exposure from transportation sources for residential areas is decreased to 50 dBA (L_{dn}/CNEL, dB), and for playgrounds and neighborhood parks the maximum allowable exposure level is increased to 70 dBA (L_{dn}/CNEL, dB). The allowable noise exposure level for interior spaces within residential land uses is 45 dB (L_{dn}/CNEL, dB). For office, school, and library land uses the allowable interior noise exposure level is 45 dB (L_{eq}/CNEL, dB) as determined for a typical worst-case hour during periods of use.

Table 4.9.4
Maximum Allowable Noise Exposure From Transportation Sources

Land Use	Outdoor Activity Areas [a] L_{dn}/CNEL/dB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}/dB [b]
Residential	50 [c]	45	--
Transient Housing	60 [c]	45	--
Hospitals, long-term patient medical treatment and care facilities	60 [c]	45	--
Theaters, auditoria, music halls	60 [c]	--	35
Churches and meeting halls	60 [c]	--	40
Office Buildings	60 [c]	--	45
Schools, libraries, and museums, child care	60 [c]	--	45
Playgrounds and neighborhood parks	70	--	--

Notes:
[a] *Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.*
[b] *As determined for a typical worst-case hour during periods of use.*
[c] *Where it is not possible to reduce noise in outdoor activity areas to 50 dB L_{dn}/CNEL or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.*
Source: City of Malibu General Plan, Noise Element, Table 6-4, (1995).

The maximum exposure noise levels cited in Tables 4.9.3 and 4.9.4, above, are consistent with the U.S. Environmental Protection Agency (USEPA) protective noise levels for the most sensitive receptors. The Noise Element goals, objectives, and policies that are relevant to the Proposed Project are identified below.

Noise (N) Goal 1: Acceptable Noise Levels.

N Objective 1.1 A comprehensive noise control program.

N Policy 1.1.1: The City shall protect residences, parks, and recreational areas from excessive noise to permit the enjoyment of activities;

N Policy 1.1.2: The City shall protect noise sensitive land uses from negative impacts of proximity to noise generating uses;

N Policy 1.1.3: The City shall reduce noise along PCH;

N Policy 1.1.4: The City shall work with businesses and residents in a joint effort to plan, control, and attain an acceptable noise environment;

N Policy 1.1.5: The City shall encourage new construction and remodels which utilize designs and materials that reduce exposure to noise sources; and

N Policy 1.1.6: The City shall review proposed development to ensure the average ambient noise is as low as feasible to maintain the rural atmosphere.

b. Existing Conditions

(1) Existing Ambient Daytime Noise Levels

The Project Site is currently improved with the former Los Angeles County Sheriff's Station, which was decommissioned in the early 1990s. The Project Site consists of an approximately 2.94 acre irregularly shaped ground lease area within the larger 9.18-acre Los Angeles County-owned and operated Civic Center complex. The existing portions of the Malibu Civic Center complex that include the Los Angeles County Superior Court and Public Works buildings, the helipad, the newly renovated library, and associated parking and maintenance areas are located outside of the Project Site. To establish baseline noise conditions, existing daytime noise levels were monitored at surrounding locations within 500 feet of the Project Site.

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.

At the noise measurement locations, listed in Table 4.9.5, Existing Daytime Noise Levels, the sound level meter was programmed to record the average sound level (L_{eq}) over a cumulative period of 15 minutes. The average noise levels and sources of noise monitored at these locations are shown below in Table 4.9.5, with the locations displayed on Figure 4.9.1, Noise Monitoring Location Map.

Table 4.9.5
Existing Daytime Noise Levels

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L_{eq}	L_{min}	L_{max}
1. Eastern driveway near Malibu Public Library.	Traffic on Civic Center Way and parking lot/pedestrian activity.	62.6	45.4	75.8
2. Western driveway on Project Site.	Traffic on Civic Center Way and parking lot/pedestrian activity.	60.9	47.9	73.0
3. Courtyard area within the Project Site near the Malibu Courthouse.	Pedestrian activity.	50.1	43.9	67.3

Source: Parker Environmental Consultants, noise measurements collected on 8/16/2012. See also Figure 4.9.1, Noise Monitoring Location Map. Noise measurement data sheets are provided in Appendix I.

LEGEND

[#] Noise Monitoring Locations

Aerial Source: Google Earth, August 2012.

PARKER ENVIRONMENTAL CONSULTANTS

NORTH

0 100 200

Scale (Feet)

Figure 4.9.1
Noise Monitoring Location Map

3. ENVIRONMENTAL IMPACTS

a. Methodology

The City of Malibu 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 Malibu Public Library and residences located north of the Project Site on Harbor Vista Drive and Colony View Circle have been identified as noise-sensitive uses. The Malibu Public Library is located approximately 180 feet to the east of the Project Site. The residences to the north are located over 1,000 feet from the Project Site. However, due to the topographical gradient and direct line of sight between the Project Site and the residences, these sensitive land uses were identified as being within the potential areas of noise impact.

Implementation of the Proposed Project could result in the introduction of noise levels that may exceed permitted City noise levels. The primary sources of noise associated with the Proposed Project would be construction activities at and around the identified campus locations and project-related traffic volumes associated with operation of the Proposed Project. Secondary sources of noise would include new stationary sources (such as heating, ventilation, and air conditioning (HVAC) units) and increased human activity throughout the Proposed Project. The net increase in project noise levels generated by these activities and other sources have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance. Construction noise levels were estimated by data published by the U.S. Environmental Protection Agency (U.S. EPA). Potential noise levels are identified for off-site locations that are sensitive to noise, including existing residences.

Roadway noise levels have been calculated for selected study street segments around the identified campuses of the Proposed Project. As previously noted, the noise levels were calculated using the FHWA Model and have been modified to reflect average vehicle noise rates identified for California by Caltrans.

b. Thresholds of Significance

(1) Appendix G to the State CEQA Guidelines

In accordance with Appendix G to the State *CEQA Guidelines*, the project would have a significant impact on noise if it would cause any of the following conditions to occur:

(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; or

(f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

With respect to checklist questions (e) and (f), the Initial Study prepared for the Project (see Appendix A to this Draft EIR) concluded that the Project Site is not located within an airport land use plan or private airstrip. Therefore, no impact would occur and no further analysis of this issue is required.

Construction-related impacts would be significant if the Proposed Project results in exposure of persons to or generation of noise in levels in excess of the maximum exterior noise limits for non-transportation sources as identified in Table 4.9.3, above.

With respect to operational noise, project-related activities associated with the emergency operations of the proposed Sheriff's Station and any outdoor activities and entertainment events within the campus are exempt from the City's Noise Control Ordinance (See M.M.C. Section 8.24.060(A) and 8.24.060(C). For the Project's mobile noise sources, a significant noise impact would result if the Project's mobile source noise impacts exceed the maximum allowable noise exposure levels for transportation related noise levels as identified previously in this Section in Table 4.9.4.

c. Project Impacts

(1) Construction Noise

Construction of the Proposed Project would require the use of heavy equipment for the demolition of the existing on-site structures, grading/site preparation, installation of new utilities, and building fabrication for the proposed development. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, a different mix of equipment would be operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table 4.9.6, Noise Range of Typical Construction Equipment, and Table 4.9.7, Typical Outdoor Construction Noise

Table 4.9.6
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level (dBA L_{eq} at 50 Feet) [a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in Table 4.9.7 identify representative noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table 4.9.7, construction noise during the heavier initial periods of excavation and grading can reach up to 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.[2] These noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance at acoustically hard locations (i.e., within the developed area of the Civic Center), and up to 7.5 dBA per doubling of distance at acoustically soft environs (i.e., the vegetated hillside to the north). For example, a noise level of 86 dBA L_{eq} measured at 50 feet from the noise source to the receptor at a hard location would decline to 80 dBA L_{eq} at 100 feet from the source to the receptor, and fall by another 6 dBA L_{eq} to 74 dBA L_{eq} at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures, temporary noise barriers, and vegetation would further attenuate the noise level.

[2] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent composite noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

Table 4.9.7
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	76	70
Excavation, Grading	86	80	74
Foundations	77	71	65
Structural	83	77	71
Finishing	86	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Due to the use of construction equipment, surrounding land uses would be exposed to increased ambient exterior noise levels. For purposes of this analysis, the sensitive noise receptors are identified as the Malibu Public Library, located east of the Project Site within the Civic Center, and the residential homes on Harbor Vista Drive and Colony View Circle, to the north of the Project Site. The remaining non-sensitive land uses located within 500 feet of the Project Site include undeveloped vacant properties to the west and north, the County of Los Angeles Public Works building, to the east, and Legacy Park to the south across Civic Center Way. The Malibu Courthouse is vacant and thus would not be affected by construction noise. Table 4.9.8, Exterior Noise Levels at Off-Site Sensitive Uses From Project Construction, shows the peak composite construction noise levels that would occur at off-site land uses during construction at the Project Site. As shown in Table 4.9.8, the Project's construction noise impacts would exceed the maximum allowable exterior noise levels for non-transportation sources at the County Public Works building, the Malibu Public Library, and Legacy Park. The construction noise levels would be below the threshold for the residential land uses to the north. Thus, the Proposed Project's construction noise impacts would be considered a significant impact on a short term and intermittent basis during the construction period.

(3) Operational Noise

(a) Traffic Noise

During the Proposed Project's operational phase, noise would primarily be generated by traffic associated with implementation of the Project. The Proposed Project's mobile noise impacts were assessed based on the peak hour traffic volumes for Existing Conditions (2014), Future Cumulative Without Project Conditions (2017), and Future Cumulative with Project Conditions (2017). The expected net increases in ambient noise levels at each modeled street segment upon completion of the Project are shown in Table 4.9.9. As shown in Table 4.9.9, Project traffic would not increase the ambient noise level at any intersection by more than 3 dBA. As a result, the Project's mobile source noise impacts would not cause an exceedance of the maximum allowable noise exposure levels from transportation sources. Therefore, Project impacts associated with a permanent increase in ambient noise levels to the surrounding noise environment from mobile noise sources would be less than significant.

Table 4.9.8
Exterior Noise Levels at Off-Site Sensitive Uses From Project Construction

Adjacent Land Uses	Distance of Receptor to Project Site Boundary (ft.)[a]	Estimated Peak Construction Noise Levels at Receptor (dBA L_{eq})[b]	Maximum Allowable Non-Transportation Noise Exposure From 7 a.m. – 7 p.m. (dBA L_{eq} / dBA L_{max})	Exceed Threshold?
1. County Public Works Building	100 ft	79.98	65 / 85	Yes
2. Malibu Public Library	280 ft	71.04	65 / 85	Yes
3. Legacy Park	270 ft	71.35	65 / 85	Yes
4. Residences on Harbor Vista Drive and Malibu Colony Circle	1,100 ft	52.44	55 / 75	No

[a] *The distance was based on the receptor's proximity to the existing building footprint, as the highest construction noise levels would be generated from demolition of the existing structure and reconstruction of the building foundations.*

[b] *It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level of 86 dBA Leq that would be generated periodically during a worst-case construction day, and does not represent continuous noise levels occurring throughout the construction day or period.*

Source: Parker Environmental Consultants.

Table 4.9.9
Project Roadway Noise Impacts Associated With the Project

Roadway	Roadway Segment	Noise Levels in dBA CNEL						
		Existing Traffic [1]	Existing Plus Project [2]	*Project Increase [2]-[1]*	Future 2017 Without Project [3]	Future 2017 With Project [4]	*Future Project Increase [4]-[3]*	*Future Cumulative Increase [4]-[1]*
Civic Center Way	West of Stuart Ranch Rd/Webb Way	66.5	66.5	*0.0*	66.7	66.8	*0.1*	*0.3*
	East of Stuart Ranch Rd/Webb Way	61.7	62.3	*0.6*	62.9	63.4	*0.5*	*1.7*
Stuart Ranch Rd./Webb Way	North of Civic Center Way	52.7	52.7	*0.0*	52.8	52.8	*0.0*	*0.1*
	South of Civic Center Way	62.3	62.6	*0.3*	62.8	63.0	*0.2*	*0.7*

[a] *A project would normally have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL.*

Source: Parker Environmental Consultants. Calculation data and results are provided in Appendix I.

(b) Operational Event Noise

Operational impacts from the Proposed Project, particularly from outdoor events are predicted to occasionally exceed exterior noise standards at surrounding sensitive noise receptors; however, the types of uses from operation of proposed projects in the Civic Center area (i.e., supermarket, retail shopping) are not anticipated to result in substantial onsite noise generation. As such, Civic Center noise would incrementally increase but would not combine with the proposed Project to contribute to a cumulatively substantial operational increase in Civic Center area noise levels. Therefore, long-term operational impacts from special events would be less than significant.

(c) HVAC Noise

HVAC equipment involves rotating machinery and air compressors, which generate noise that can propagate through the open air to nearby noise sensitive land uses. Noise impacts resulting from HVAC systems can vary considerably depending on the equipment selected, the system design, and the location of the equipment relative to the noise sensitive use. Noise levels from commercial HVAC systems are typically in the range of 70 to 92 dBA L_{eq} at a distance of 15 feet. As shown in Figure 2.7, Roof Plan, the building's mechanical and HVAC equipment would be located on the green roof and would be screened from public view. The location and placement of the mechanical equipment on the lower roof and adjacent to a higher wall of the building also would serve to attenuate noise levels at the property's boundaries. Installation and operation of the HVAC equipment would also be done in accordance with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) Noise and Vibration Control Standards and Best Practices to ensure indoor noise levels are maintained at an acceptable level. As such, noise from HVAC and mechanical equipment would not exceed the ambient noise at the property line and noise impacts would be less than significant.

d. Cumulative Impacts

This cumulative impact analysis considers development of the Proposed Project in combination with the 27 related projects identified in Section 3.0, Environmental Setting. As noise is a localized phenomenon, and decreases in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the Proposed Project to result in cumulatively considerable noise impacts.

Development of the Project in combination with related projects would result in an increase in construction-related and traffic-related noise in the Civic Center area, especially if construction phases overlap. The Proposed Project could occur at the same time as several projects in the Civic Center area. Construction of the proposed Whole Foods in the Park, La Paz Project, and the Rancho Malibu Hotel would result in substantial levels of construction and construction equipment operating within the Civic Center area and on area roadways, which is anticipated to occur roughly between 2015 and 2017. The Proposed Project is conditioned upon connecting to the proposed Civic Center Wastewater Treatment Facility (CCWTF), and thus the Project's construction period would not overlap with the CCWTF Project. The addition of cumulative construction activities, if the construction schedules were to overlap, would increase existing area ambient noise levels on a temporary and intermittent basis during periods of

active construction. The Proposed Project's contribution to these potential cumulative noise impacts would be less than cumulatively considerable given the Project's construction noise levels would be reduced to less than significant levels with mitigation. Therefore, the Project's cumulative construction noise impacts would be considered less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Project, ambient growth, and related projects within the area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the Proposed Project on the roadway segments in the Project vicinity. As discussed above, the Proposed Project would not be expected to audibly increase roadway noise levels. As the increase in roadway noise would not be perceptible, the Proposed Project's contribution to cumulative roadway noise levels would not be considered cumulatively considerable. Therefore, the cumulative impact associated with mobile source noise would be less than significant.

4. MITIGATION MEASURES

a. Construction

N-1 Consistent with the City of Malibu Noise Ordinance (Section 4204 G), construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays, and prohibited on Sundays and holidays. Special circumstances may arise where construction activities are permitted during prohibited hours by expressed written permission of the City Manager, or if construction is necessary to preserve life or property when such necessity arises (Section 4205 D).

N-2 Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall situated away from the nearest noise- and vibration-sensitive land uses wherever feasible to do so.

N-3 When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

N-4 Barriers such as plywood structures or flexible sound control curtains shall be erected around the perimeter of the Project Site to minimize the amount of construction noise impacting adjacent off-site land uses. Plywood barriers should have a minimum thickness of ¾ inch (21 mm) and extend to a height of eight (8) feet above grade to effectively block the line of sight from the noise source to the noise receptor.

N-5 The Project construction contractors shall ensure that equipment is properly maintained per the manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc) or as required by the City's Department of Building and Safety, whichever is the more stringent.

N-6 The Project construction contractors shall shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment.

N-7 The Project construction contractors shall ensure that construction equipment does not idle for extended periods of time.

b. Operational

No operational mitigation measures are required.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure N-1 would ensure that the proposed construction activities occur within the permissible hours of construction and thus would not trigger any noise increases to ambient noise levels after 7:00 p.m. when the expectation to maintain quieter ambient noise is highest.

Mitigation Measures N-2 through N-7 would serve to reduce the source of construction noise during the construction activities. Assuming a conservative noise attenuation factor of 11.2 dBA based on diffraction loss and the respective distances to the land use receptors, Mitigation Measure N-4 would be expected to reduce construction noise levels to below the maximum allowable non-transportation noise exposure level for the daytime hours for the Public Library and Legacy Park. As shown in Table 4.9.10, the exterior noise levels at the adjacent Public Works building would be reduced, but would still exceed the allowable exterior exposure level of 65 dBA L_{eq}. As such, the Proposed Project would result in a significant and unavoidable temporary construction noise impact at this location.

Operational noise impacts would be less than significant prior to mitigation and thus no mitigation measures are required.

Table 4.9.10
Exterior Noise Levels at Off-Site Sensitive Uses From Project Construction

Adjacent Land Uses	Estimated Peak Construction Noise Levels Without Mitigation (dBA L_{eq})	Estimated Peak Construction Noise Levels With Mitigation Measure N-4 (dBA L_{eq}) [a]	Maximum Allowable Non-Transportation Noise Exposure From 7 a.m. – 7 p.m. (dBA L_{eq} / dBA L_{max})	Exceed Threshold?
1. County Public Works Building	79.98	68.78	65 / 85	Yes
2. Malibu Public Library	71.04	59.84	65 / 85	No
3. Legacy Park	71.35	60.15	65 / 85	No
4. Residences on Harbor Vista Drive	52.44	--	55 / 75	No

[a] *A plywood sheet with a minimum thickness of ¾-in (21 mm) has a presumed noise transmission loss factor of 21 dBA. At a height of 8 feet above grade, the temporary noise barriers would reduce noise levels at the receptor sites by approximately 11.2 dBA.*

Source: Parker Environmental Consultants.

4. ENVIRONMENTAL IMPACT ANALYSIS
10. PUBLIC SERVICES
1. FIRE PROTECTION

1. ENVIRONMENTAL SETTING

a. Fire Stations

The County of Los Angeles 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).[1] The Project Site is located within Battalion 5. Fire Station 88, located at 23720 Malibu Road, is the primary station serving the Project Site. It is located approximately 0.3 miles from the Project Site. There are also several additional fire stations in the area available to respond to incidents at the Project Site. Table 4.10.1.1 identifies these fire stations, and provides service information and relative distances to the Project Site. Figure 4.10.1.1 displays the locations of the fire stations listed below.

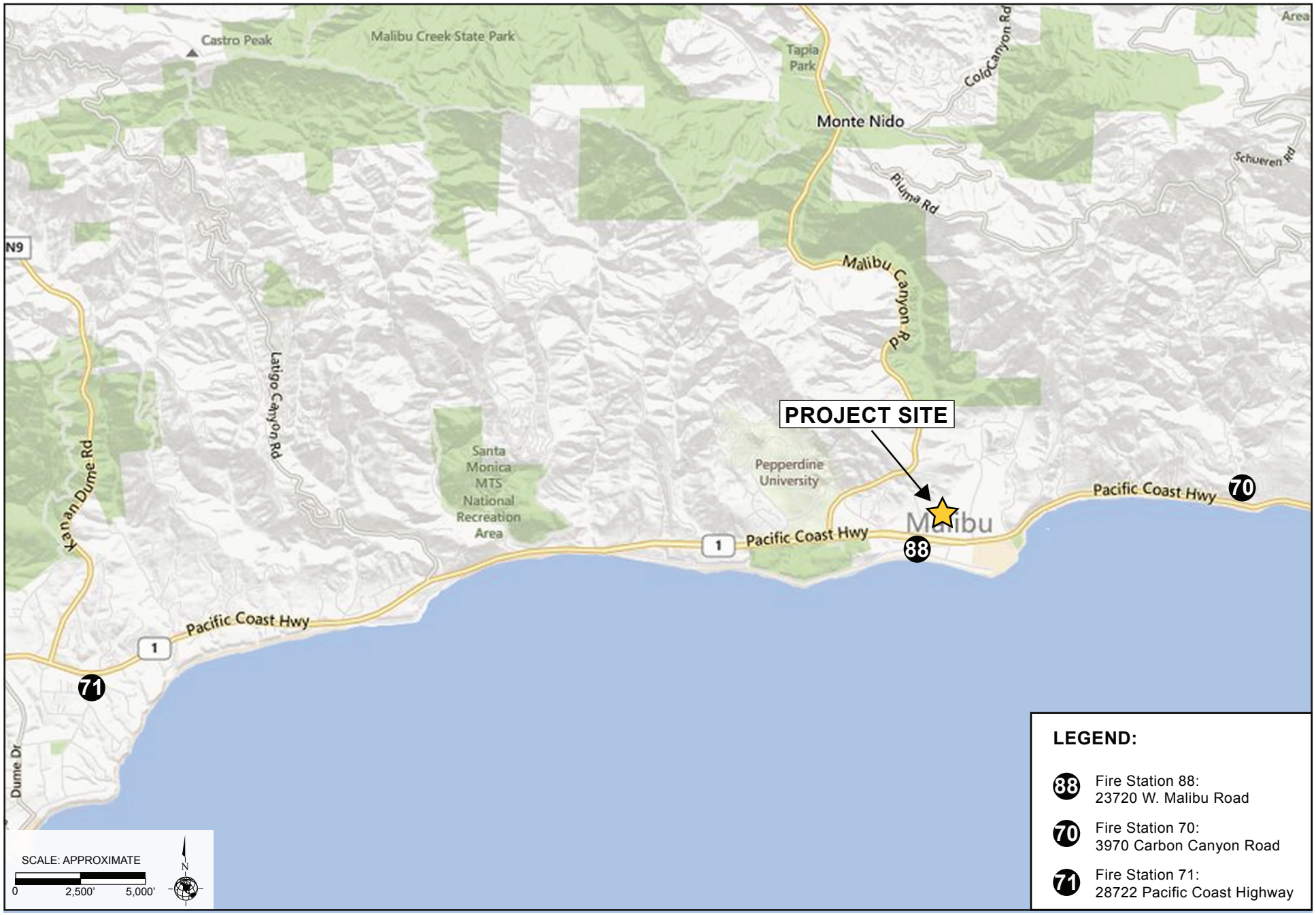
Table 4.10.1.1
Fire Stations Serving the Project Area

Station No.	Address	Equipment Staff	Distance to Project Site
88	23720 W. Malibu Road	3-Person Engine Company 2-Person Paramedic Squad	0.3 mile
70	3970 Carbon Canyon Road	4-Person Engine Company	2.5 mile
71	28722 Pacific Coast Highway	3-Person Engine Company 2-Person Paramedic Squad	6.4 mile

b. Water Supply – Fire Flow

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. Currently, the City of Malibu receives water through a 30-inch water main running along Pacific Coast Highway and smaller water mains beneath Civic Center Way and Cross Creek Road. These mains range in size from six inches to twelve inches in size. Smaller mains branching off of these mains range from four inches to eight inches in size. A discussion of the existing gravity storage reservoir capacity of the water supply system as it relates to the

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



Source: Bing Maps, 2013

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.10.1.1
Fire Station Location Map

reliability of delivering fire flow to the Proposed Project, and the Los Angeles County Department of Public Works Civic Center Water Infrastructure Improvements Plan, is presented in Section 4.12.2 Public Utilities – Water.

The required water supply for fire suppression varies with the type of development, life hazard, type and level of occupancy, and degree of fire hazard (based on such factors as building age or type of construction). This required water supply is termed the "fire flow," and measures the performance capacity of water lines to supply water with adequate pressure during emergencies. The LACFD fire flow requirements are based on the type of land use, size of structures, number of floors, building materials used, and location and presence of sprinklers and hydrants, among other factors.

c. Local Wildfire Hazards

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 Project Site is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinances requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel medication plans must be met.[2] The Fire Code states that no building within a designated VHFHSZ (formerly called "Mountain Fire District") shall be located more than 1,000 feet from a fire hydrant with the distance being measured along a route providing reasonable access. In addition, the Chief Engineer of the LAFD needs to report that adequate fire protection exists or is in the process of being provided in VHFHSZs.

The California Department of Forestry and Fire Protection also ranks the Santa Monica Mountains area as being a critical fire hazard area, giving it a Class III, or highest hazard, rating. Class III areas are defined as those areas having more than nine extremely critical fire hazard days per year. The rating system takes into account the fuel load (the quantity of flammable vegetation per unit of land area), weather conditions, and the slope of the terrain.

d. Additional Services

In 1950, the California Fire Service and Rescue Emergency Plan was adopted as a mutual aid plan for the State. Under the Plan, mutual aid is made available under "local emergency," "state of emergency," and "state of war emergency" situations or any other situation that warrants mutual aid. The Plan warrants:

1. Systematic mobilization, organization, and operation of fire service resources of the State and its political subdivisions in mitigating the effects of disaster.

[2] *Written correspondence from Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, County Los Angeles Fire Department, to Randall Lawson, Executive Vice President, Santa Monica Community College District, dated June 7, 2012.*

2. Comprehensive and compatible plans for the expedient mobilization and response of available fire service resources on a local, area, regional, and statewide basis.

3. Establishment of guidelines for recruiting and training auxiliary personnel to augment regularly organized fire personnel during disaster operations.

4. Annual update of fire service inventory of all personnel, apparatus, and equipment in California.

5. Plan and communication facilities for the interchange and dissemination of fire-related data, directives, and information between fire officials of local, State, and Federal agencies.

6. Coordination and implementation at the State level of government (Chief, State Fire and Rescue Coordinator).[3]

In the event of major fires, the LACFD maintains mutual aid agreements with cities and counties throughout the State so that additional personnel and fire-fighting equipment can assist the LACFD on an "as need" basis. The Old Topanga Fire, which occurred in November 1993, represented the largest mobilization of emergency resources within a 24-48 hour period in the history of the United States, with resources represented from every State west of the Continental Divide.[4]

2. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

The City of Malibu General Plan EIR considers the impacts created by a project as being significant if implementation would:

- Result in an increased demand for public services which exceeds the existing fire supply or capacity of service personnel and/or facilities, or
- Alter the nature of demand for public services causing increased costs or service delivery limitations.

The CEQA Guidelines (Appendix G) identifies applicable criteria for determining whether a project's impacts are considered to have a significant effect on the environment. A project is considered to create a significant impact if a project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

[3] *California Fire Service and Rescue Emergency Mutual Aid System, Fire and Rescue Branch, Governor's Office of Emergency Services, 2002.*

[4] *Official Report of Old Topanga Incident, County of Los Angeles Fire Department, November 20, 1995 (updated).*

b. Project Impacts

It is generally assumed that the frequency and nature of emergency calls increase as the intensity of activity in an area increases. The Proposed Project would include the new development of a 25,310 square foot satellite community college campus for SMC and a Community Sheriff's Substation and Emergency Operations and Planning Center. The Project will replace the existing former Sheriff's Station building that is currently vacant and nonoperational. The Proposed Project will increase the level of gross square footage by 1,428. The Proposed Project would increase the presence of human activity on-site, which could result in a likely increase in the percentage of emergency calls to the Project Site.

Although the Proposed Project is located within 0.3 miles of the nearest fire station, the increase in human activity on the Site would increase demands upon existing fire protection resources in the general area. The Applicant should incorporate all feasible mitigation measures into the Proposed Project, including contributing to the Developer Fee Program to reduce potential impacts on fire protection services. The entire facility will be protected by an automatic fire protection system in accordance with NFPA 13 and 14. The building fire sprinkler system will be served by a 4" fire line and a fire riser will be provided.[5]

(1) Fire Flow

The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration. Final fire flow will be based on the size of the buildings, its relationship to other structures, property lines and types of construction used.[6] Fire flow, access roads and automatic sprinkler systems for the Proposed Project are compliant with the local fire authority. The Department of Public Works has indicated that additional water system facilities may have to be installed to serve the Project Site to meet the requirements of the County/City Engineer and the County Fire Chief. As a condition of receiving water service from the Los Angeles County Waterworks District No. 29, Malibu (District), the Santa Monica College may have to install such facilities at their expense. The Applicant may also be required to pay appropriate connection fees, including meter fees, capital and local improvement charges, and financially participate in the Civic Center Infrastructure Improvement Project prior to approval of water plans, start of construction, and installation of any additional permanent water service.[7]

The Proposed Project does not exceed the capacity of existing LACFD services and would not require provision of new or physically altered facilities to maintain service ratios. Based on correspondence from Frank Vidales, Acting Chief, Forestry Division, Protection Services Bureau, the statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are to review and comment on

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[5] *Santa Monica College, Malibu Campus Malibu Center Mechanical, Electrical and Plumbing Schematic Design Narrative, Glumac, December 2012.*

[6] *Written correspondence from Frank Vidales, Acting Chief, Forestry Division Prevention Services Bureau, County of Los Angeles Fire Department, to Randall Lawson, Executive Vice President, Santa Monica Community College District, dated June 7, 2012.*

[7] *Written correspondence from Gail Farber, Director of Public Works, County of Los Angeles Department of public Works, to Jim Thorsen, City Manager, City of Malibu, dated October 30, 2013.*

all projects within the unincorporated areas of the County of Los Angeles. The Fire Department's main concern is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. A Fire Access Plan for the Proposed Project has been submitted to and approved by the Los Angeles County Fire Department (see Appendix C of this Draft EIR). Based on the Fire Department's initial review, no adverse impacts associated with fire protection and life safety requirements have been identified. Specific fire and life safety requirements will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements (see Mitigation Measure PS-1). Therefore, with mitigation, impacts related to increased demand for fire protection services would be less than significant.

3. CUMULATIVE IMPACTS

A cumulative increase in demand for fire protection and emergency medical services is expected to occur as a result of development of the Proposed Project and the related projects identified in Section 3.0, Environmental Setting. Specifically, development of the Proposed Project in conjunction with the related projects would demand additional LACFD staffing, equipment, and facilities over time. However, this need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. In addition, similar to the Proposed Project, each of the related projects would be individually subject to LACFD review, and would be required to comply with all applicable fire safety requirements of the LACFD and City of Malibu in order to adequately mitigate fire protection service impacts. However, as discussed in Section 4.12.2 Public Utilities, Water, while water supply exists and is adequate, full water service to the Proposed Project and related projects cannot be guaranteed because of inadequate water storage and distribution infrastructure. To mitigate this potential impact, the Proposed Project would be required to provide a fair share contribution toward the construction of cumulative water system projects (identified as Mitigation Measure PU-4 in Section 4.12.2 Public Utilities, Water). Compliance with these requirements would ensure the water pressure and supply needed to provide adequate fire protection services. Further, the environmental impacts associated with the infrastructure improvements to be implemented by Water District 29 would be subject to a separate environmental review pursuant to CEQA. Therefore, with implementation of these requirements, mitigation measures, and construction of the cumulative water system projects, cumulative impacts on fire protection and emergency medical services would be less than significant.

4. MITIGATION MEASURES

In order to establish that all appropriate fire protection measures have been incorporated into the Proposed Project, the following mitigation measure is required:

PS-1 The Project shall comply with all applicable code and ordinance requirements for construction, emergency access, water main fire flows and fire hydrants.

4. ENVIRONMENTAL IMPACT ANALYSIS
10. PUBLIC SERVICES
2. POLICE

1. ENVIRONMENTAL SETTING

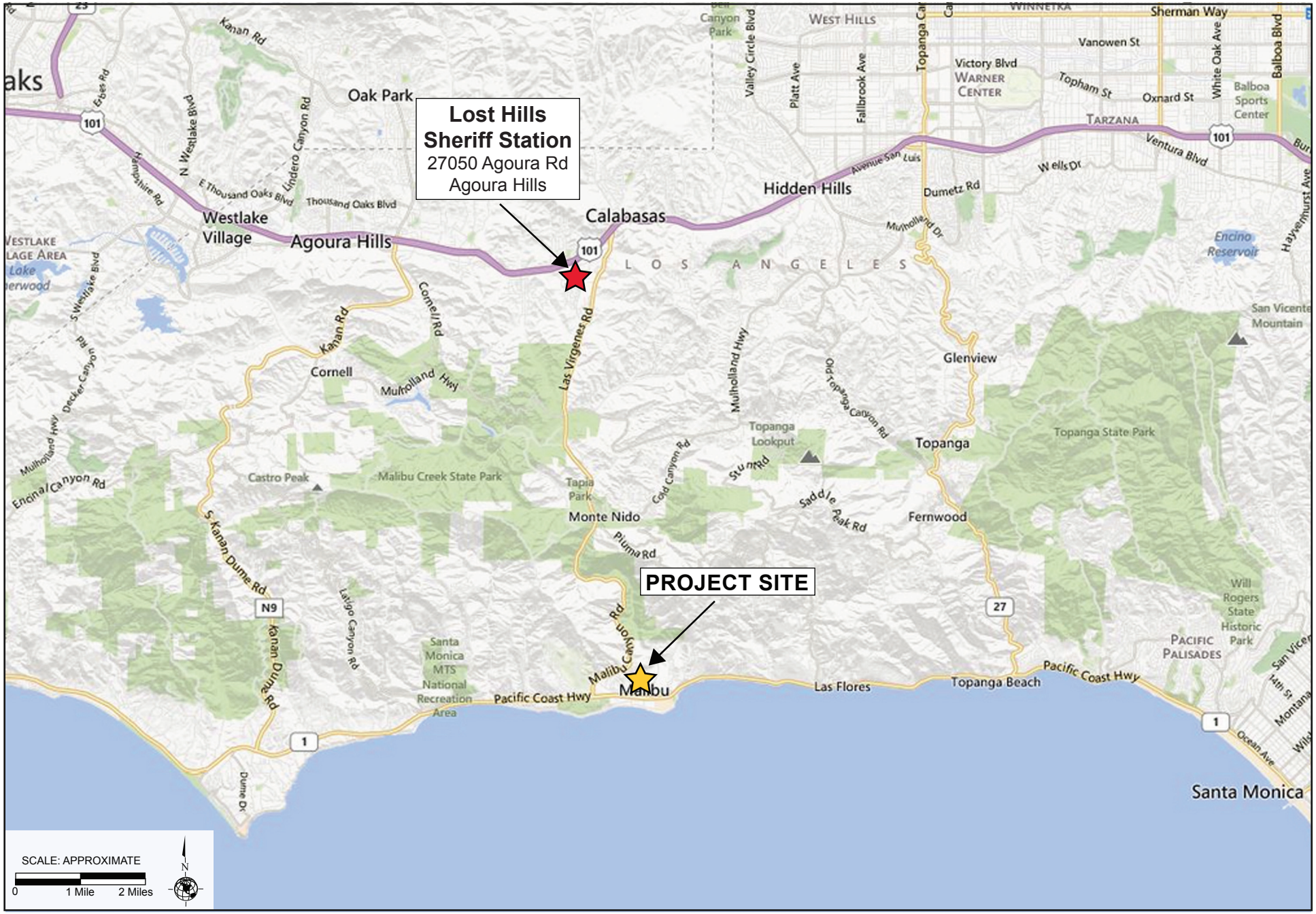
Police protection, enforcement, and emergency services in the City of Malibu are provided by the Los Angeles County Sheriff's Department (LASD) on a contract basis with the City.

a. Los Angeles County Sheriff's Department

The LASD is the principal law enforcement agency for 40 contract cities, including the City of Malibu, and the unincorporated areas of Los Angeles County. As shown in Figure 4.10.2.1, Police Station Location Map, the LASD's Malibu/Lost Hills Station, located at 27050 Agoura Road in Agoura Hills, serves the City of Malibu. This station also serves the cities of Agoura Hills, Calabasas, Westlake Village, and Hidden Hills, as well as the surrounding unincorporated areas of the County.

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 to the scene.

The crime rate, which represents the number of crimes reported, affects the anticipated needs for staff and equipment for the LASD within the City of Malibu. It is logical to anticipate that an area's crime rate will increase as the population, degree of activity, and opportunity for crime increases. However, because a number of other factors also contribute to the resultant crime rate such as police presence, crime prevention measures, and on-going legislation and funding, the potential for increased crime rates is not necessarily directly proportional to increases in land use activity. Table 4.10.2.1 provides reported crime statistics for the City of Malibu.



Source: Bing Maps, 2013

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Figure 4.10.2.1
Police Station Location Map

Table 4.10.2.1
Crime Statistics Reported for the City of Malibu

Classification of Offenses	City of Malibu		
	2012	2013	1 Year Change in YTD Crime 2012/2013
Homicide	0	0	0%
Rape	3	3	0%
Robbery	5	10	100.3%
Aggravated Assault	3	12	300.4%
Burglary	72	79	9.7%
Larceny Theft	222	235	5.9%
Grand Theft Auto	17	21	23.6%
Arson	0	0	0%
Total	**322**	**360**	**11.8%**

Notes:
YTD = Year to Date
Source: Los Angeles County Sheriff's Department, Station, City and Unincorporated Area Part I Crime Summary – Preliminary Data, YTD 11/30/2013 – Part I Crime Rate Per 10,000 Population, website: http://file.lacounty.gov/lasd/cms1_148405.pdf, accesses December 2013.

2. ENVIRONMENTAL IMPACTS

a. Thresholds of Significance

The City of Malibu General Plan EIR considers impacts to sheriff and police protection services to be potentially significant if implementation of the project would:

- Result in an increased demand for public services which exceeds the existing supply or capacity of the service personnel and/or facilities, or
- Alter the nature of demand for public services causing increased costs or service delivery limitations.

The CEQA Guidelines (Appendix G) identifies applicable criteria for determining whether a project's impacts are considered to have a significant effect on the environment. A project is considered to create a significant impact if implementation of the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

b. Project Impacts

(1) Construction Impacts

The Los Angeles County Sheriff Department's service requirements will increase over the existing demands during the construction phase of the Proposed Project. This is because the potential for vandalism and theft will increase due to the presence of construction equipment and building materials, increasing Sheriff's service demands for property protection.

(2) Operational Impacts

The Proposed Project would include the new development of a 25,310 square foot building with a 19,670 square foot satellite community college campus for SMC and a 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center. The Project will replace the existing former Sheriff's Station building that is currently vacant and not in operation. Since the time the Sheriff's Station was decommissioned in the 1990s, all LASD services for the City of Malibu have been provided out of the Lost Hills Station in Agoura Hills. The construction and operation of a new Sheriff's Substation to serve the local demands of the City of Malibu would be a net beneficial impact with respect to improving LASD services within the City. The proposed Substation building will include administrative support space for approximately 10 officers and/or civilian support staff and three holding cells to accommodate up to 6 individuals. The new Sheriff's Substation will reduce the need for officers to travel to the Lost Hills Station, which is located approximately 10 miles to the north outside of the City limits, for each detainment and to switch shifts. While there will still be a need for officers to work out of both locations, a permanent Substation facility in the City of Malibu will greatly reduce downtime associated with transportation to and from the Lost Hills Station.

The construction and operation of the SMC community college satellite campus would add incrementally to the existing demands on the LASD in the City of Malibu, as additional daytime and evening population will be increased between the hours of 7:00 a.m. to 10:00 p.m. The proposed SMC Campus is designed to accommodate 210 full time equivalent (FTE) students and will have an occupancy load of approximately 500 individuals. The increased presence of people on-site would increase marginally the demands for police protection services. However the presence of the on-site Sheriff's Station alone would serve to increase public safety and reduce response times. Additionally, the presence of the proposed Sheriff's Substation on the Project Site would increase the service capabilities of the LASD within the City limits. Impacts upon Sheriff Department services would therefore be less than significant.

3. CUMULATIVE IMPACTS

A cumulative increase in demand for Sheriff services is expected to occur as a result of development of the Proposed Project and related projects. The LASD continuously evaluates needs and services in order to adequately serve its service area. The additional service capabilities provided to the LASD by the Sheriff's Substation would offset cumulative impacts for police related services throughout the City. As the Proposed Project would only incrementally create additional service demand to the LASD, its

cumulative impact in conjunction with other related projects is less than significant. Therefore, cumulative impacts on Sheriff Department services would be less than significant.

4. MITIGATION MEASURES

No mitigation measures are required.

4. ENVIRONMENTAL IMPACT ANALYSIS
11. TRANSPORTATION AND CIRCULATION
1. TRAFFIC

1. INTRODUCTION

The following section summarizes the information provided in the Traffic Impact Study, SMC Malibu Satellite Campus Project, City of Malibu, California (Traffic Study), prepared by Linscott, Law & Greenspan Engineers, and dated October 17, 2014. The Traffic Study, which is provided as Appendix J to this Draft EIR, evaluated traffic impacts related to the Santa Monica College Malibu Campus Project. This section evaluates the traffic conditions on the existing street and highway network serving the Project Site, and the impact of the traffic generated by the Proposed Project on the future roadway conditions.

2. ENVIRONMENTAL SETTING

a. Regional Network

Primary regional access to the Project Site is provided via the Pacific Coast Highway (SR-1), which is located south of the Project Site. Indirect regional access to the Project Site is provided via Topanga Canyon Boulevard (SR-27), which is located east of the Project Site. Provided below are brief descriptions of the important roadways in the Project vicinity:

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.

b. Local Street Network

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, which includes Civic Center Way. 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:

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.

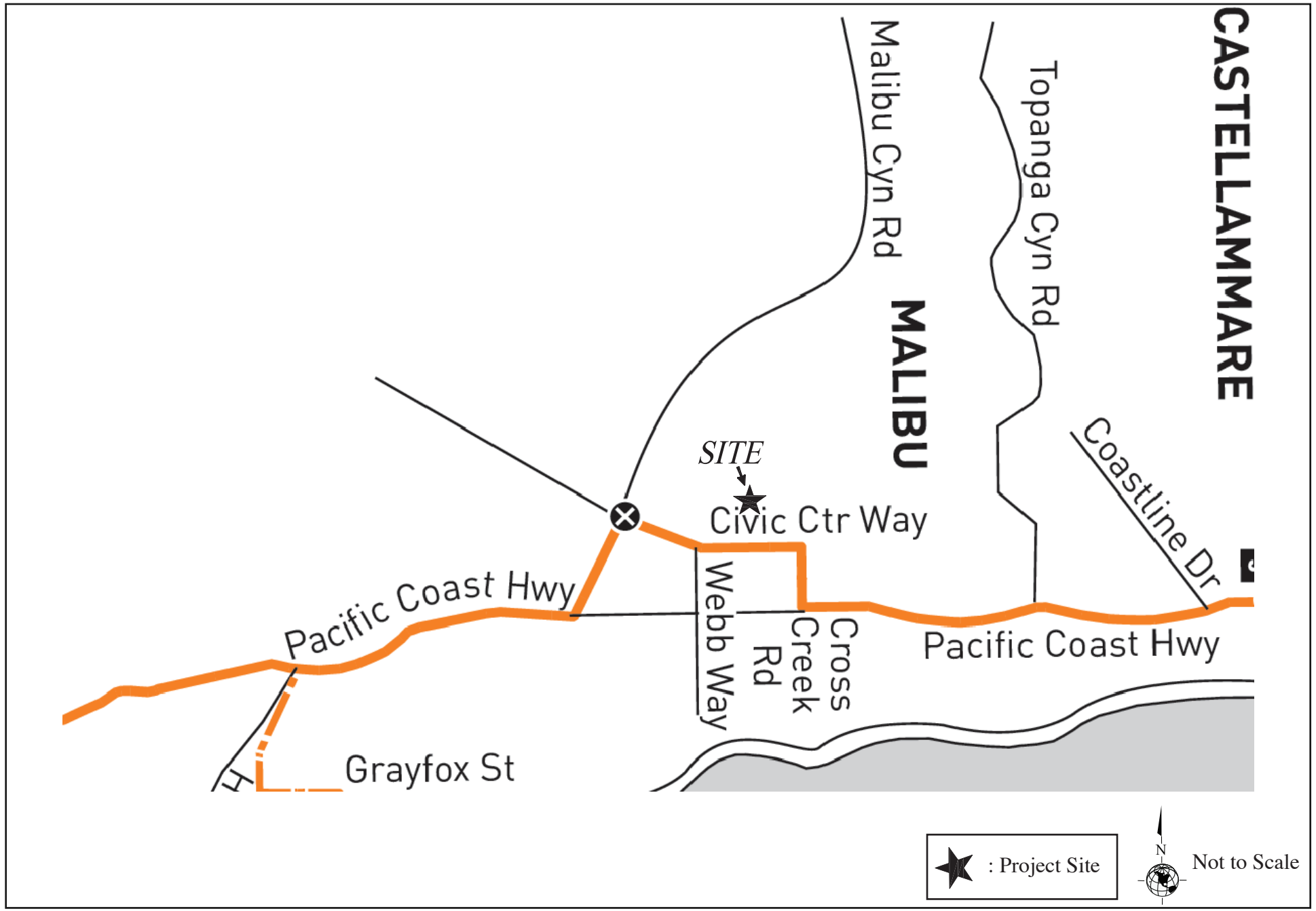
c. Existing Public Bus Transit Service

Public bus transit service within the vicinity of the proposed SMC Malibu Campus Project is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro). A summary of the existing transit routes, including the destinations and number of buses during the weekday AM, weekday PM, and Saturday mid-day peak hours is presented in Table 4.11.1**.** The existing public transit routes in the Project vicinity are illustrated in Figure 4.11.1. The nearest bus stop to the 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.

Table 4.11.1
Existing Transit Routes

Route	Destinations	Roadway(s) near site	No. of Buses during Peak Hours			
			DIR	AM	PM	Sat Mid-Day
Metro Line 534	Los Angeles to Malibu via Santa Monica	Pacific Coast Highway, Las Flores Canyon Road, Cross Creek Road, Civic Center Way, Stuart Ranch Road, Webb Way, Malibu Canyon Road	EB WB	3 4	4 2	2 2
			Total	7	6	4

Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014; Los Angeles County Metropolitan Transportation Authority (Metro) website, 2014.



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

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Figure 4.11.1
Existing Public Transit Routes

d. Existing Bicycle Routes

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

e. Existing Level of Service

The traffic analysis follows City of Malibu traffic study guidelines and is consistent with the traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program.[1] This traffic analysis evaluates potential Project-related impacts at eleven key intersections in the vicinity of the Project Site. The Intersection Capacity Utilization (ICU) method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at all nine signalized study intersections, and a supplemental Highway Capacity Manual method was used to determine delay values and corresponding Levels of Service for the two stop-sign controlled study intersections. This traffic analysis evaluates potential Project-related impacts at eleven key intersections encompassing a study area that extends from Kanan Dume Road to the west and Las Flores Canyon Road to the east. In addition, a street segment analysis was prepared for two study street segments in the vicinity of the Project. The study intersections and segments were determined in consultation with the City of Malibu Department of Planning staff, as well as the Santa Monica Community College District (SMCCD), the Lead Agency for this Project. Additionally, the intersections evaluated herein were selected for analysis based on comments received by the Lead Agency through the California Environmental Quality Act (CEQA) Notice of Preparation (NOP) process. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the Proposed Project.

The Traffic Study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the Proposed Project, (iii) forecasts opening cumulative baseline traffic volumes, (iv) forecasts opening traffic volumes with the Proposed Project, (v) determines opening forecast with Project-related impacts, (vi) forecasts future cumulative baseline traffic volumes, (vii) forecasts future traffic volumes with the Proposed Project, (viii) determines future forecast with Project-related impacts, and (ix) recommends mitigation measures, where necessary.

(1) Study Area

Through coordination with City staff, eleven study intersections have been identified for evaluation during the weekday morning and afternoon, as well as the Saturday mid-day peak hours. The eleven study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided below.

The general location of the Project in relation to the study locations and surrounding street system is presented in Figure 4.11.2, Vicinity Map. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the Project as

[1] *2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.*

defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a) Immediately adjacent or in close proximity to the Project Site;

b) In the vicinity of the Project Site that are documented to have current or projected future adverse operational issues; and

c) In the vicinity of the Project Site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, Proposed Project peak hour vehicle trip generation, input from City staff, the anticipated distributed of Project vehicular trips, and existing intersection/corridor operations.

Immediate access to the Project Site is provided via Cross Creek Road and Civic Center Way. The following eleven study intersections were selected in consultation with staff from the City of Malibu Planning and Public Works Departments in order to determine potential impacts related to the Proposed 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. The location of the eleven study intersections can be found on Figure 4.11.2, Vicinity Map. The existing lane configurations at the eleven study intersections are displayed in Figure 4.11.3, Existing Lane Configuration.

Manual traffic counts of vehicular turning movements conducted in July 2012 were provided by the City of Malibu at each of the eleven study intersections during the weekday morning and afternoon commuter periods and during a weekend day (i.e., Saturday) mid-day period to determine the peak hour traffic volumes. Traffic volumes at the study intersections show the typical peak periods between 7:00 and 9:00 AM generally associated with the peak morning commuter hours, 4:00 and 6:00 PM generally associated with the afternoon commuter hours, and from 11:00 AM to 1:00 PM to determine the Saturday mid-day peak hour. These time periods generally correlate with peak commuter hours in the Los Angeles Basin area, including the City of Malibu. Note that in order to reflect existing (Base Study Year 2014)

conditions, these manual traffic counts were increased at an annual ambient growth rate of 1.5% from 2012 to 2014. In conjunction with the vehicular turning movement counts, pedestrian and bicycle counts were conducted at each intersection. The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in Table 4.11.2. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours and weekend mid-day peak hour are shown in Figures 4.11.4, 4.11.5, and 4.11.6, respectively.

3. PROJECT IMPACTS

a. Site Access and Circulation

The Proposed Project Site access scheme for the SMC Malibu Campus Project is displayed in Figure 2.4, Site Plan, in Section 2, Project Description. A description of the Proposed Project Site access and circulation scheme is provided in the following subsections.

(1) 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 Court facilities and will therefore not serve parking for the SMC Malibu Campus Project. 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 Court and existing Sheriff's Station building. No changes are proposed to this driveway in conjunction with the Project.

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. The Project proposes to consolidate the two westerly driveways into a single driveway for entry/exit. The benefits of this proposed consolidation are: 1) eliminates the potential vehicular conflicts related to the current side-by-side configuration of the two existing driveways, and 2) allows for the reconfiguration of the Civic Center public parking area, thereby increasing the number of parking spaces provided. The Project Site Plan (See Figure 2.4 in Section 2, Project Description) reflects the proposed consolidation of the two existing westerly driveways and modification to the front parking area.

(2) Pedestrian Project Site Access

The Project will be designed to encourage pedestrian activity and walking as a transportation mode.[2] As indicated in Figure 2.4, Site Plan, the Proposed Project will connect to adjacent sidewalks to promote walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected

[2] *For example, refer to http://www.walkscore.com/ , which generates a walkability score of approximately 92 (Walker's Paradise) out of 100 for the Project Site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc.*

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

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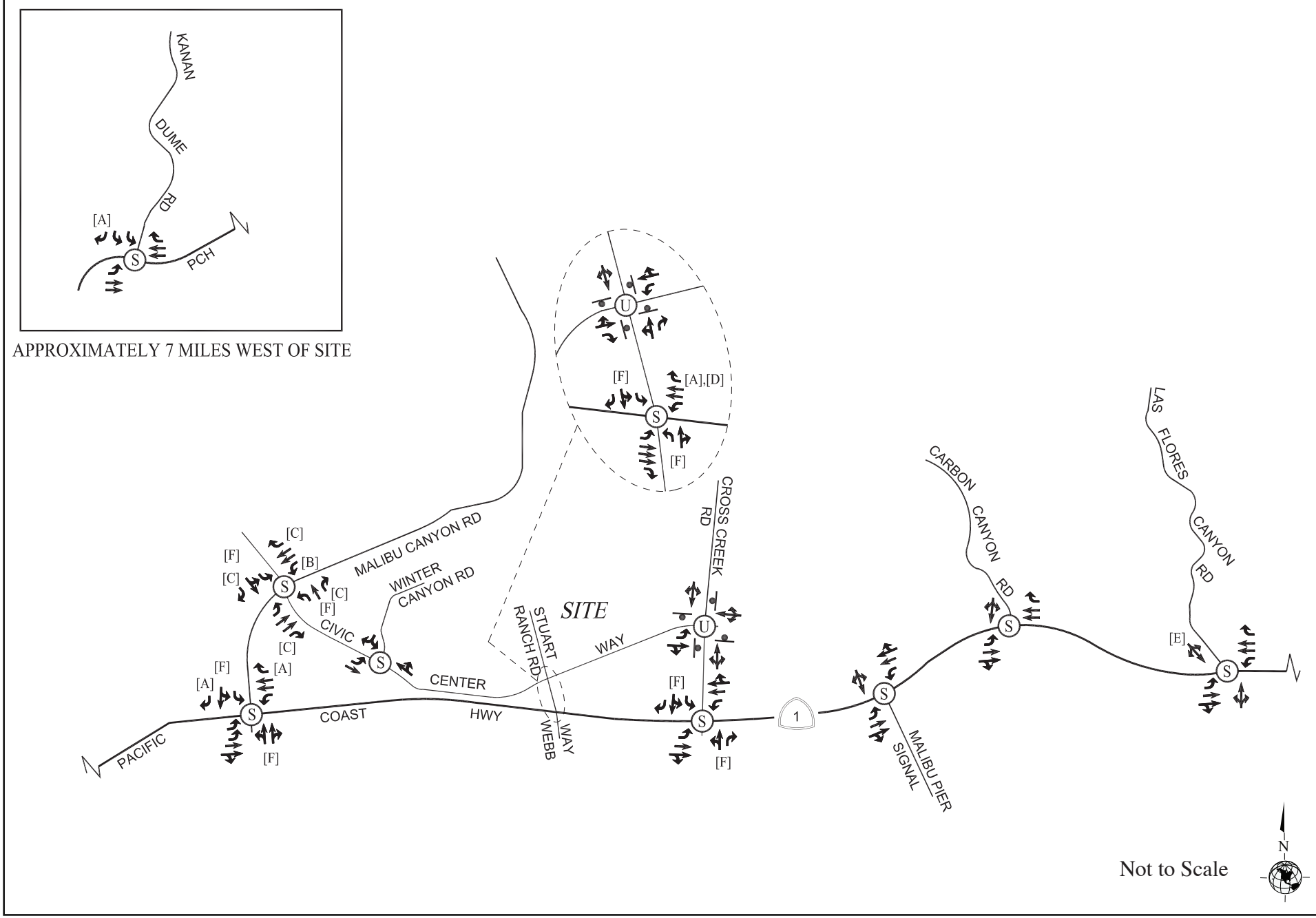
Figure 4.11.2
Vicinity Map



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

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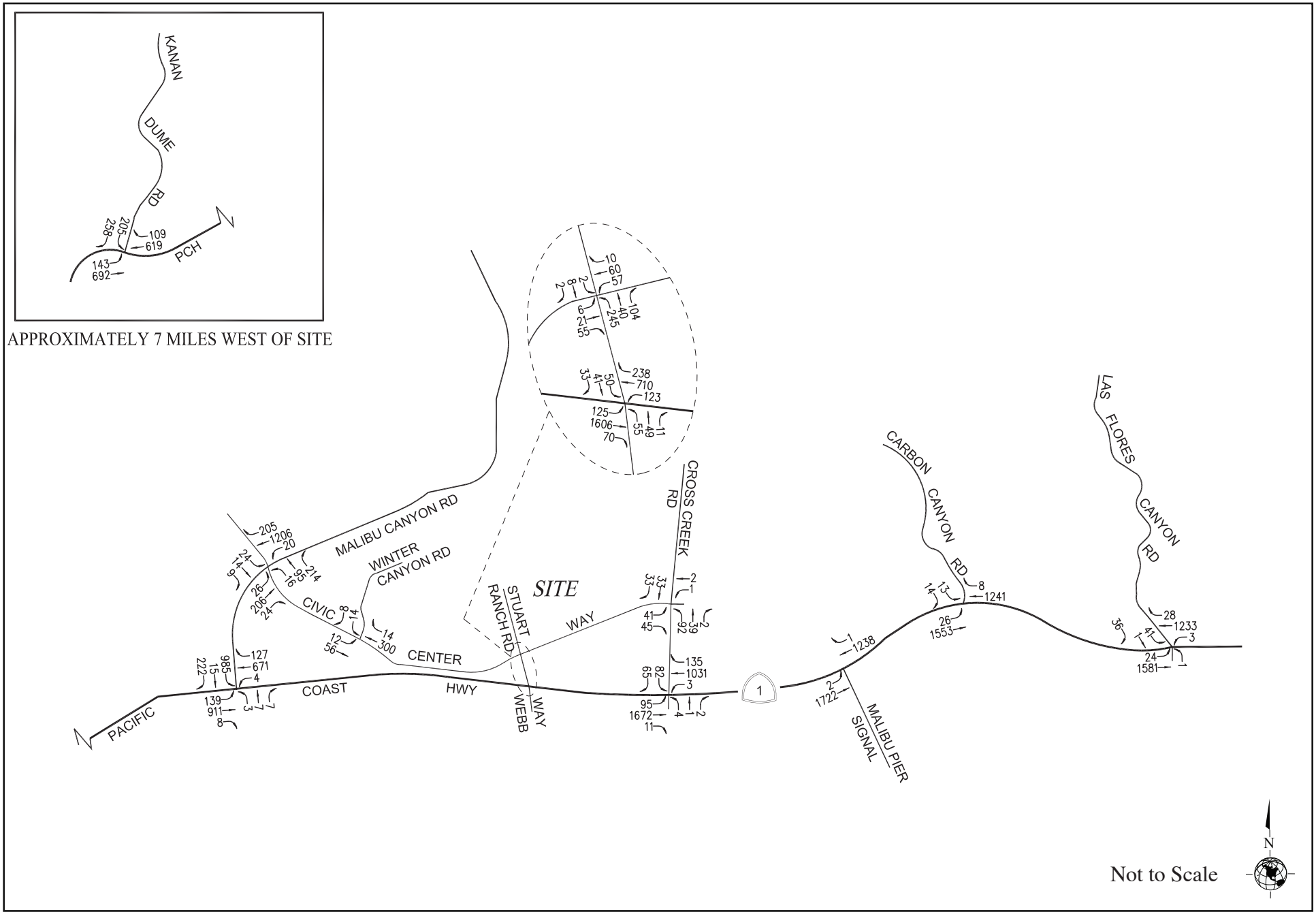
Figure 4.11.3
Existing Lane Configurations

Table 4.11.2
Existing Traffic Volumes

No.	Intersection	Date	Dir.	AM Peak Hour		PM Peak Hour		Sat Mid-day Peak Hour	
				Began	Volume	Began	Volume	Began	Volume
1	Kanan Dume Road/ Pacific Coast Highway (SR-1)	07/12/2012	NB	8:00	0	4:00	0	12:00	0
		07/14/2012	SB		449		349		870
			EB		811		1,316		1,330
			WB		707		1,253		1,393
2	Malibu Canyon Road/ Civic Center Way	07/12/2012	NB	7:45	248	4:45	583	11:45	347
		07/14/2012	SB		1,389		694		1,027
			EB		46		374		87
			WB		316		661		228
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1)	07/12/2012	NB	8:00	17	4:45	30	12:00	97
		07/14/2012	SB		1,187		517		757
			EB		1,027		1,467		1,489
			WB		778		1,504		1,495
4	Winter Canyon Road/ Civic Center Way	07/12/2012	NB	8:00	0	5:00	0	12:00	0
		07/14/2012	SB		22		26		10
			EB		66		320		275
			WB		305		663		230
5	Stuart Ranch Road-Webb Way/ Civic Center Way	07/12/2012	NB	8:00	378	4:15	525	12:00	283
		07/14/2012	SB		12		63		29
			EB		79		291		287
			WB		123		322		188
6	Webb Way/ Pacific Coast Highway (SR-1)	07/12/2012	NB	8:00	112	4:45	249	12:00	228
		07/14/2012	SB		121		368		274
			EB		1,748		1,382		1,490
			WB		1,039		1,819		1,667
7	Cross Creek Road/ Civic Center Way	07/12/2012	NB	8:00	129	4:15	256	12:00	234
		07/14/2012	SB		64		106		65
			EB		84		163		233
			WB		3		4		1
8	Cross Creek Road/ Pacific Coast Highway (SR-1)	07/12/2012	NB	8:00	7	4:45	41	12:00	68
		07/14/2012	SB		143		320		325
			EB		1,726		1,712		1,616
			WB		1,135		1,912		1,858
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1)	07/12/2012	NB	7:30	0	4:45	0	12:00	0
		07/14/2012	SB		0		6		5
			EB		1,674		1,800		1,673
			WB		1,203		1,938		1,880
10	Carbon Canyon Road/ Pacific Coast Highway (SR-1)	07/12/2012	NB	8:00	0	4:15	0	12:00	0
		07/14/2012	SB		27		34		32
			EB		1,533		1,687		1,494
			WB		1,213		1,814		1,811
11	Las Flores Canyon Road/Pacific Coast Highway (SR-1)	07/12/2012	NB	7:45	1	4:30	26	12:00	34
		07/14/2012	SB		76		66		77
			EB		1,558		1,757		1,496
			WB		1,227		1,844		1,815

[1] Counts conducted by City of Malibu
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.



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

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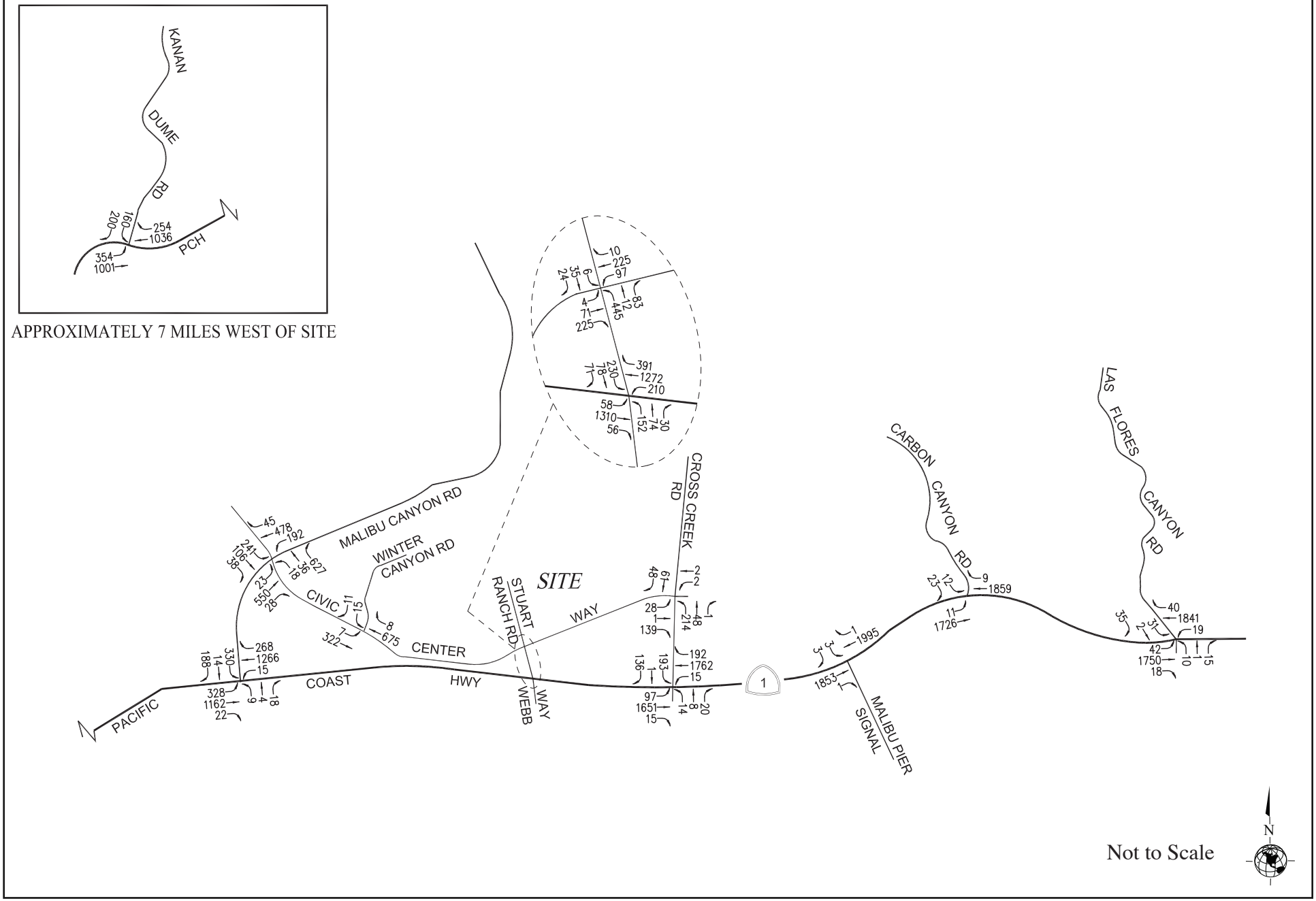
Figure 4.11.4
Existing Traffic Volumes: Weekday AM Peak Hour



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

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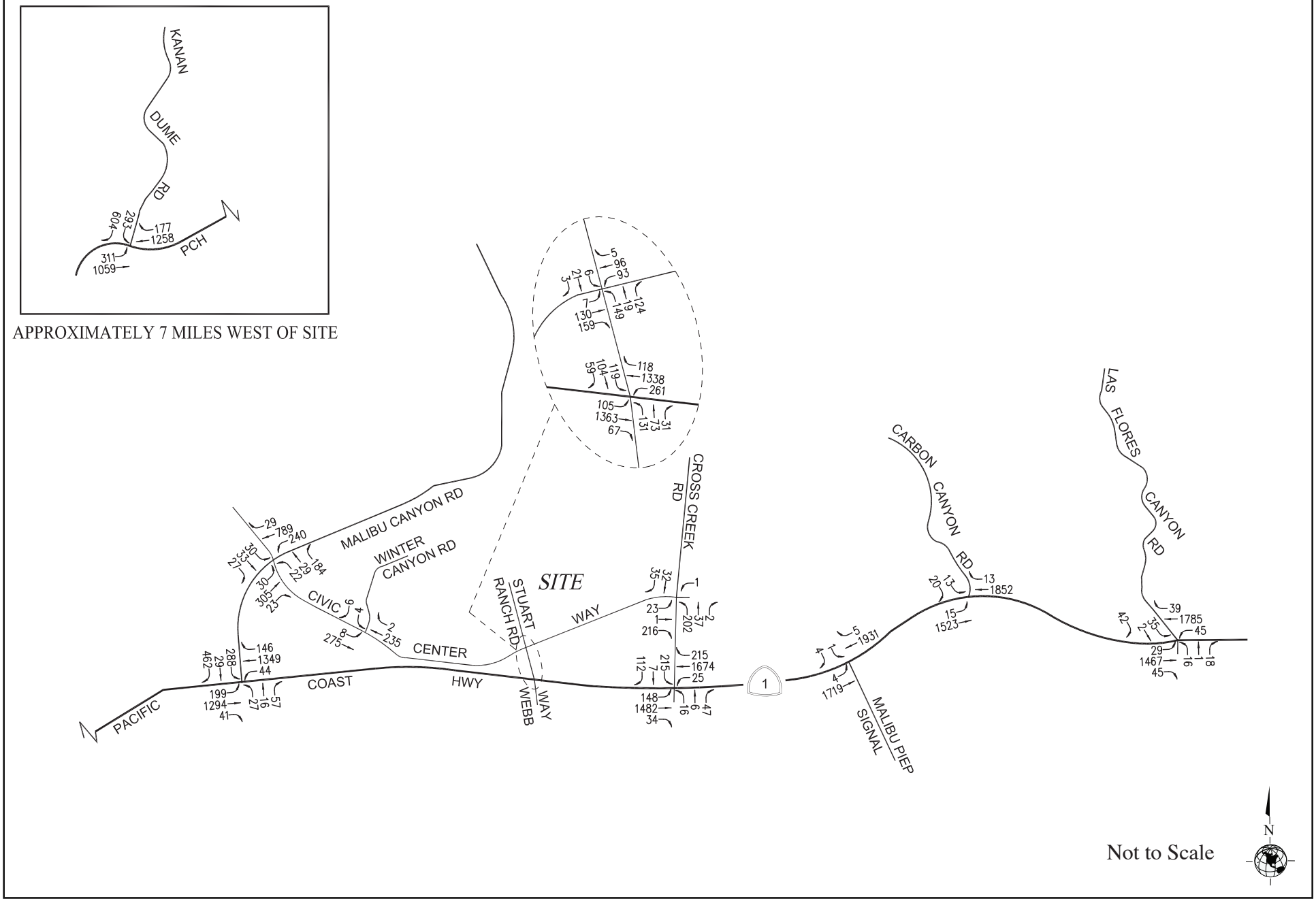
Figure 4.11.5
Existing Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.6
Existing Traffic Volumes: Saturday Mid-Day Peak Hour

accessible and pleasant mode of transport.[3]

A review of the Project Site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the Proposed Project. The Project Site is accessible from nearby public bus transit stops (serving Metro Line 534), as well as other amenities along Civic Center Way including commercial uses that may be patronized by users of the Proposed Project.

b. Traffic Forecasting and Impact Methodology

In order to estimate the traffic impact characteristics of the SMC Malibu Campus Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Proposed Project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

The nine signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis for signalized intersections based on the City's traffic study guidelines. Specifically, the ICU method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.05 was added to each Level of Service calculation.

In addition, the two unsignalized study intersections (Stuart Ranch Road-Webb Way/Civic Center Way and Cross Creek Road/Civic Center Way) were also analyzed using the methodology included in the Highway Capacity Manual (HCM). This methodology estimates the average control delay for each of the

[3] *Government of New Zealand, Pedestrian Network Planning and Facilities Design Guide, Chapter 4, www.ltsa.govt.nz website.*

subject movements and determines the level of service for each constrained movement. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The overall average control delay is measured in seconds per vehicle. For an all-way stop controlled intersection, the overall intersection delay is subsequently assigned a Level of Service (LOS) value to describe intersection operations.

c. Thresholds of Significance

The relative impact of the added Project traffic volumes to be generated by the proposed SMC Malibu Campus Project during the weekday AM and PM peak hours and Saturday midday peak hour was evaluated based on analysis of existing-plus-Project and future operating conditions at the study intersections, without and with the Proposed Project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships, potential delay increases, and service level characteristics at each study intersection.

The significance of the potential impacts of Project generated traffic at each study intersection was identified using criteria provided by the City of Malibu for those study intersections. According to the City's criteria for calculating the level of impact due to traffic generated by the Proposed Project, a significant transportation impact is determined based on the criteria presented in Table 4.11.3 and Table 4.11.4 for signalized and unsignalized intersections, respectively.

Table 4.11.3
City of Malibu
Signalized Intersection Impact Threshold Criteria

Pre-Project v/c	Level of Service	Project Related Increase in v/c
0.71-0.80	C	Equal to or greater than 0.040
0.81 – 0.90	D	Equal to or greater than 0.020
0.91 or more	E or F	Equal to or greater than 0.010
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.		

Table 4.11.4
City of Malibu
Unsignalized Intersection Impact Threshold Criteria

Project Related Increase in Delay	Final LOS
5 or more seconds	Degrades to LOS D or worse
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.	

The City criteria require mitigation of Project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above for signalized intersections or for certain Project related increase in delay or degradation in level of service to values shown above for unsignalized intersections.

(1) Traffic Impact Analysis Scenarios

The Level of Service calculations have been prepared for the following scenarios for the study intersections:

(a) Existing (Based Study Year 2014) conditions.

(b) Existing With Project Conditions.

(c) Opening Year Cumulative Year (2017) Pre-Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.

(d) Opening Year With Project Conditions including a 1.5 percent (1.5%) annual ambient traffic growth and with completion and occupancy of the related projects.

(e) Future Cumulative (Build out Year 2030) Pre-Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.

(f) Future Cumulative With Project Conditions including a 0.48 percent (0.48%) annual ambient traffic growth and with completion and occupancy of the related projects.

d. Project Traffic Generation

(1) Weekday Project Trip Generation Summary

Traffic volumes expected to be generated by the proposed SMC Malibu Campus Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE Trip Generation Manual. ITE Land Use Code 540 (Junior/Community College) and ITE Land Use Code 733 (Government Office Complex) trip generation average rates were used to forecast traffic volumes expected to be generated by the educational facility and Sheriff's Substation, respectively. The ITE trip rates based on building floor area were utilized.

The traffic generation forecast for the Proposed Project is summarized in Table 4.11.5. As summarized in Table 4.11.5, the Project is expected to generate 71 vehicle trips (55 inbound trips and 16 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 66 vehicle trips (34 inbound trips and 32 outbound trips). Over a 24-hour period, the Project is forecast to generate 698 daily trip ends during a typical weekday (approximately 349 inbound trips and 349 outbound trips).

Table 4.11.5
Project Trip Generation

Land use	Size (GSF)	Daily Trip Ends [a] Volume	AM Peak Hour Volumes			PM Peak Hour Volumes			SAT Daily Trip Ends Volumes	SAT Peak Hour Volumes		
			In	Out	Total	In	Out	Total		In	Out	Total
Community College [b]	19,670	541	44	15	59	29	21	50	221	16	12	28
Sheriff Station [c]	5,610	157	11	1	12	5	11	16	157	5	11	16
PROJECT TOTAL:		**698**	**55**	**16**	**71**	**34**	**32**	**66**	**378**	**21**	**23**	**44**

Notes:
[a] *Trips are one-way traffic movements, entering or leaving*
[b] *ITE Land Use Code 540 (Junior/Community College) trip generation average rates*
[c] *ITE Land Use Code 733 (Government Office Complex) trip generation average rates*
See Traffic Study (Appendix J) for detailed list on trip generation average rates.
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014 and ITE "Trip Generation", 8th Edition, 2008

(2) Saturday Project Trip Generation Summary

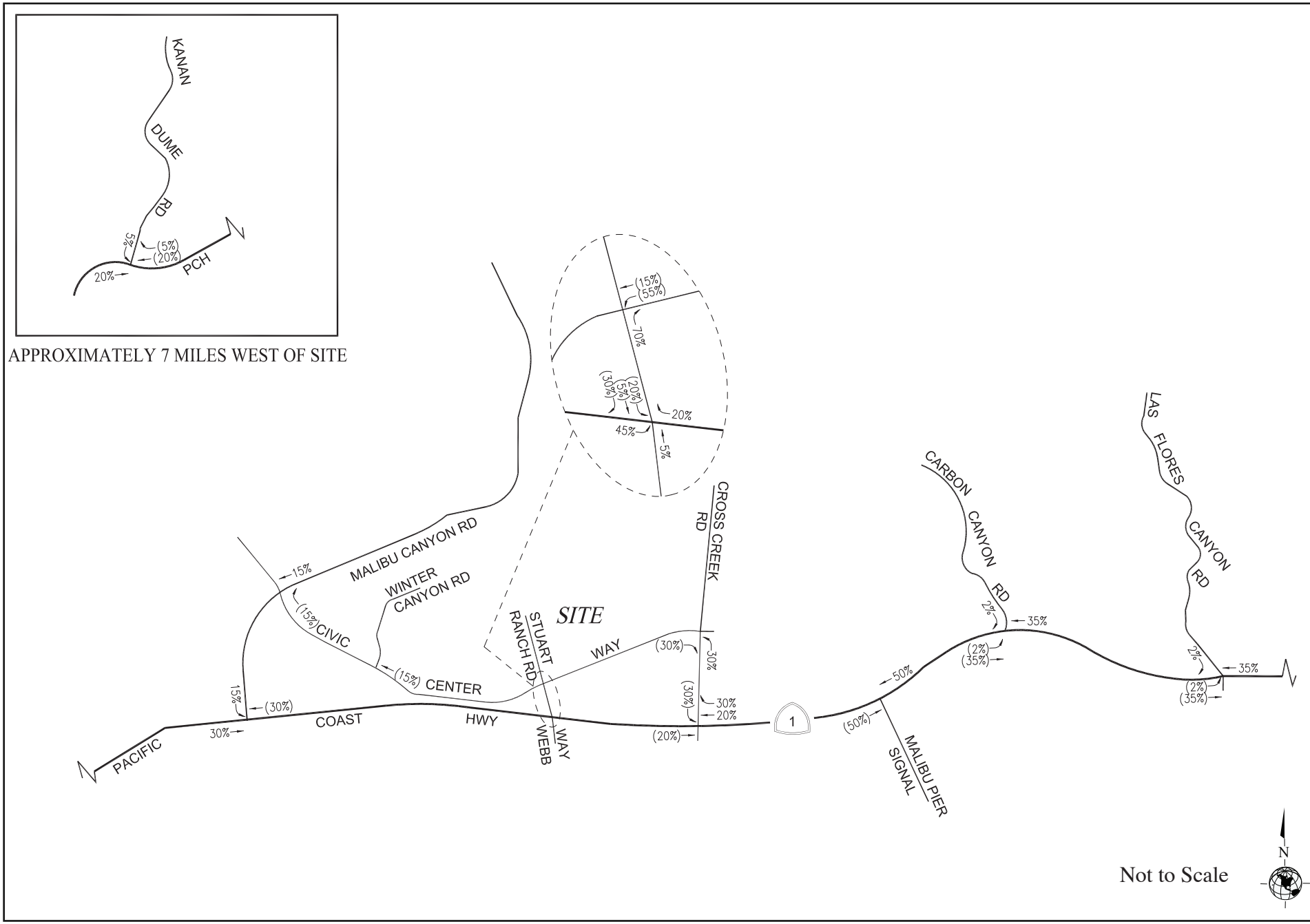
The Saturday trip generation forecast for the Proposed Project is also summarized in Table 4.11.5. As summarized in Table 4.11.5, the Proposed Project is expected to generate a total of 44 vehicle trips (21 inbound trips and 23 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour weekend period, the Proposed Project is forecast to generate a total of 378 vehicle trips (189 inbound trips and 189 outbound trips).

(3) Project Traffic Distribution

The general, directional traffic distribution patterns for the Proposed Project was based on the Proposed Project land use, the development site access scheme, survey of travel routes by existing SMC students currently attending classes at the Webster Elementary School, existing traffic patterns, existing intersection traffic volumes, characteristics of the surrounding roadway system, and nearby population and local schools. The proximity and function of the nearby multi-modal corridors, as well as Secondary and Major Highways, was also considered in the development of the Proposed Project traffic distribution pattern. The weekday AM peak hour Project traffic distribution percentages at the study intersections are illustrated in Figure 4.11.7. The weekday PM peak hour and Saturday mid-day peak hour Project traffic distribution percentages at the study intersections are illustrated in Figure 4.11.8.

(4) Project Traffic Assignment

The forecast new weekday AM and PM peak hour traffic volumes at the study intersections associated with the Proposed Project are presented in Figures 4.11.9 and 4.11.10, respectively. The forecast new Saturday mid-day peak hour traffic volumes at the study intersections associated with the Proposed Project are displayed in Figure 4.11.11. The traffic volume assignments presented in Figures 4.11.9, 4.11.10, and 4.11.11 reflect the traffic distribution characteristics shown in Figures 4.11.7 and 4.11.8 and the Project traffic generation forecast presented in Table 4.11.5.



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

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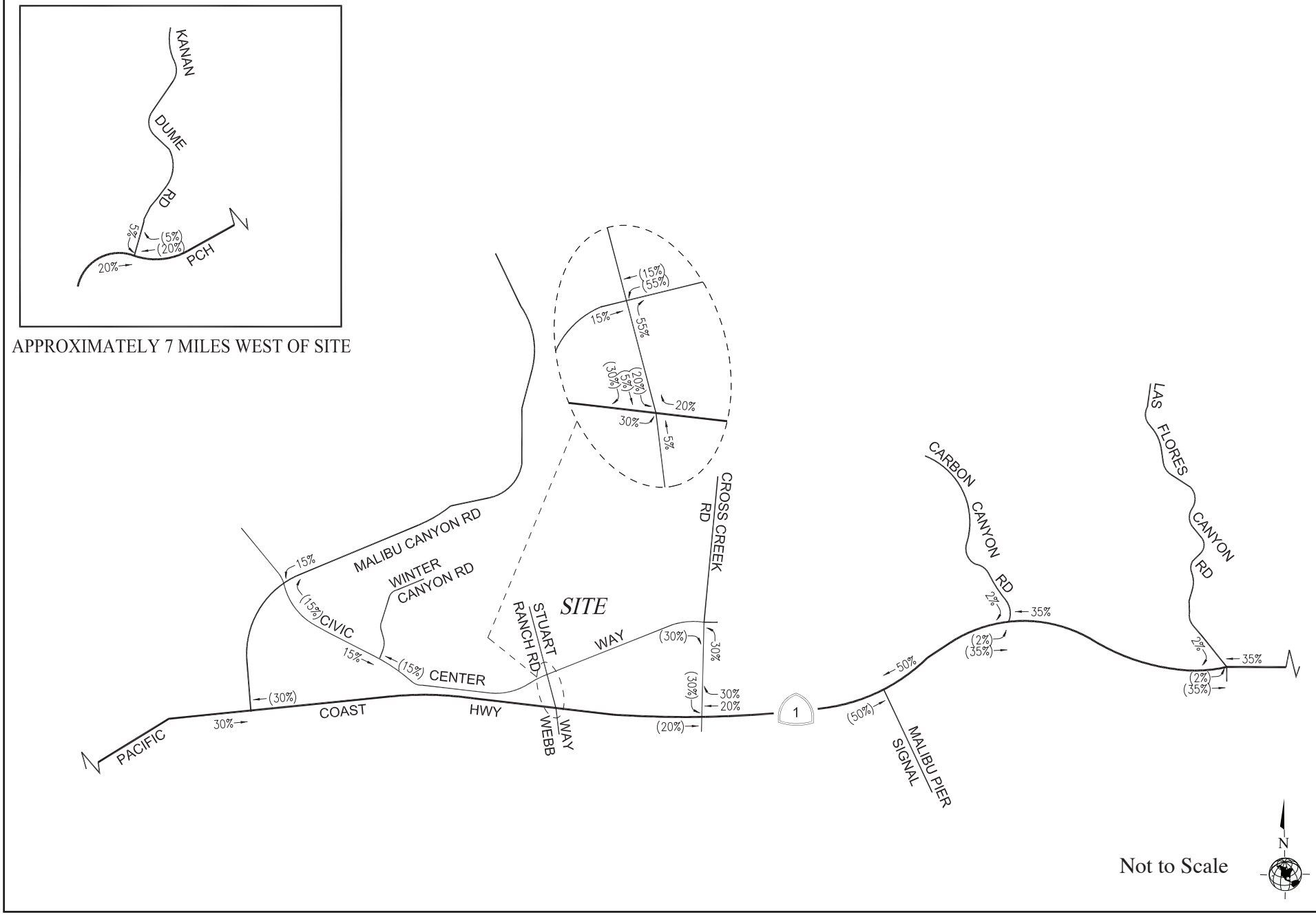
Figure 4.11.7
Project Trip Distribution: Weekday AM Peak Hour



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

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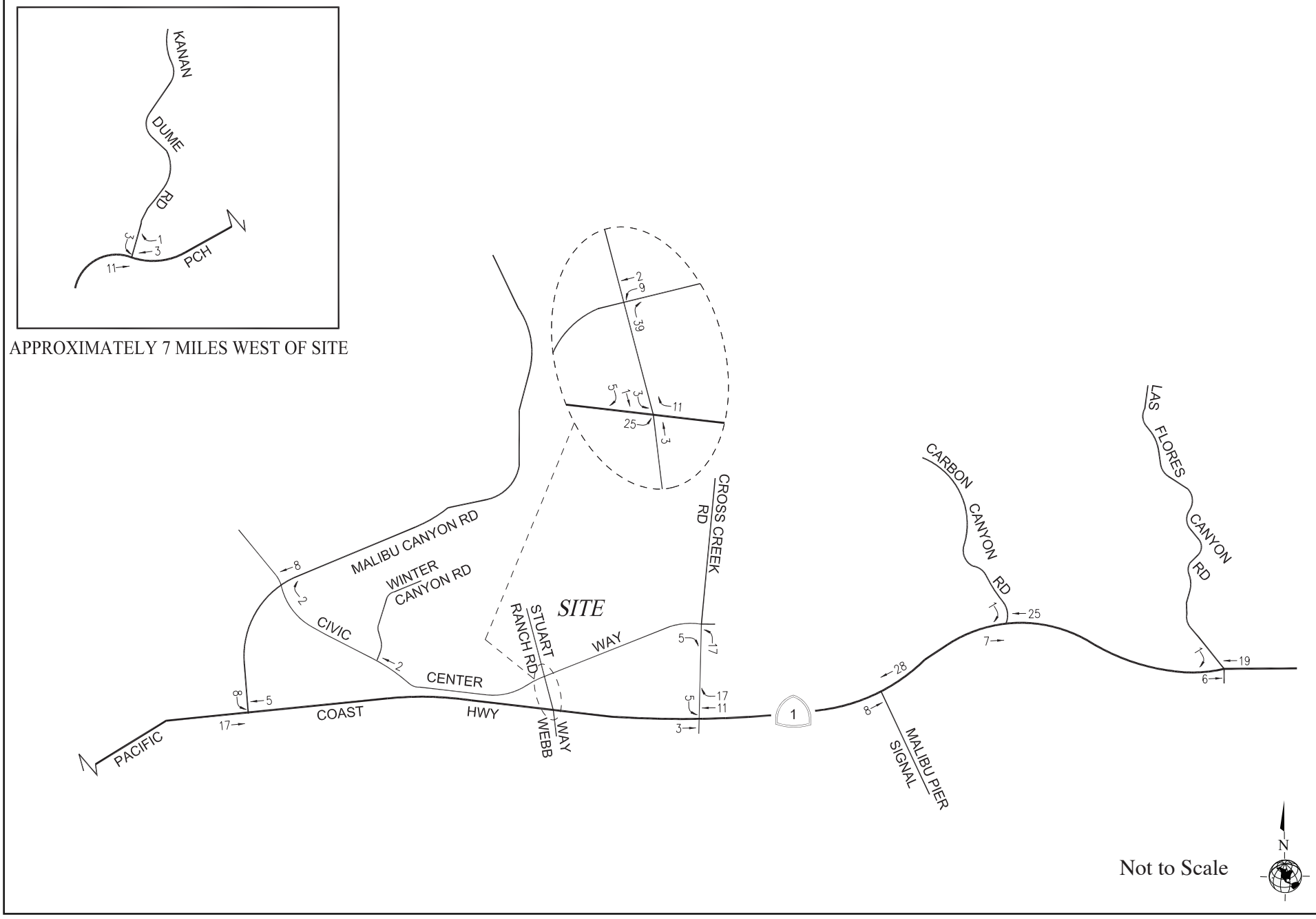
Figure 4.11.8
Project Trip Distribution: Weekday PM and Saturday Mid-Day Peak Hour



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

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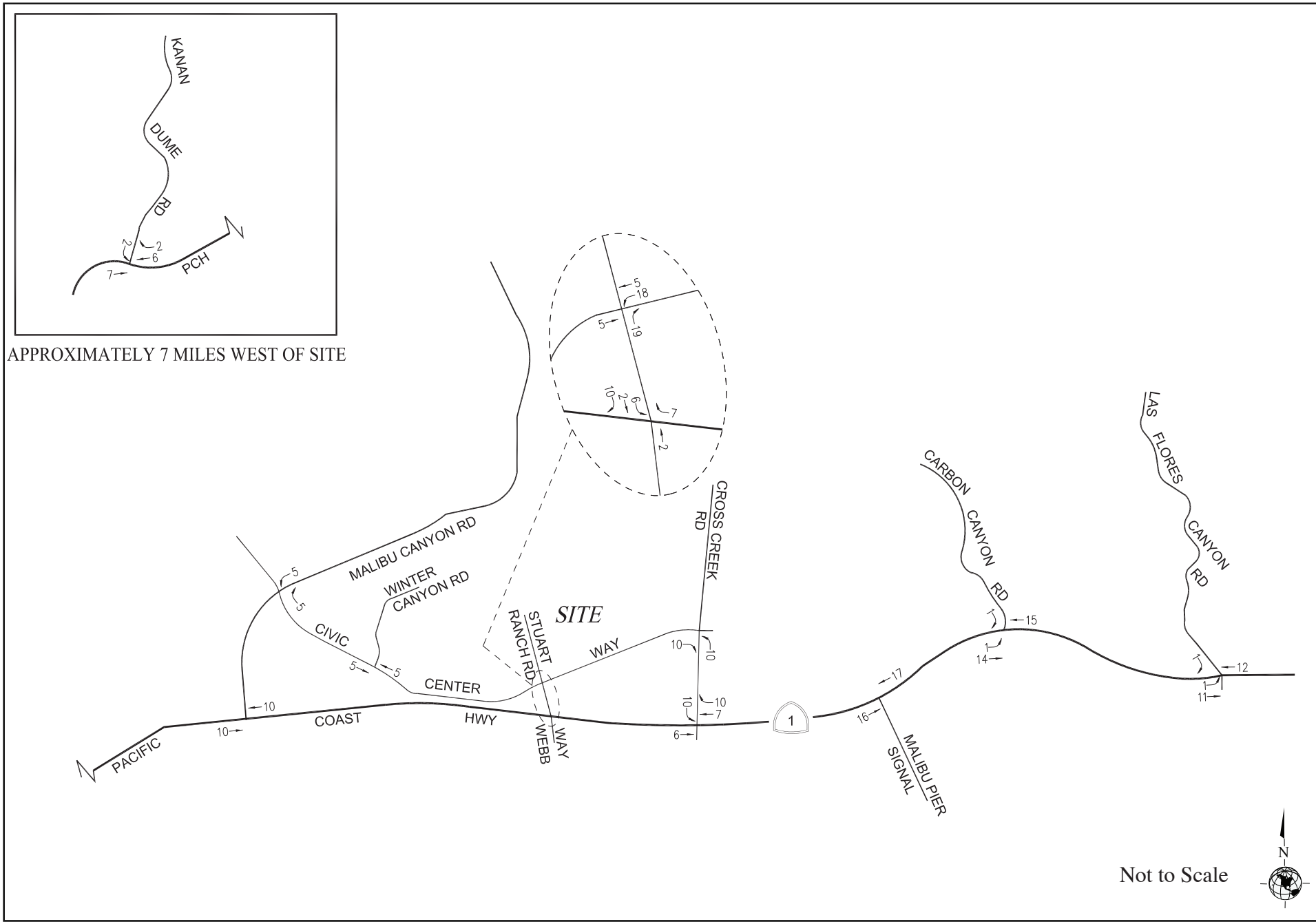
Figure 4.11.9
Total Project Traffic Volumes: Weekday AM Peak Hour



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

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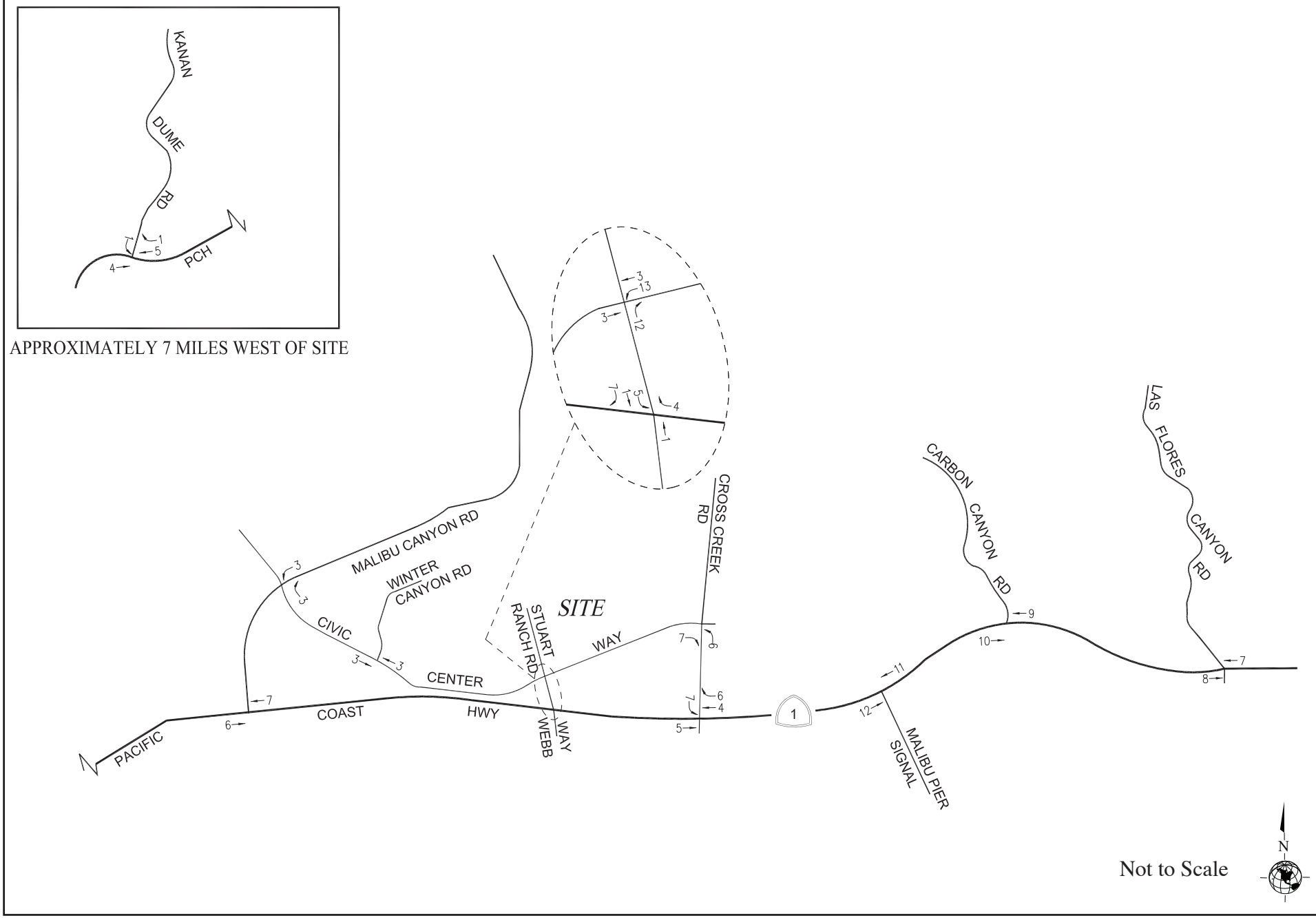
Figure 4.11.10
Total Project Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.11
Total Project Traffic Volumes: Saturday Mid-Day Peak Hour

It is likely that some local students attending classes at the proposed SMC Malibu Campus may otherwise attend classes at SMC's Santa Monica campus, or some other college campus in the Los Angeles area. Thus, some or all of these trips may already occur on the local street system related to students commuting to campuses outside the local Malibu community. However, to provide a conservative "worst case" analysis, no adjustments or "credits" were made in the traffic analysis for these existing trips on the local street system that may instead travel to the future SMC Malibu Campus (i.e., all Project-related trips were assumed to be "new" trips on the local street system). Similarly, no trip credits were taken in the traffic analysis for existing SMC classes conducted at nearby Webster Elementary School (which would presumably end with the completed construction of the Project).

e. Traffic Analysis

The traffic impact analysis prepared for the eleven study intersections using the ICU/HCM methodology and application of the City of Malibu significant traffic impact criteria is summarized in Table 4.11.6 for Existing traffic conditions (year 2012).

(1) Existing Conditions

As indicated in column [1] of Table 4.11.6, all of the eleven study intersections are presently operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour and Saturday mid-day peak hour are provided above in Figures 4.11.4, 4.11.5, and 4.11.6, respectively.

(2) Existing With Project Conditions

As shown in column [2] of Table 4.11.6, application of the City's/County's threshold criteria to the "Existing With Project" scenario indicates that the Proposed Project is not expected to create significant impacts at any of the eleven study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with Project traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in Figures 4.11.12, 4.11.13, and 4.11.14, respectively.

f. Congestion Management Program Traffic Impact Assessment

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the *2010 Congestion Management Program* for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures

Table 4.11.6,
Summary of Volume to Capacity Ratios/Delays and Levels of Service for Year 2014 (Existing)
Weekday AM, PM and Weekend Mid-Day Peak Hours

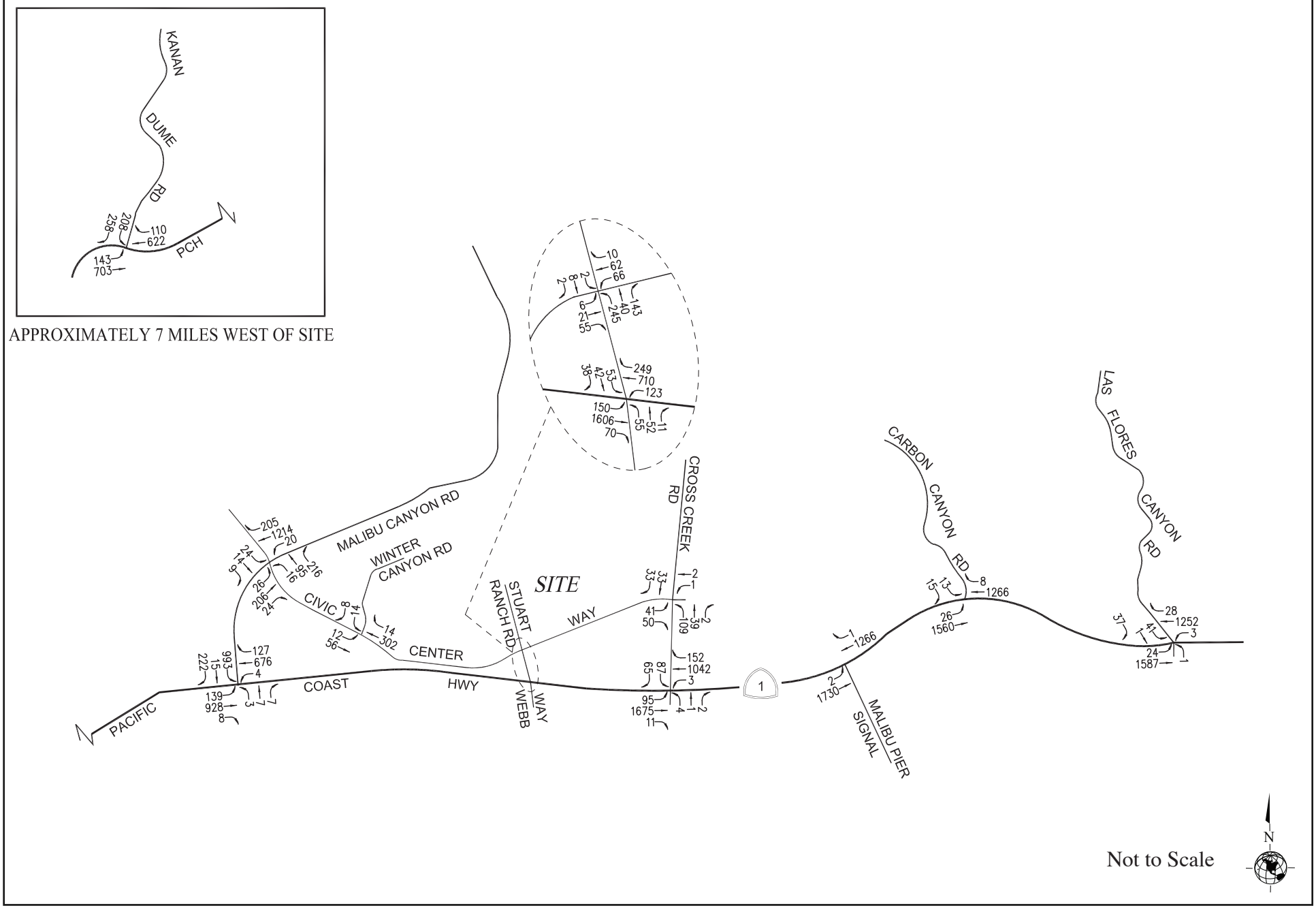
No.	Intersection	Peak Hour	[1] Year 2014 Existing V/C or Delay	[1] LOS	[2] Year 2014 Existing w/ Project V/C or Delay	[2] LOS	Change V/C or Delay [(2)-(1)]	Signif. Impact
1	Kanan Dume Road/ Pacific Coast Highway (SR-1) [a]	AM	0.404	A	0.406	A	0.002	NO
		PM	0.651	B	0.653	B	0.002	NO
		SAT	0.820	D	0.822	D	0.002	NO
2	Malibu Canyon Road/ Civic Center Way [a]	AM	0.514	A	0.517	A	0.003	NO
		PM	0.473	A	0.476	A	0.003	NO
		SAT	0.353	A	0.353	A	0.000	NO
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM	0.659	B	0.666	B	0.007	NO
		PM	0.678	B	0.681	B	0.003	NO
		SAT	0.796	C	0.798	C	0.002	NO
4	Winter Canyon Road/ Civic Center Way [a]	AM	0.268	A	0.269	A	0.001	NO
		PM	0.498	A	0.501	A	0.003	NO
		SAT	0.228	A	0.230	A	0.002	NO
5	Stuart Ranch Road – Webb Way/ Civic Center Way [a]	AM	10.3	B	10.3	B	0.0	NO
		PM	24.4	C	25.0	C	0.5	NO
		SAT	9.9	A	10.0	A	0.1	NO
6	Webb Way/ Pacific Coast Highway (SR-1) [a]	AM	0.528	A	0.531	A	0.003	NO
		PM	0.675	B	0.684	B	0.009	NO
		SAT	0.685	B	0.691	B	0.006	NO
7	Cross Creek Road/ Civic Center Way [a]	AM	7.8	A	7.9	A	0.1	NO
		PM	9.1	A	9.3	A	0.2	NO
		SAT	9.2	A	9.3	A	0.1	NO
8	Cross Creek Road/ Pacific Coast Highway (SR-1) [a]	AM	0.607	B	0.609	B	0.002	NO
		PM	0.796	C	0.804	D	0.008	NO
		SAT	0.832	D	0.837	D	0.005	NO
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1) [a]	AM	0.588	A	0.591	A	0.003	NO
		PM	0.677	B	0.683	B	0.006	NO
		SAT	0.659	B	0.663	B	0.004	NO
10	Carbon Canyon Road/ Pacific Coast Highway (SR-1) [b]	AM	0.553	A	0.556	A	0.003	NO
		PM	0.660	B	0.666	B	0.006	NO
		SAT	0.659	B	0.662	B	0.003	NO
11	Las Flores Canyon Road / Pacific Coast Highway (SR-1) [a]	AM	0.596	A	0.598	A	0.002	NO
		PM	0.701	C	0.706	C	0.005	NO
		SAT	0.686	B	0.688	B	0.002	NO

[a] City of Malibu signalized intersection impact threshold criteria is a follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 – 0.80	C	0.04 or more
0.81 – 0.90	D	0.02 or more
0.91 or more	E/F	0.01 or more

[b] City of Malibu unsignalized intersection impact threshold criteria is a follows:
Project Related Increase in delay
5 or more seconds
Final LOS
Degrades to level D or worse

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



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

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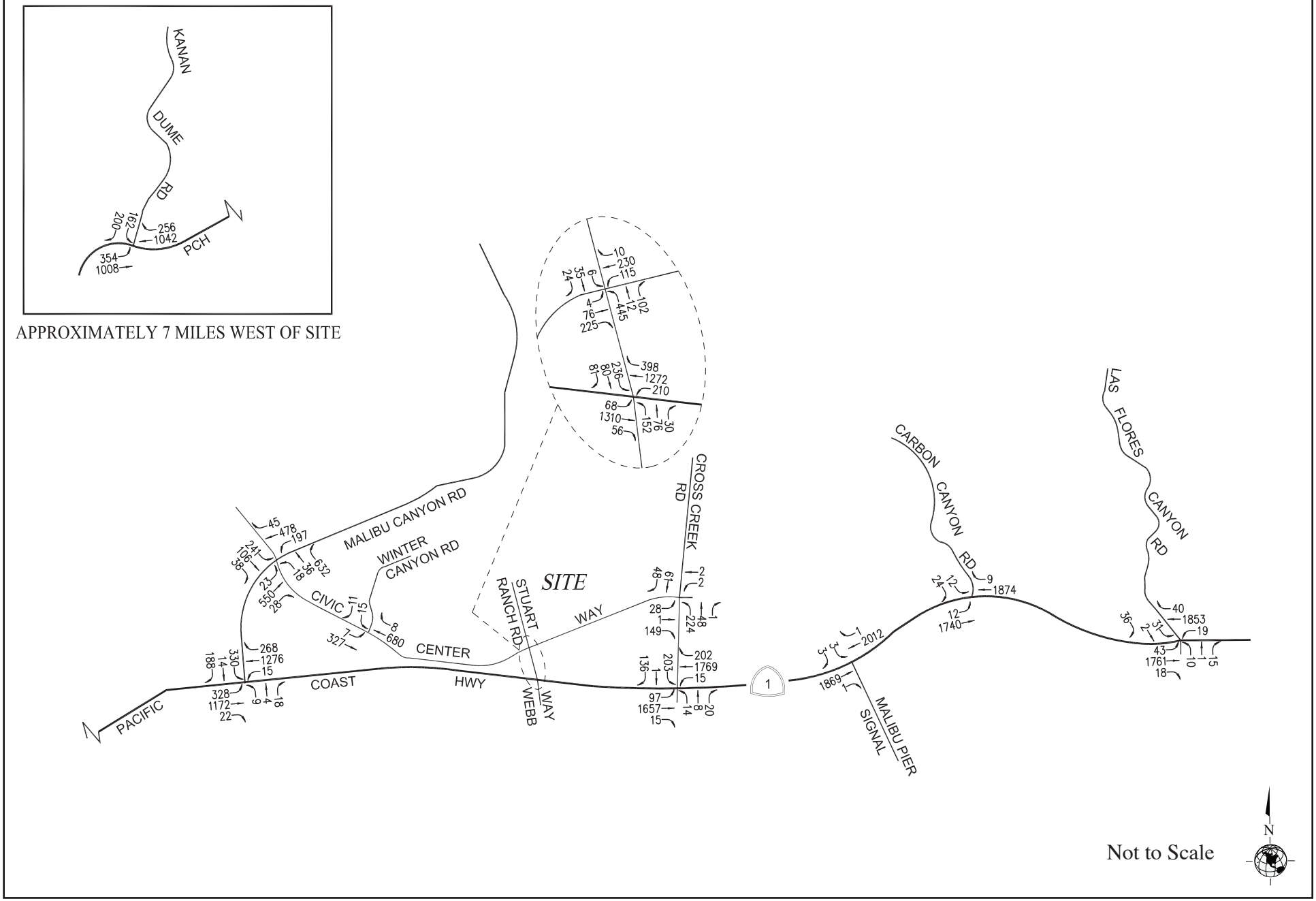
Figure 4.11.12
Existing with Project Traffic Volumes: Weekday AM Peak Hour



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

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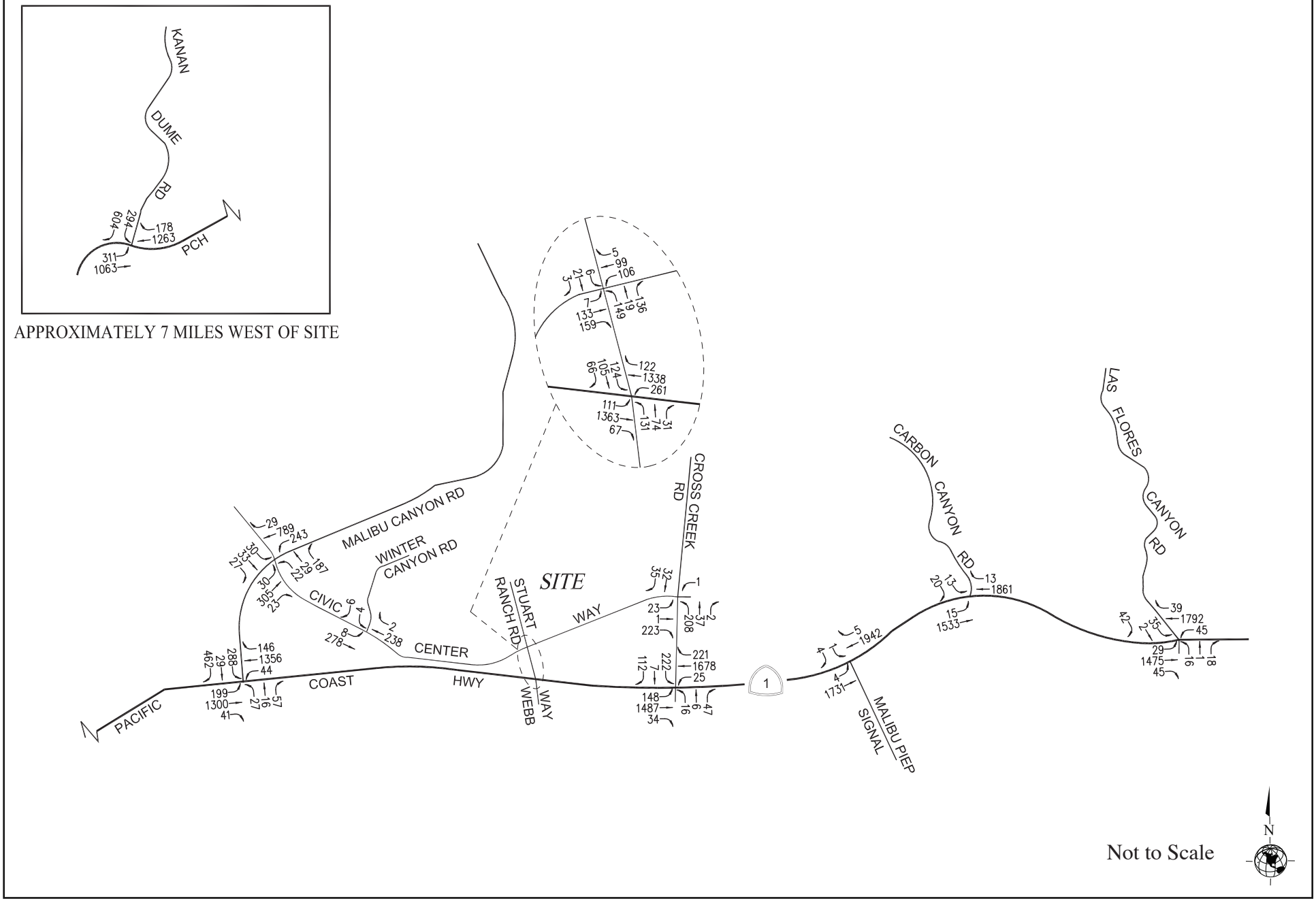
Figure 4.11.13
Existing with Project Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.14
Existing with Project Traffic Volumes: Saturday Mid-Day Peak Hour

outlined in the *2010 Congestion Management Program,* County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the Proposed Project increases traffic demand on a CMP facility by 2% of capacity (V/C > 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

(1) Intersections

The following CMP intersection monitoring locations in the Project vicinity have been identified:

CMP Station	Intersection
No. 107	Pacific Coast Highway/Kanan Dume Road (Study Int. No. 1)
No. 108	Pacific Coast Highway/Las Flores Canyon Road (Study Int. No. 11)
No. 109	Pacific Coast Highway/Malibu Canyon Road (Study Int. No. 3)

The CMP TIA guidelines require that intersection monitoring locations must be examined if the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. The Proposed Project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at any of the three CMP monitoring intersections in the Project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. The weekday AM, PM, and Saturday mid-day forecast Project trips anticipated at each of the three locations are as follows:

- No. 107: Pacific Coast Highway/Kanan Dume Road (Study Int. No. 1) AM Peak Hour: 18 trips; PM peak hour: 17 trips; Saturday Mid-day peak hour: 11 trips

- No. 108: Pacific Coast Highway/Las Flores Canyon Road (Study Int. No. 11) AM Peak Hour: 26 trips; PM peak hour: 25 trips; Saturday Mid-day peak hour: 15 trips

- No. 109: Pacific Coast Highway/Malibu Canyon Road (Study Int. No. 3) AM Peak Hour: 30 trips; PM peak hour: 20 trips; Saturday Mid-day peak hour: 13 trips

Also as summarized in Table 4.11.6 (above) and Tables 4.11.7 and 4.11.8 (below), none of these three intersections are anticipated to be significantly impacted by the Proposed Project. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

(2) Freeways

No CMP intersection monitoring freeway locations are identified in the Project vicinity. The CMP TIA guidelines require that freeway monitoring locations must be examined if the Proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The Proposed Project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to any CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

(3) Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the Project on transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed SMC Malibu Campus Project.

The Project trip generation, as shown in Table 4.11.5, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the Proposed Project is forecast to generate demand for 4 transit trips during the weekday AM peak hour, 4 transit trips during the weekday PM peak hour, and 3 transit trips during the Saturday mid-day peak hour. Over a 24-hour weekday and Saturday period, the Proposed Project is forecast to generate demand for 35 and 19 daily transit trips, respectively. The transit trip calculations are as follows:

- Weekday AM Peak Hour = 71 × 1.4 × 0.035 = 4 Transit Trips
- Weekday PM Peak Hour = 66 × 1.4 × 0.035 = 4 Transit Trips
- Weekday Daily Trips = 698 × 1.4 × 0.035 = 35 Transit Trips
- Saturday Mid-day Peak Hour = 44 × 1.4 × 0.035 = 3 Transit Trips
- Saturday Daily Trips = 378 × 1.4 × 0.035 = 19 Transit Trips

As shown in Table 4.11.1, one bus transit line is provided adjacent to or in close proximity the Project Site. As outlined in Table 4.11.1, under the "No. of Buses During Peak Hour" column, the transit line provides services for an average of (i.e., average of the directional number of buses during the peak hours) generally seven buses during the weekday AM peak hour and roughly six buses during the weekday PM peak hour. During the weekend day, this transit line provides services for an average of four buses during the Saturday mid-day peak hour. Therefore, based on the above calculated weekday AM and PM peak hour trips, as well as the Saturday mid-day peak hour trips, this would correspond to approximately one additional transit rider per bus. It is anticipated that the existing transit service in the Project area will adequately accommodate the increase of Project-generated transit trips. Thus, given the low number of Project-generated transit trips per bus, no Project impacts on existing or future transit services in the Project area are expected to occur as a result of the Proposed Project.

g. Construction Traffic-Related Impacts

Project construction would generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the Project Site and removing debris generated by on-site demolition activities. Both the number of construction workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion.

In general, it is anticipated that construction workers arrive and depart from the Project Site during off-peak hours and the construction-related traffic would be largely freeway-oriented. Construction workers would arrive and depart via the Pacific Coast Highway (SR-1), located to the south of the Project Site. The Pacific Coast Highway would connect to I-10 Freeway and link to the greater Los Angeles highway network. The construction traffic leaving the Project Site could access the Pacific Coast Highway (SR-1) via Cross Creek Road, to the east of the Project Site, or Webb Way, to the west of the Project Site. Both Cross Creek Road and Webb Way are considered collector roadways, according to the City of Malibu's Circulation Element. The construction work force would likely be from all parts of the Los Angeles region and are assumed to arrive from the Pacific Coast Highway via I-10 and from Malibu Canyon Drive from the I-101 (Ventura) Freeway. In general, the majority of the construction workers are expected to arrive and depart the Project Site during off-peak hours (i.e., arrive prior to 7:00am and depart between 3:00pm and 4:00pm) thereby avoiding generating trips during the 7:00 to 9:00am and 4:00 to 6:00pm peak traffic periods. Consequently, the impact generated by construction traffic on peak-hour traffic in the vicinity of the Project Site would be negligible. Given the off-peak nature of construction worker traffic, a less-than-significant impact is anticipated with regard to the local roadway network.

Temporary partial lane closure on Civic Center Way may occur during Project construction to allow for deliveries and haul trucks to safely access and depart the Project Site. It is not anticipated that detours around Civic Center Way or complete road closures would result from construction activities. Flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment from the construction site. Depending upon the specific nature of the construction activity (e.g. demolition, site preparation, and building construction phase), it is assumed the majority of truck traffic would be distributed evenly across the workday. The Proposed Project suggests two possible haul routes, which would be subject to the approval of the City of Malibu and/or County of Los Angeles Department of Public Works, Traffic and Lighting Division. Under the first route, haul trucks and delivery trucks would generally travel along Civic Center Way between Cross Creek Road and Stuart Ranch Road/Webb Way, the portion of Cross Creek Road between Civic Center Way and Pacific Coast Highway, Webb Way, the Pacific Coast Highway, and Interstate 10 Freeway, to access and depart the Project Site. Alternatively, the local haul route may include entering/exiting the Project Site from Civic from Center Way, and using Malibu Canyon Road to reach the Calabasas, Sunshine Canyon or Chiquita Canyon landfills located outside of the City of Malibu. The route utilizing Malibu Canyon Road would require prior written approval from the County of Los Angeles. With regard to the other construction traffic-related issues, construction equipment would be stored on the construction site, and construction workers would be directed to park on-site. Thus no spill over parking impacts will occur. Impacts from construction activities are therefore concluded to be less than significant.

4. CUMULATIVE IMPACTS

a. Cumulative Development Projects

The forecast of future pre-Project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: of greenhouse gas emissions. A summary of projections may also be contained in an adopted of certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-Project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

(1) Related Projects

A forecast of on-street traffic conditions prior to occupancy of the Proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information provided by the City of Malibu Planning Department, as well as recently accepted traffic impact analysis reports prepared for projects in the vicinity of the Proposed Project Site. The list of related projects in the Project Site area is presented in the Related Projects Table in the Project Description, Section II. The location of the related projects is shown in the Project Description, Section II.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual.[4] The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in Table 7-1, Related Projects List and Trip Generation Table in the Project Traffic Study (see Appendix J of this EIR). The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in Figures 4.11.15 and 4.11.16, respectively. The related projects' respective Saturday traffic generation for the mid-day peak hour, as well as on a daily basis, is also summarized in Table 7-1 in Appendix J. The forecast assignment of the related projects traffic volumes to the study intersections during the Saturday mid-day

[4] *Institute of Transportation Engineers* Trip Generation *manual, 9th Edition, Washington, D.C., 2012.*

peak hour is displayed in Figure 4.11.17.

(2) Ambient Traffic Growth Factor

Based on consultation from City staff and in order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.5 percent (1.5%). Specifically, the 1.5% annual growth rate was applied to the 2012 traffic counts to estimate Existing (2014) traffic volumes, and then for an additional three years to estimate Opening Year (2017) traffic volumes (in combination with the forecast traffic due to the related projects). Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in the Project study area. This annual rate is consistent with the ambient growth factor used for other recent environmental studies completed in the Project vicinity. It should be noted that based on general traffic growth factors provided in the 2010 Congestion Management Program for Los Angeles County (the "CMP manual") as determined for the Las Virgenes and Malibu communities, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of 0.54 percent (0.54%) per year between the years 2010 and 2020. Thus, application of the 1.5 percent (1.5%) annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor higher than that expected from the CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

Furthermore, based on consultation with City staff, existing traffic volumes were increased at an annual rate of 0.48 percent (0.48%) to the year 2030 (i.e., the future year). This annual rate is consistent with the ambient growth factor used for other recent environmental studies completed in the Project vicinity. It should be noted that based on general traffic growth factors provided in the 2010 Congestion Management Program for Los Angeles County (the "CMP manual") as determined for the Las Virgenes and Malibu communities, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of 0.48 percent (0.48%) per year between the years of 2010 and 2030.

b. Opening Year Conditions

(1) Opening Cumulative Pre-Project Conditions

The Future Cumulative Without Project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects. As presented in column [3] of Table 4.11.7, seven of the eleven study intersections are expected to continue operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour with the addition of growth in ambient traffic and related projects traffic under the future cumulative baseline conditions.

The future cumulative pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in Figures 4.11.18, 4.11.19, and 4.11.20, respectively.

(2) Opening Year Cumulative With Project Conditions

As shown in column [4] of Table 4.11.7, application of the City's threshold criteria to the "Year 2017 Future With Project" scenario indicates that the Proposed Project is not expected to create significant impacts at any of the eleven study intersections. Incremental, but not significant, impacts are noted at the study intersections with the addition of growth in ambient traffic, related project traffic, and Project traffic.

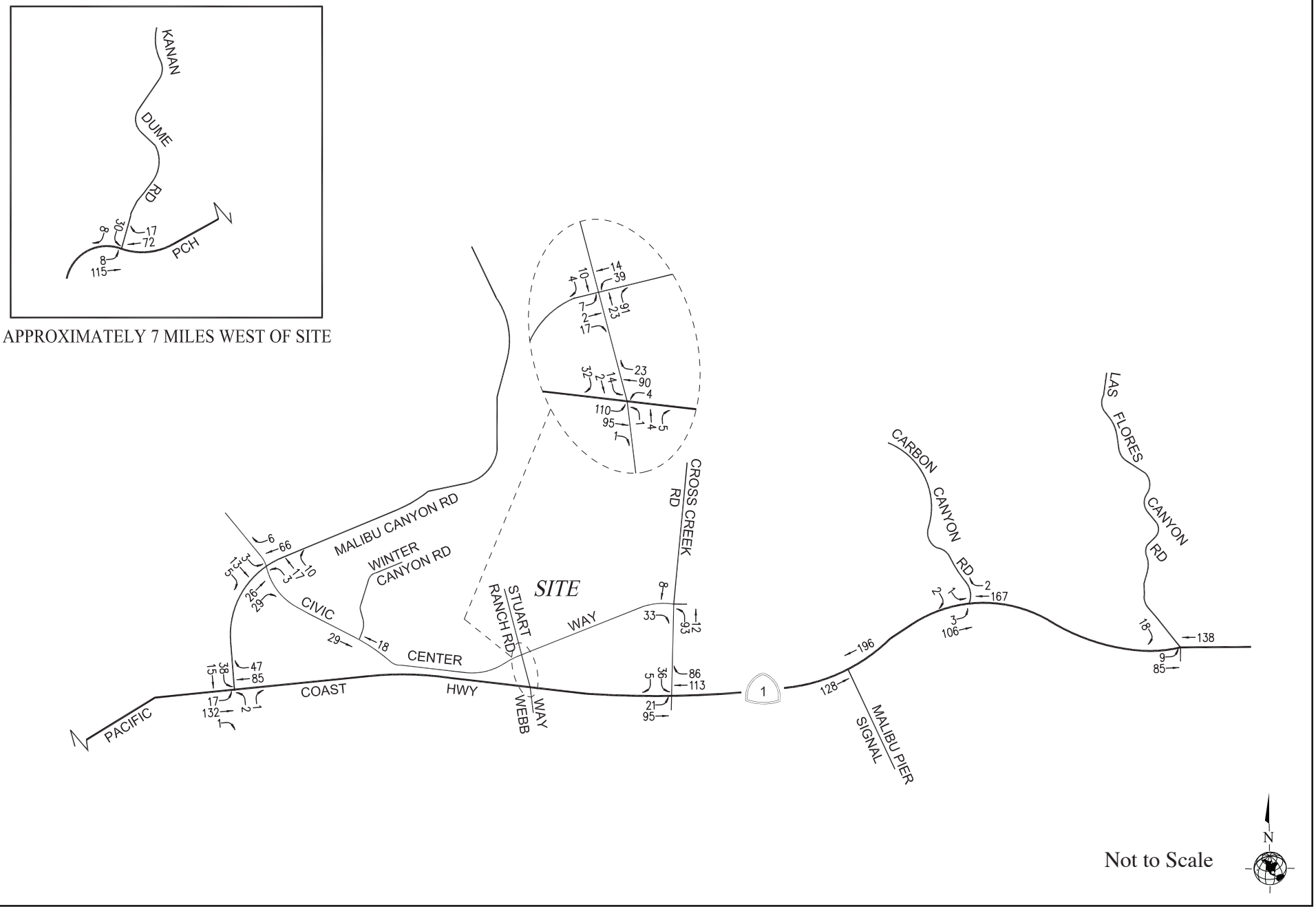
The future cumulative with Project (existing, ambient growth, related projects and Project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are illustrated in Figures 4.11.21, 4.11.22, and 4.11.23, respectively.

c. Future Year (2030) Conditions

(1) Future Cumulative Pre-Project Conditions

The Future Cumulative Pre-Project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects. As presented in column [5] of Table 4.11.8, six of the eleven study intersections are expected to continue operating at LOS D or better during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour with the addition of growth in ambient traffic and related projects traffic under the future cumulative baseline conditions.

The Future Cumulative Pre-Project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are shown in Figures 4.11.24, 4.11.25 and 4.11.26, respectively.



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

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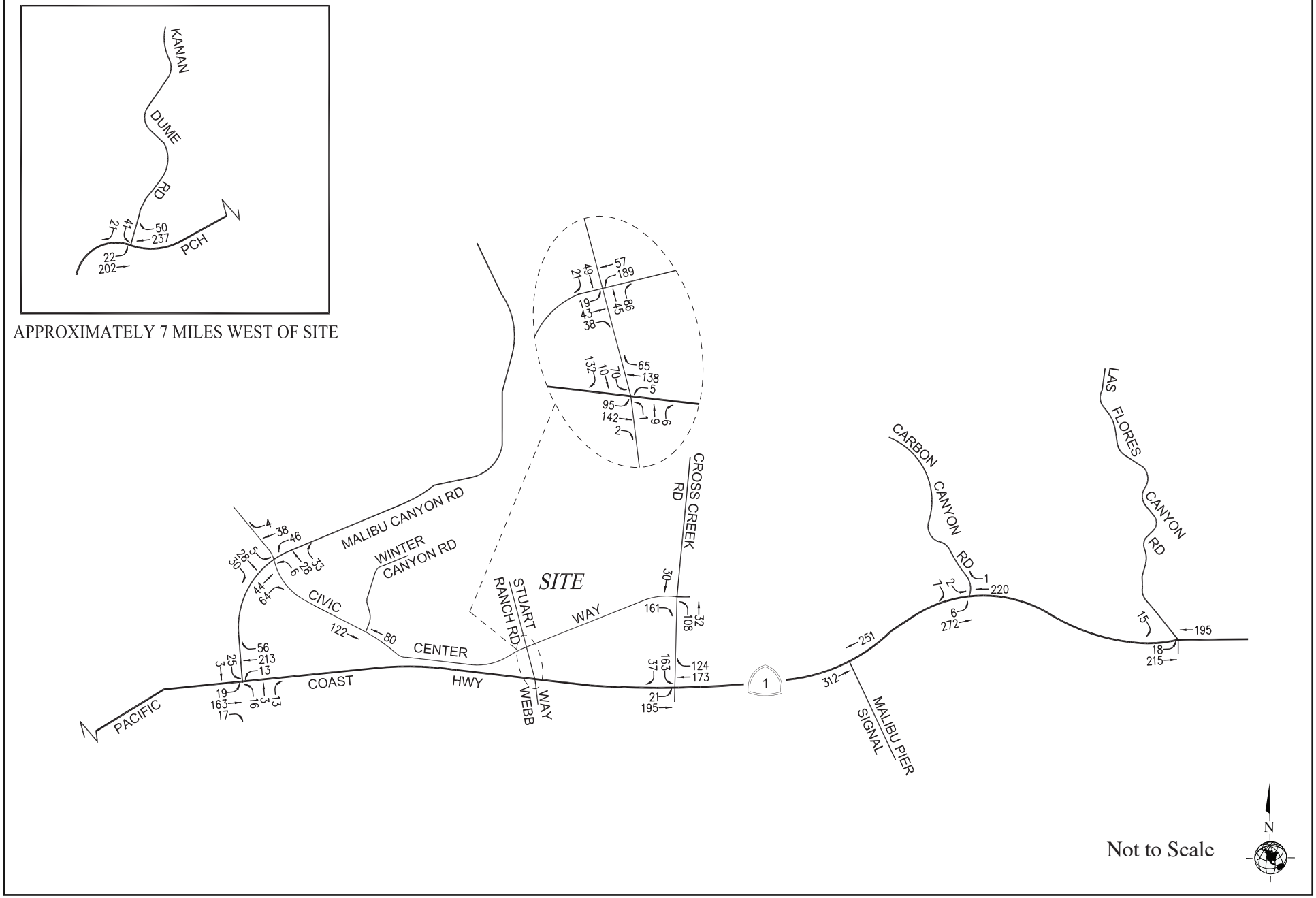
Figure 4.11.15
Related Projects Traffic Volumes: Weekday AM Peak Hour



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

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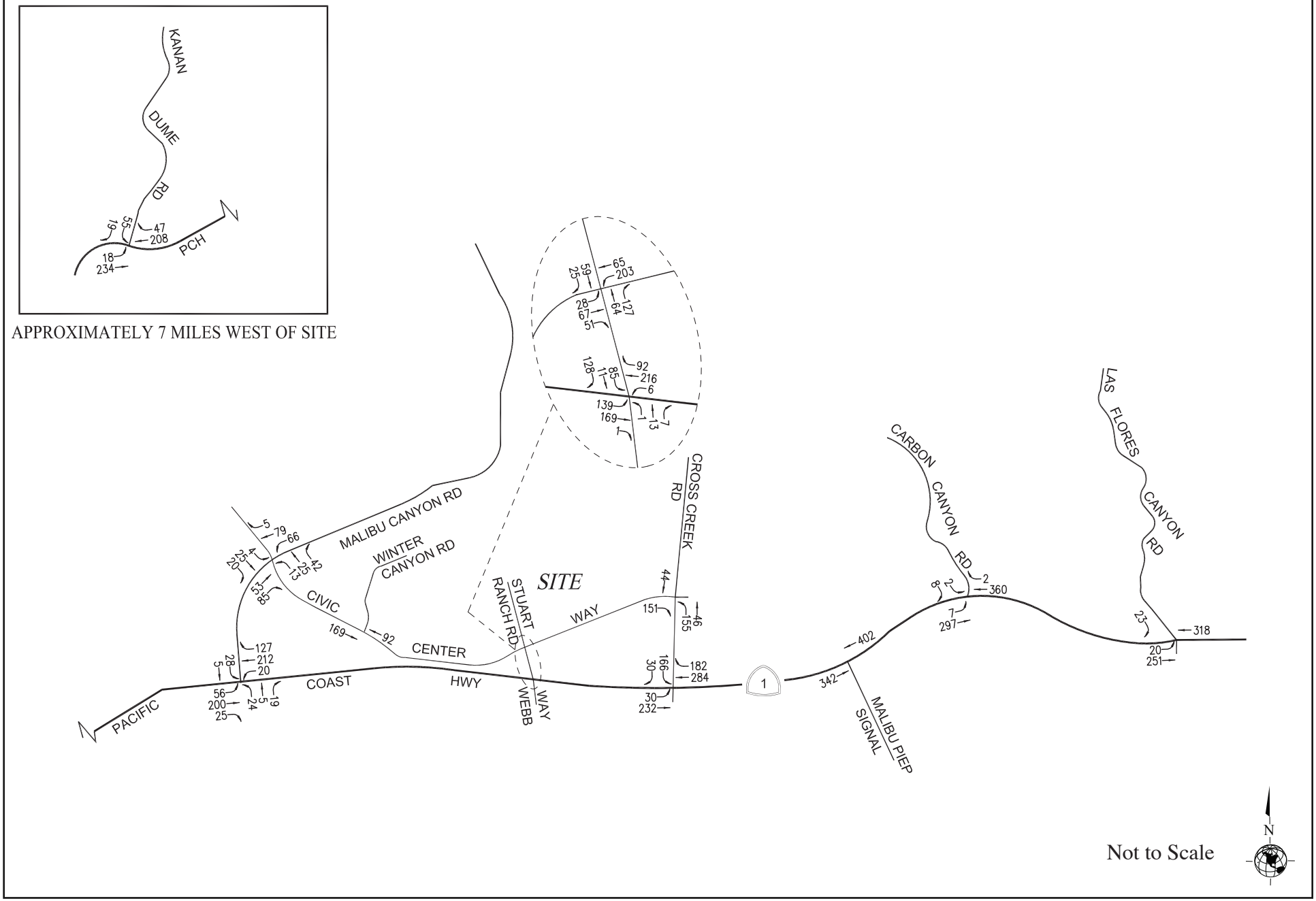
Figure 4.11.16
Related Projects Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.17
Related Projects Traffic Volumes: Satruday Mid-Day Peak Hour

Table 4.11.7,
Summary of Volume to Capacity Ratios/Delays and Levels of Service for Year 2017 (Opening)
Weekday AM, PM and Weekend Mid-Day Peak Hours

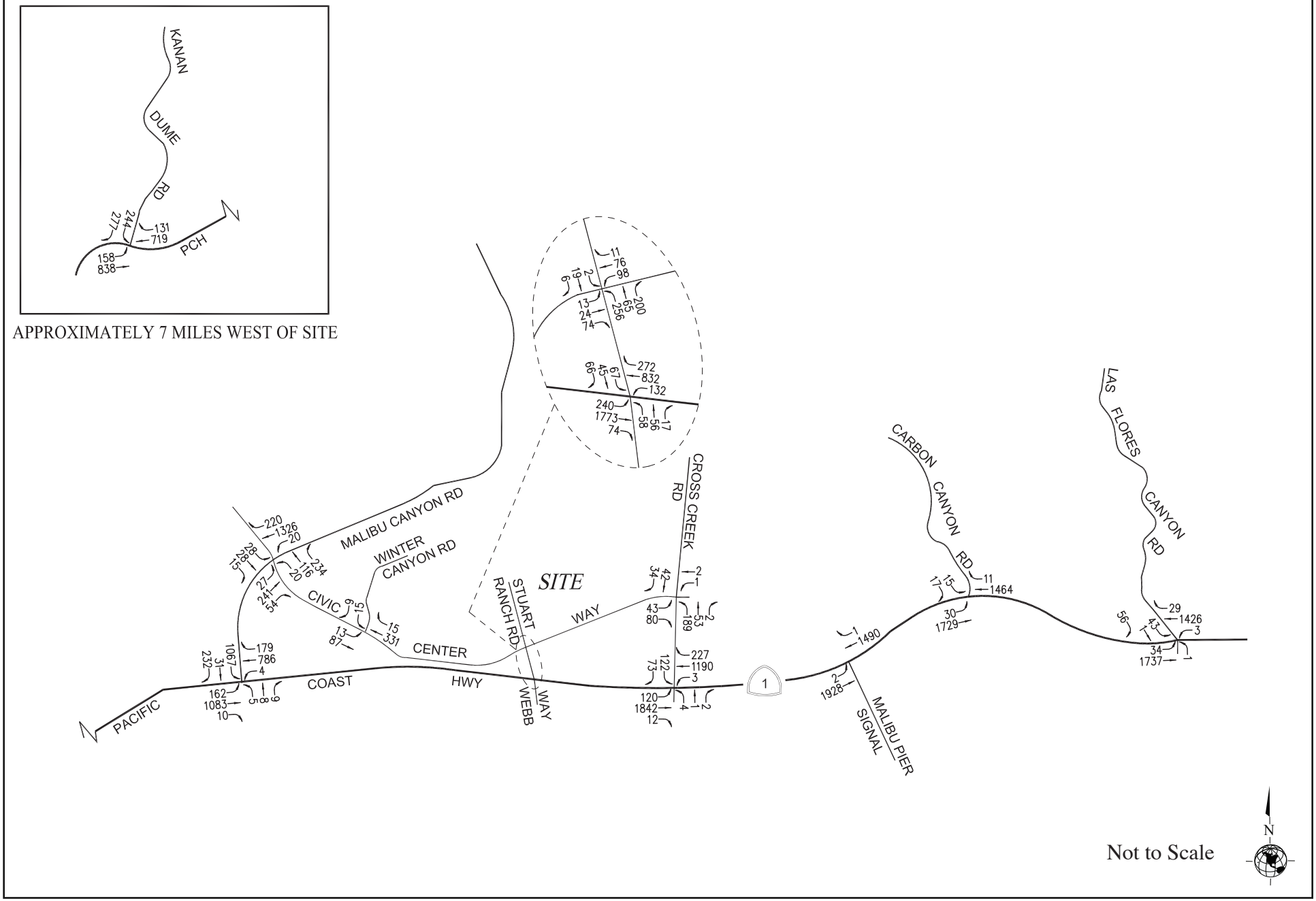
No.	Intersection	Peak Hour	[3] Year 2017 Opening Pre-Project with A.G. & Rel. Projects V/C or Delay	[3] LOS	[4] Year 2017 Opening with Project V/C or Delay	[4] LOS	Change V/C or Delay [(4)-(3)]	Signif. Impact
1	Kanan Dume Road/ Pacific Coast Highway (SR-1) [a]	AM	0.458	A	0.460	A	0.002	NO
		PM	0.780	C	0.782	C	0.002	NO
		SAT	0.932	E	0.933	E	0.001	NO
2	Malibu Canyon Road/ Civic Center Way [a]	AM	0.571	A	0.574	A	0.003	NO
		PM	0.562	A	0.565	A	0.003	NO
		SAT	0.428	A	0.430	A	0.002	NO
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM	0.745	C	0.753	C	0.008	NO
		PM	0.797	C	0.800	C	0.003	NO
		SAT	0.908	E	0.910	E	0.002	NO
4	Winter Canyon Road/ Civic Center Way [a]	AM	0.289	A	0.291	A	0.002	NO
		PM	0.568	A	0.571	A	0.003	NO
		SAT	0.342	A	0.344	A	0.002	NO
5	Stuart Ranch Road – Webb Way/ Civic Center Way [a]	AM	11.3	B	11.5	B	0.2	NO
		PM	56.5	F	57.7	F	1.2	NO
		SAT	17.5	C	18.3	C	0.8	NO
6	Webb Way/ Pacific Coast Highway (SR-1) [a]	AM	0.582	A	0.585	A	0.003	NO
		PM	0.831	D	0.840	D	0.009	NO
		SAT	0.899	D	0.905	E	0.006	NO
7	Cross Creek Road/ Civic Center Way [a]	AM	8.7	A	8.9	A	0.2	NO
		PM	13.3	B	13.8	B	0.5	NO
		SAT	15.9	C	16.3	C	0.5	NO
8	Cross Creek Road/ Pacific Coast Highway (SR-1) [a]	AM	0.673	B	0.675	B	0.002	NO
		PM	0.986	E	0.995	E	0.009	NO
		SAT	1.084	F	1.089	F	0.005	NO
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1) [a]	AM	0.652	B	0.655	B	0.003	NO
		PM	0.784	C	0.789	C	0.005	NO
		SAT	0.812	D	0.816	D	0.004	NO
10	Carbon Canyon Road/ Pacific Coast Highway (SR-1) [b]	AM	0.610	B	0.613	B	0.003	NO
		PM	0.766	C	0.771	C	0.005	NO
		SAT	0.810	D	0.812	D	0.002	NO
11	Las Flores Canyon Road / Pacific Coast Highway (SR-1) [a]	AM	0.658	B	0.660	B	0.002	NO
		PM	0.811	D	0.816	D	0.005	NO
		SAT	0.841	D	0.843	D	0.002	NO

[a] City of Malibu signalized intersection impact threshold criteria is a follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 – 0.80	C	0.04 or more
0.81 – 0.90	D	0.02 or more
0.91 or more	E/F	0.01 or more

[b] City of Malibu unsignalized intersection impact threshold criteria is a follows: Project Related Increase in delay: 5 or more seconds; Final LOS: Degrades to level D or worse

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



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

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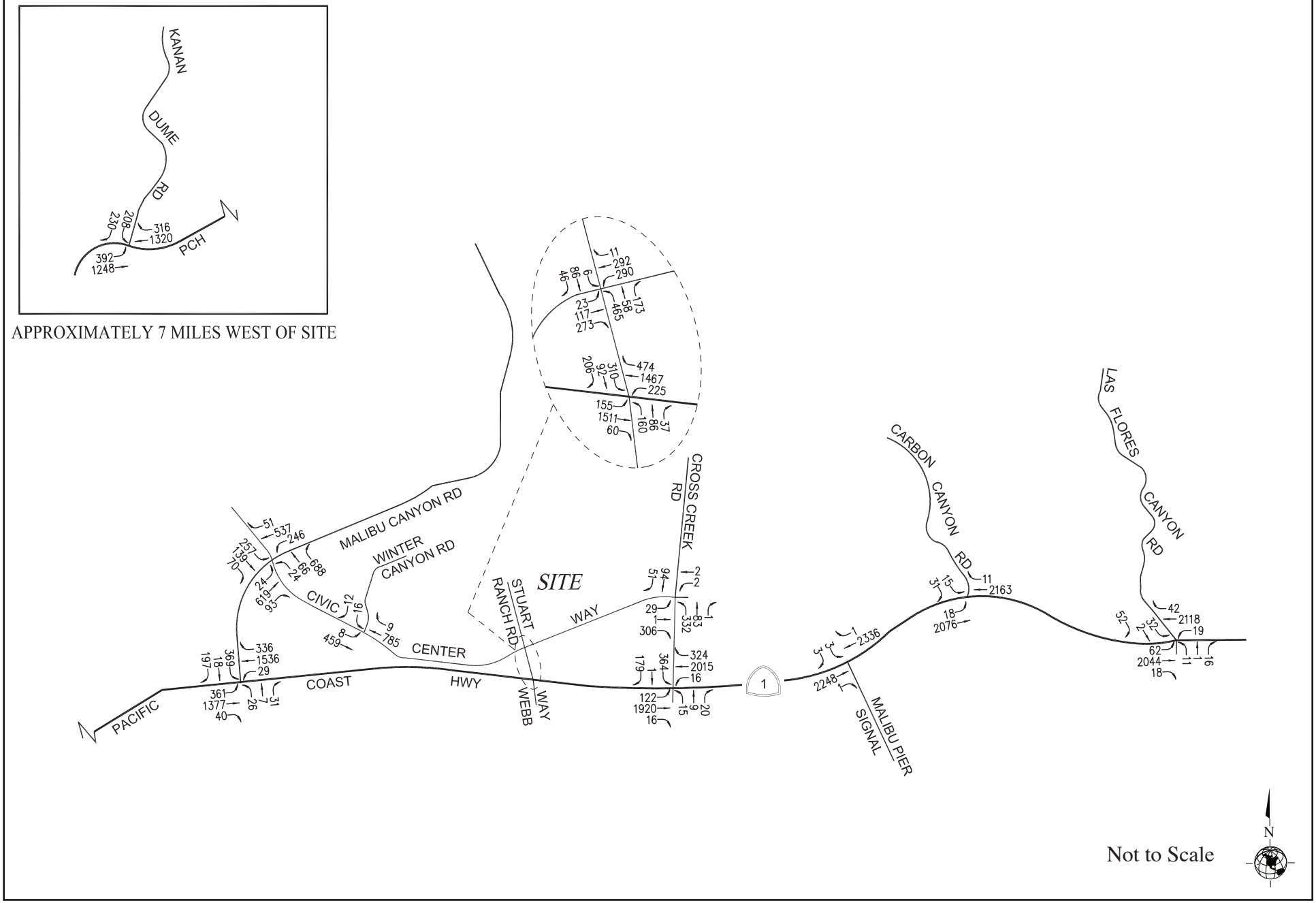
Figure 4.11.18
Opening Cumulative Pre-Project Traffic Volumes: Weekday AM Peak Hour



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

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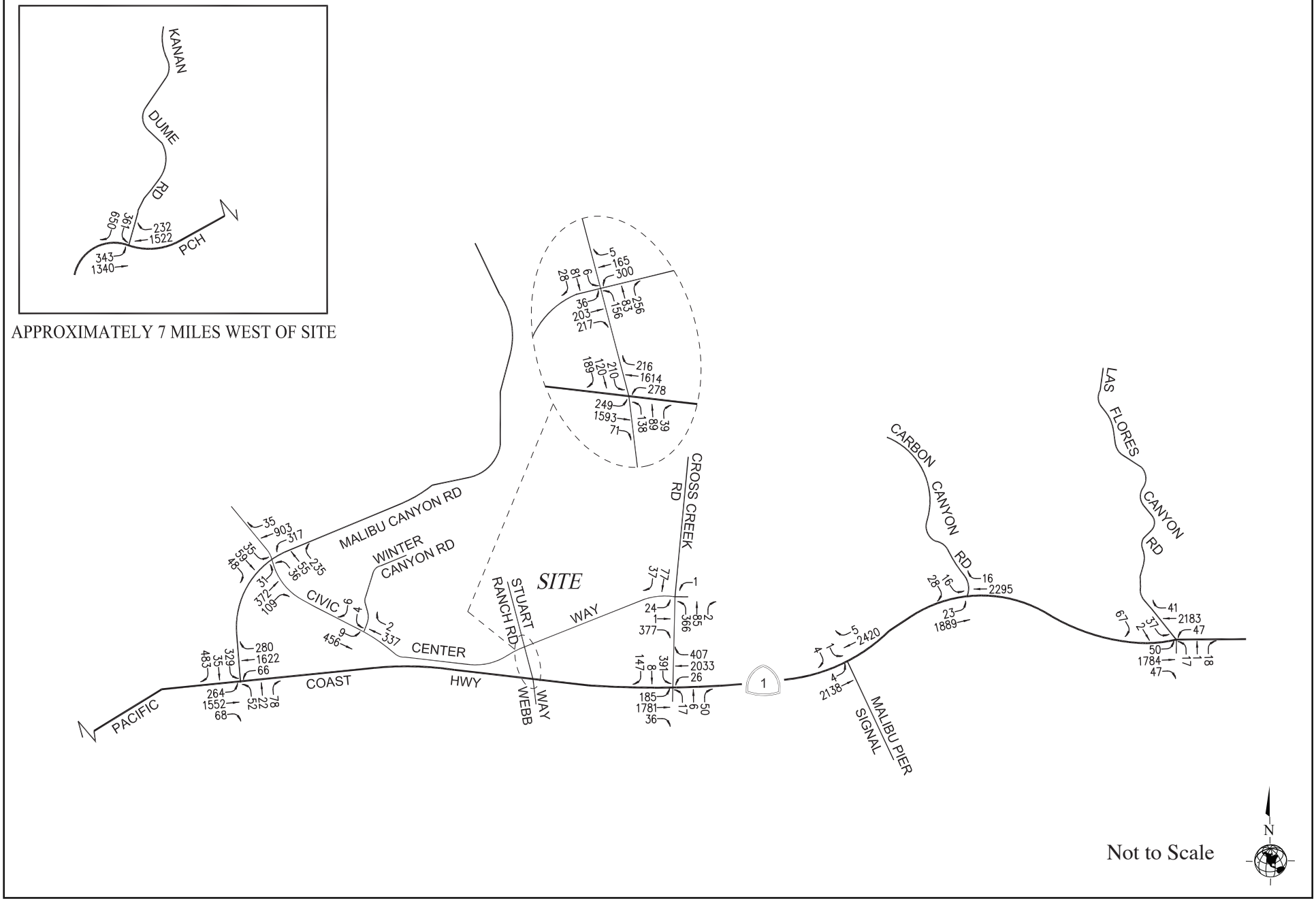
Figure 4.11.19
Opening Cumulative Pre-Project Traffic Volumes: Weekday PM Peak Hour



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

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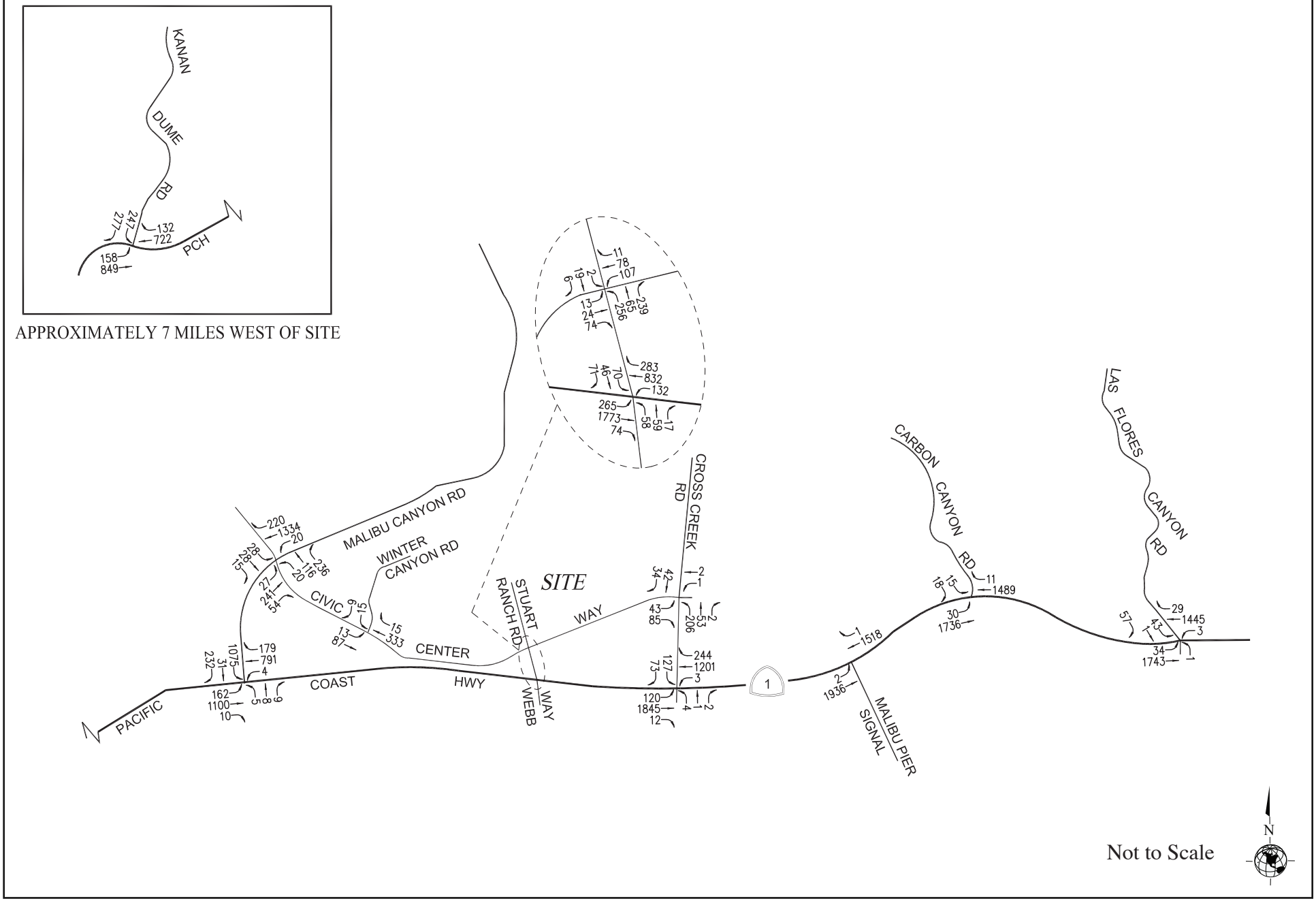
Figure 4.11.20
Opening Cumulative Pre-Project Traffic Volumes: Saturday Mid-day Peak Hour



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

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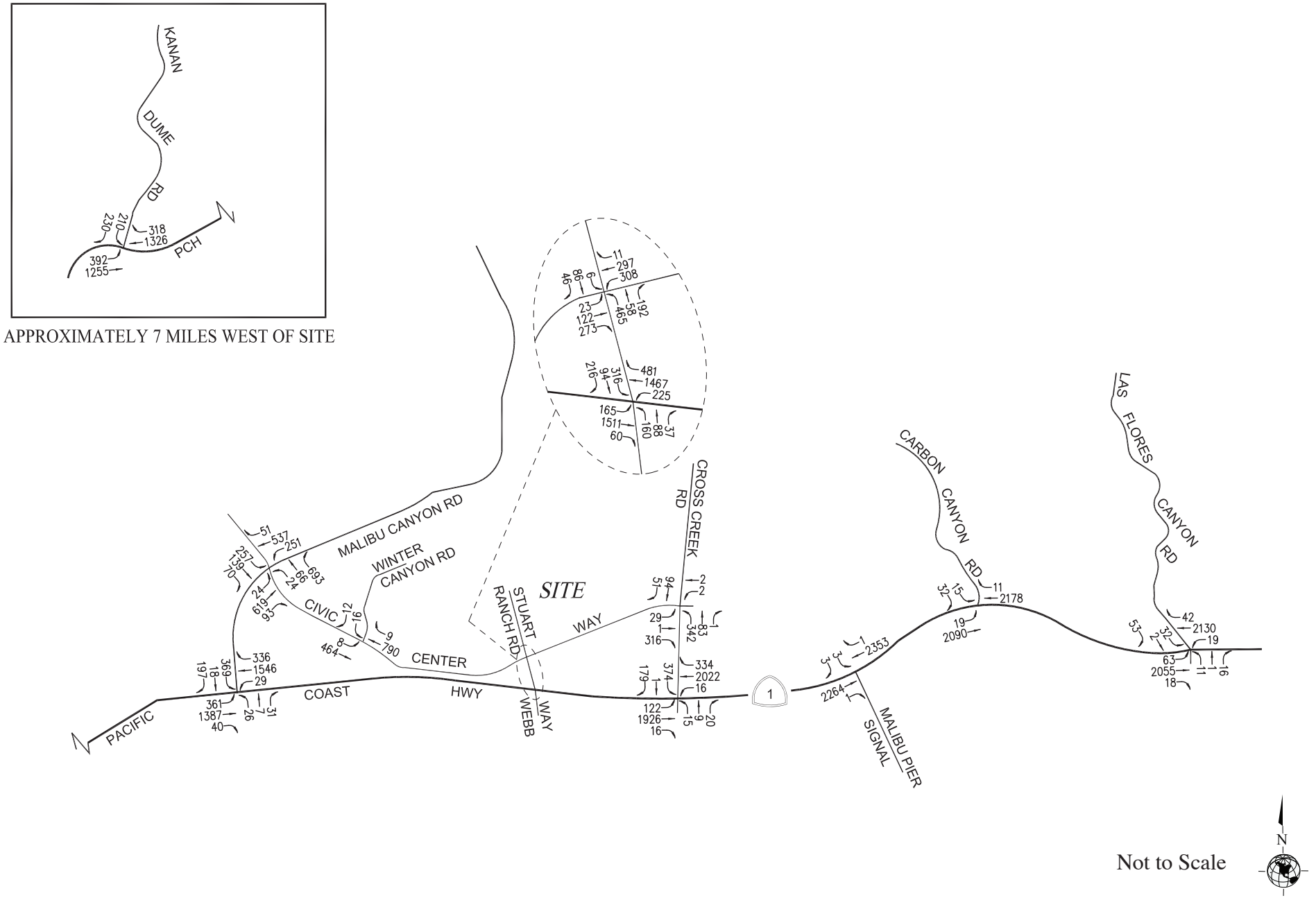
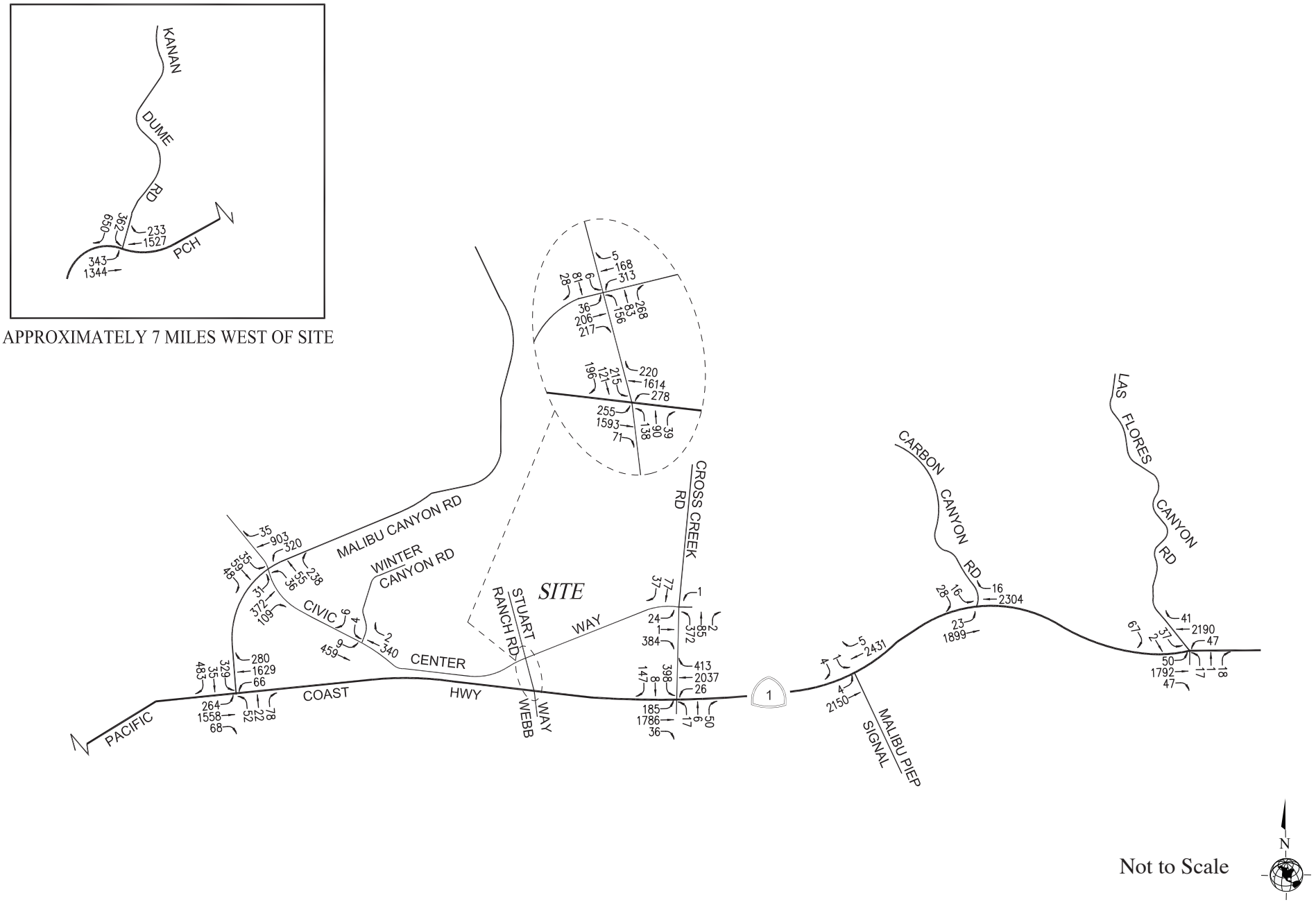
Figure 4.11.21
Opening Cumulative with Project Traffic Volumes: Weekday AM Peak Hour



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

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.11.22
Opening Cumulative with Project Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.23
Opening Cumulative with Project Traffic Volumes: Saturday Mid-Day Peak Hour

Table 4.11.8,
Summary of Volume to Capacity Ratios/Delays and Levels of Service for Year 2030 (Future)
Weekday AM, PM and Weekend Mid-Day Peak Hours

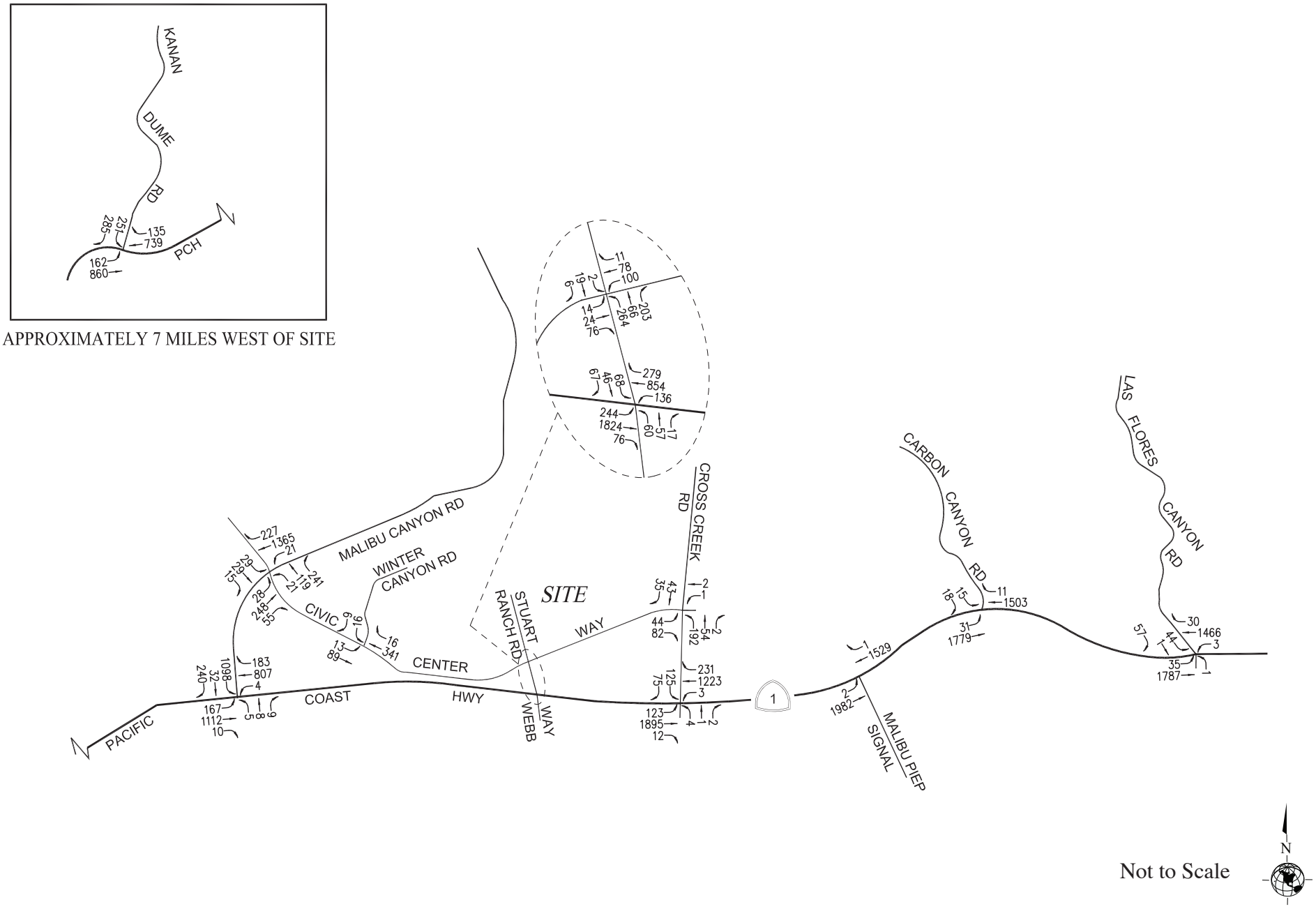
			[5]		[6]			
			Year 2030 Future Pre-Proj w/ A.G. and Rel. Projects		Year 2030 Existing w/ Project		Change V/C or Delay	
No.	Intersection	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	[(6)-(5)]	Signif. Impact
1	Kanan Dume Road/ Pacific Coast Highway (SR-1) [a]	AM	0.469	A	0.471	A	0.002	NO
		PM	0.799	C	0.801	D	0.002	NO
		SAT	0.956	E	0.958	E	0.002	NO
2	Malibu Canyon Road/ Civic Center Way [a]	AM	0.586	A	0.589	A	0.003	NO
		PM	0.575	A	0.579	A	0.004	NO
		SAT	0.437	A	0.439	A	0.002	NO
3	Malibu Canyon Road/ Pacific Coast Highway (SR-1) [a]	AM	0.765	C	0.773	C	0.008	NO
		PM	0.817	D	0.820	D	0.003	NO
		SAT	0.932	E	0.934	E	0.002	NO
4	Winter Canyon Road/ Civic Center Way [a]	AM	0.296	A	0.297	A	0.001	NO
		PM	0.582	A	0.586	A	0.004	NO
		SAT	0.348	A	0.350	A	0.002	NO
5	Stuart Ranch Road – Webb Way/ Civic Center Way [a]	AM	11.6	B	11.7	B	0.2	NO
		PM	62.1	F	63.3	F	1.2	NO
		SAT	18.0	C	18.9	C	0.8	NO
6	Webb Way/ Pacific Coast Highway (SR-1) [a]	AM	0.597	A	0.601	B	0.004	NO
		PM	0.851	D	0.860	D	0.009	NO
		SAT	0.919	E	0.925	E	0.006	NO
7	Cross Creek Road/ Civic Center Way [a]	AM	8.8	A	8.9	A	0.2	NO
		PM	13.7	B	14.2	B	0.5	NO
		SAT	16.4	C	16.9	C	0.5	NO
8	Cross Creek Road/ Pacific Coast Highway (SR-1) [a]	AM	0.691	B	0.693	B	0.002	NO
		PM	1.010	F	1.018	F	0.008	NO
		SAT	1.108	F	1.114	F	0.006	NO
9	Malibu Pier Signal/ Pacific Coast Highway (SR-1) [a]	AM	0.670	B	0.672	B	0.002	NO
		PM	0.804	D	0.809	D	0.005	NO
		SAT	0.832	D	0.835	D	0.003	NO
10	Carbon Canyon Road/ Pacific Coast Highway (SR-1) [b]	AM	0.626	B	0.629	B	0.003	NO
		PM	0.785	C	0.791	C	0.006	NO
		SAT	0.829	D	0.832	D	0.003	NO
11	Las Flores Canyon Road / Pacific Coast Highway (SR-1) [a]	AM	0.675	B	0.678	B	0.003	NO
		PM	0.832	D	0.837	D	0.005	NO
		SAT	0.861	D	0.863	D	0.002	NO

[a] City of Malibu signalized intersection impact threshold criteria is a follows:

Pre-Project v/c	LOS	Project Related Increase in v/c
0.71 – 0.80	C	0.04 or more
0.81 – 0.90	D	0.02 or more
0.91 or more	E/F	0.01 or more

[b] City of Malibu unsignalized intersection impact threshold criteria is a follows: Project Related Increase in delay
5 or more seconds
Final LOS
Degrades to level D or worse

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



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

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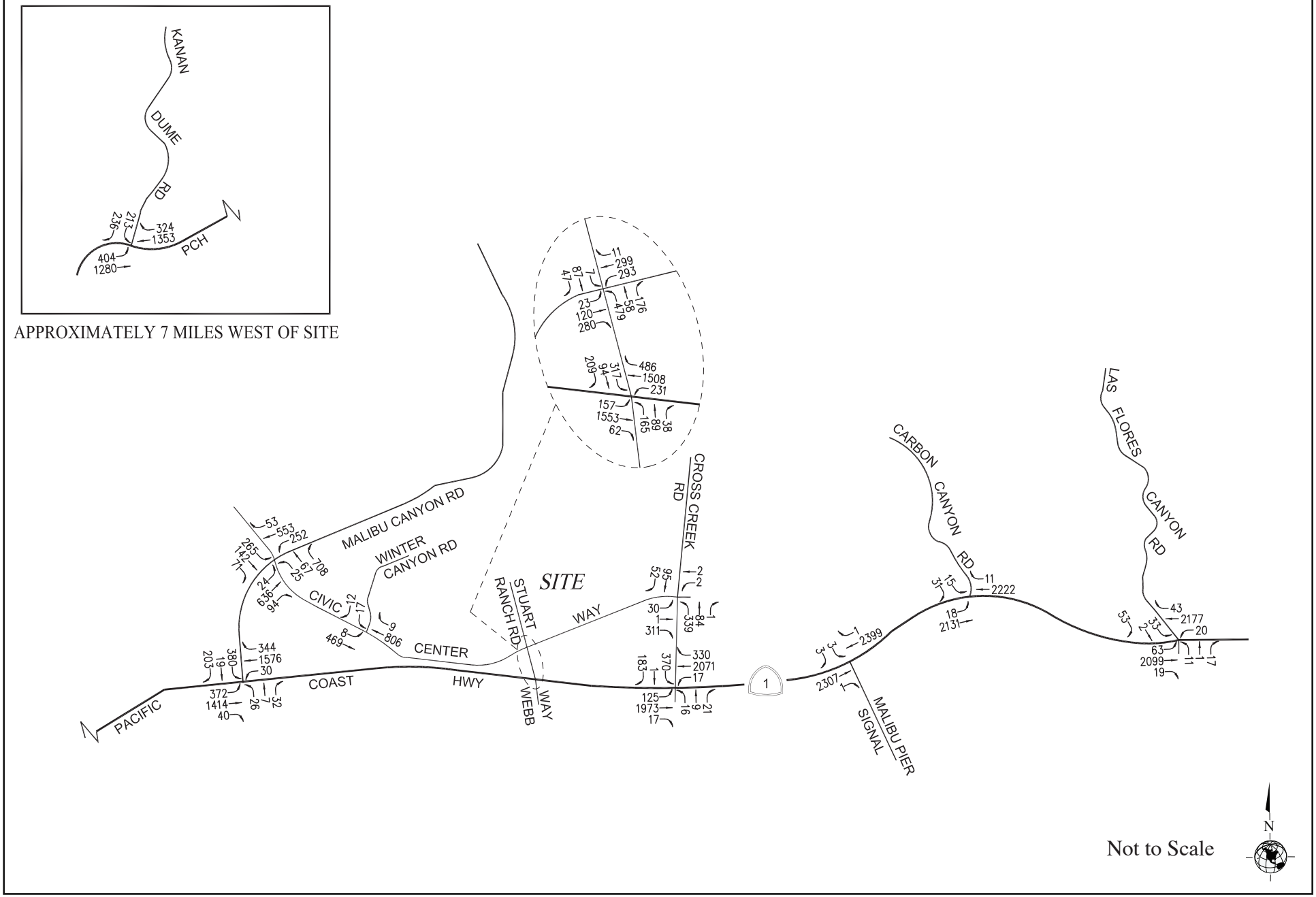
Figure 4.11.24
Future Cumulative Pre-Project Traffic Volumes: Weekday AM Peak Hour



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

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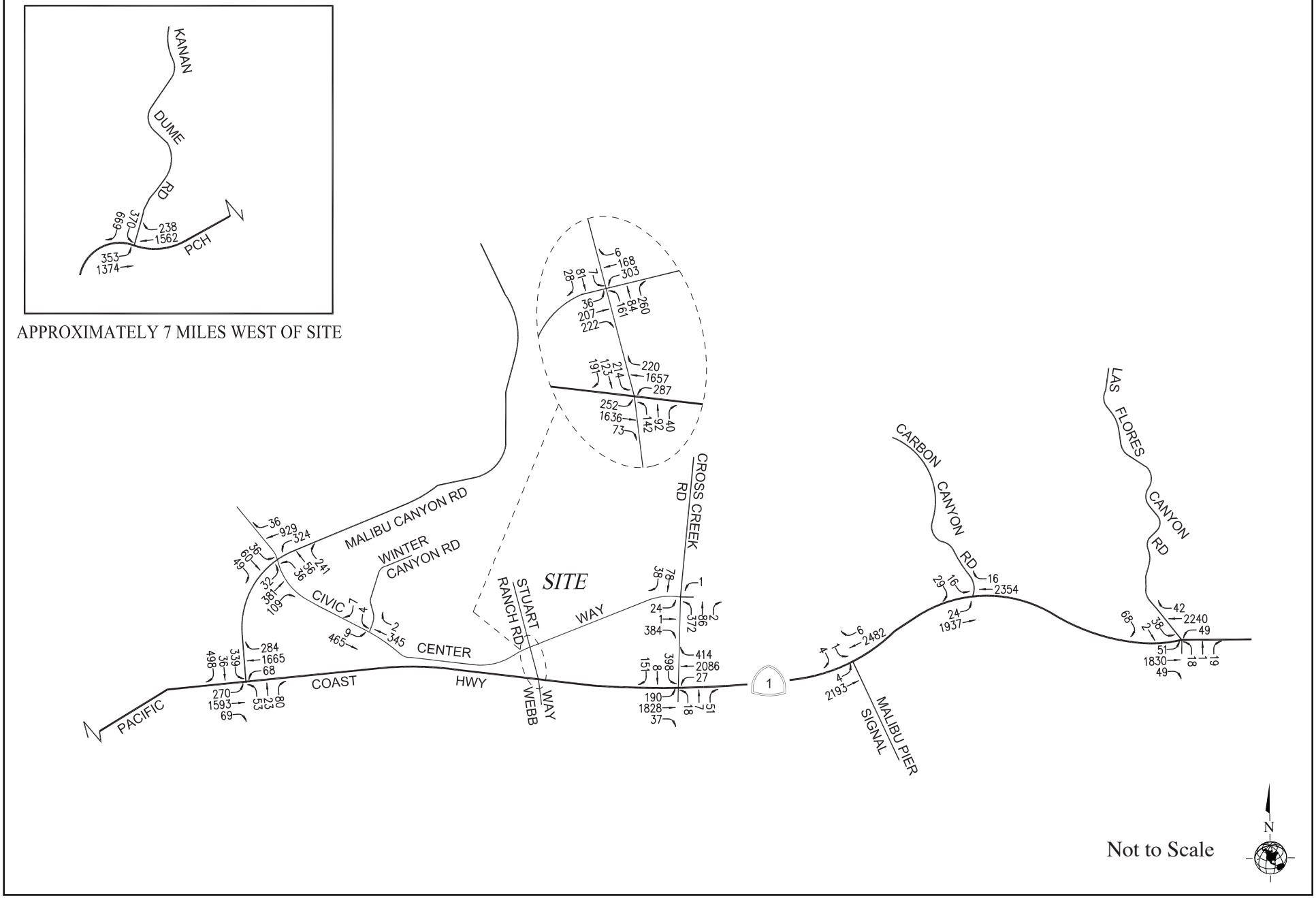
Figure 4.11.25
Future Cumulative Pre-Project Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.26
Future Cumulative Pre-Project Traffic Volumes: Saturday Mid-day Peak Hour

(2) Future Cumulative with Project Conditions

As shown in column [6] of Table 4.11.8, application of the City's threshold criteria to the "Year 2030 Future With Project" scenario indicates that the Proposed Project is not expected to create significant impacts at any of the eleven study intersections. Incremental, but not significant, impacts are noted at the study intersections with the addition of growth in ambient traffic, related project traffic, and Project traffic.

The Future Cumulative with Project (existing, ambient growth, related projects and Project) traffic volumes at the study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are illustrated in Figures 4.11.27, 4.11.28, and 4.11.29, respectively.

d. Arterial Street Segment Analysis

In order to address the issues of arterial traffic adjacent to the Proposed Project Site, two street segments located near the Project Site has been analyzed for potential significant impacts. The following street segments have been selected for analysis in consultation with City Staff:

- Pacific Coast Highway, between John Tyler Road and Malibu Canyon Road
- Malibu Canyon Road, north of Civic Center Road

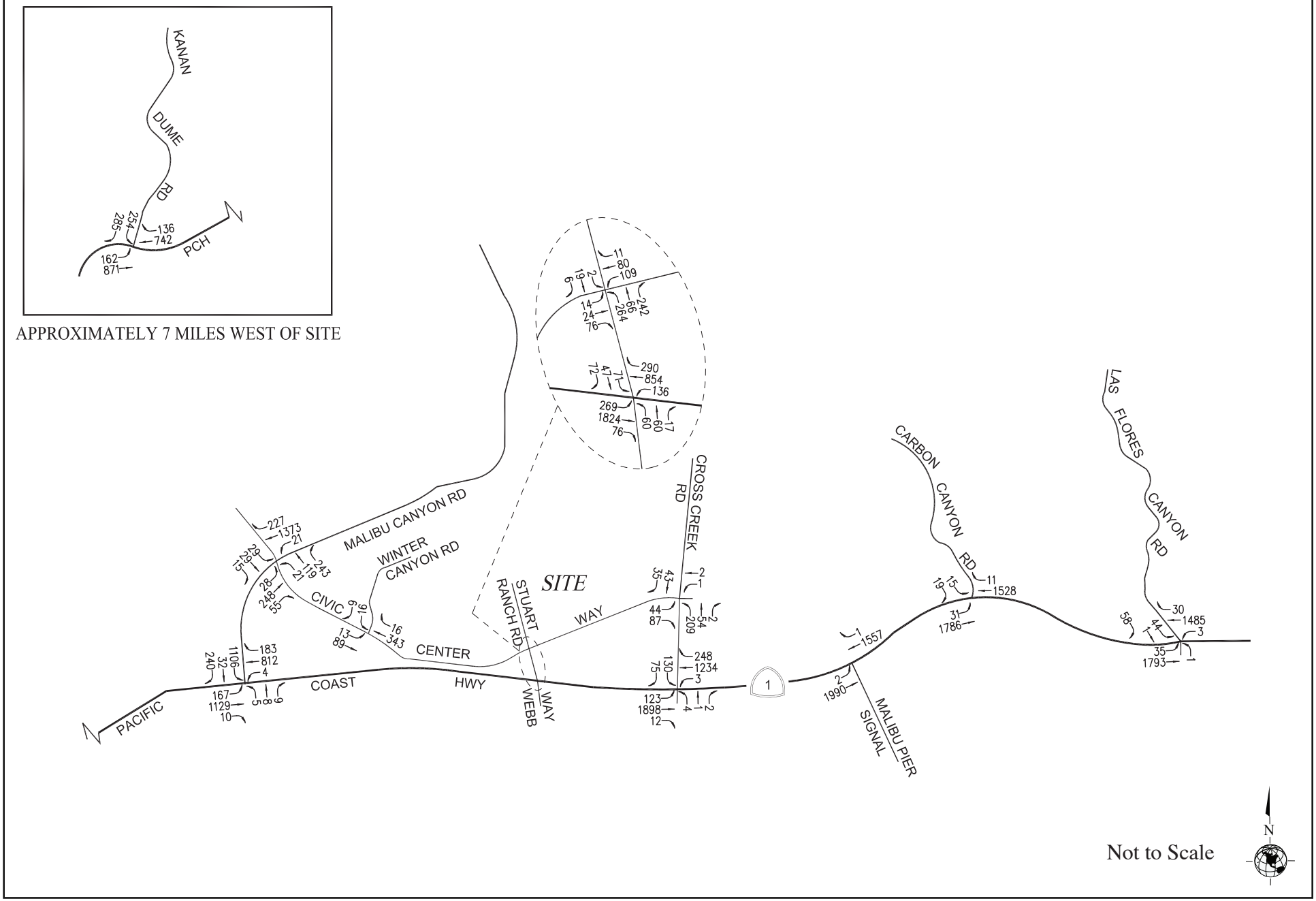
The significance of the potential impacts of Project generated traffic at the study street segments were identified using criteria set forth in City thresholds. According to the City's published traffic impact assessment guidelines, a transportation impact on an arterial street shall be deemed significant based on an increase in the Project v/c ratio as shown in Tables 4.11.6 through 4.11.8.

Table 4.11.9
City of Malibu
Street Segment Impact Threshold Criteria

Pre-Project Level of Service	Project Related Increase in v/c
D, E, or F	0.05 or more

Automatic 24-hour machine traffic counts were provided by the City for a mid-week day (Thursday) and weekend (Saturday) in July 2012 for the analyzed street segments. Copies of the 24-hour machine counts are contained in the Traffic Study (See Appendix J). Note that in order to reflect existing conditions, these manual traffic counts were increased at an annual ambient growth rate 1.5% from 2012 to 2014.

The forecast traffic conditions at the analyzed street segment for Existing, Existing With Project, Opening Pre-Project, Opening With Project, Future Pre-Project, and Future With Project scenarios are summarized in Table 4.11.10. As presented in Column [2] of Table 4.11.10, the actual 24-hour count data was utilized to evaluate existing conditions on the roadway during each peak hour period. Furthermore, as shown in Column [4] of Table 4.11.10, a 1.5 percent (1.5%) annual ambient growth rate was conservatively added to the existing ADT volume in order to estimate the opening year (2017) pre-Project traffic volume. Additionally, as shown in Column [6] of Table 4.11.10, a 0.48 percent (0.48%) annual ambient growth



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

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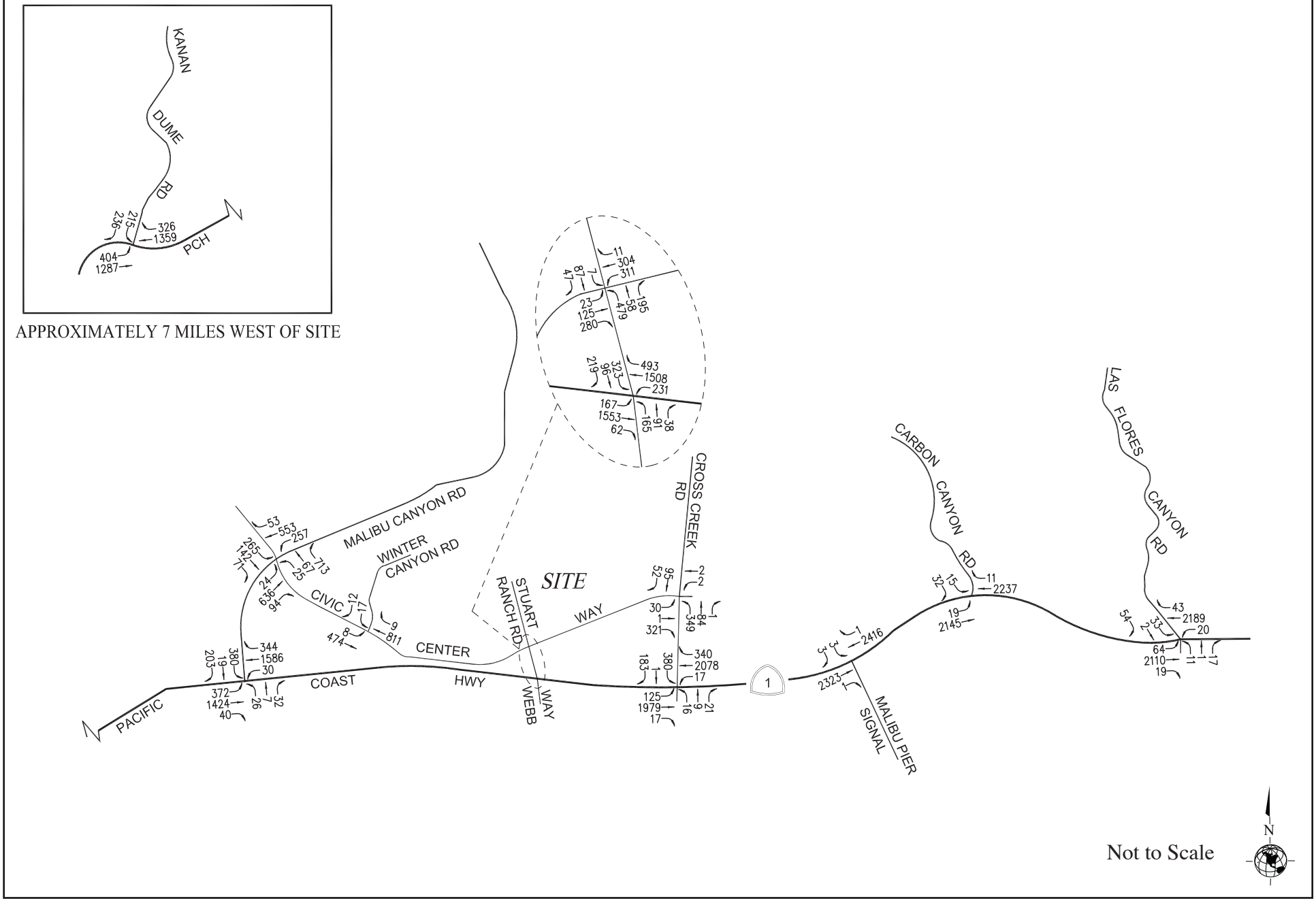
Figure 4.11.27
Future Cumulative with Project Traffic Volumes: Weekday AM Peak Hour



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

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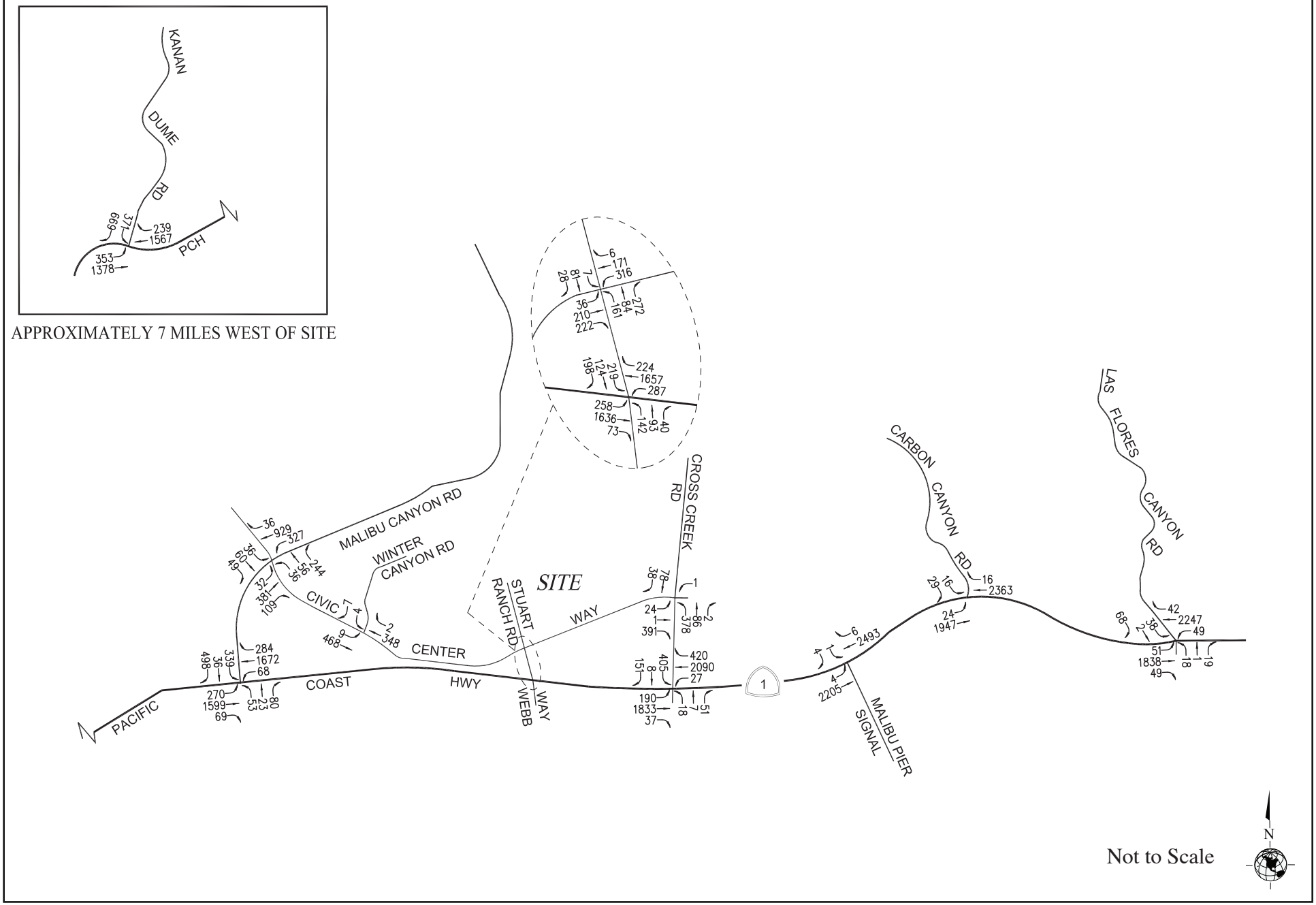
Figure 4.11.28
Future Cumulative with Project Traffic Volumes: Weekday PM Peak Hour



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

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Figure 4.11.29
Future Cumulative with Project Traffic Volumes: Saturday Mid-Day Peak Hour

rate through 2030 was conservatively added to the existing ADT volume in order to estimate the Future Pre-Project traffic volume.

As presented in Columns [3], [5], and [7] of Table 4.11.10, the Proposed Project peak hour trips will incrementally affect traffic volumes on the analyzed street segments. Application of the City's threshold criteria for arterial street segments analysis indicates that the Proposed Project is not anticipated to significantly impact the analyzed street segments.

Table 4.11.10
Arterial Street Segment Analysis Summary

No.	Street Segment	Capacity	Peak Hour	[1] Project Volumes (V)	[2] Year 2014 Existing			[3] Existing with Project Change in V/C	[4] Year 2017 Opening			[5] Opening with Project Change in V/C	[6] Year 2030 Future			[7] Future with Project Change in V/C
					V	V/C	LOS		V	V/C	LOS		V	V/C	LOS	
1	PCH between John Tyler and Malibu Canyon Road (4 Lane Divided)	3,100	Weekday AM	22	1,967	0.63	B	0.02	2,057	0.66	B	0.01	2,083	0.67	B	0.01
		3,100	Weekday PM	20	2,988	0.96	E	0.01	3,124	1.01	F	0.00	3,164	1.02	F	0.01
		3,100	SAT Mid-Day	13	3,309	1.07	F	0.00	3460	1.12	F	0.00	3,505	1.13	F	0.00
2	Malibu Canyon Road north of Civic Center Road (2 Lane Divided)	2,800	Weekday AM	10	1917	0.68	B	0.01	1,945	0.72	C	0.00	2,031	0.73	C	0.00
		2,500	Weekday PM	10	2,136	0.85	D	0.01	2,166	0.89	D	0.01	2,262	0.90	E	0.01
		2,650	SAT Mid-Day	6	1,604	0.61	B	0.00	1,627	0.63	B	0.01	1,699	0.64	B	0.00

Notes:
V = Volume; V/C = Volume-to-capacity Ratio; LOS = Level of Service; PCH = Pacific Coast Highway
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.

e. Project Impact and Cumulative Impact

This Traffic Study has been conducted to identify and evaluate the potential impacts of traffic generated by the Proposed SMC Malibu Campus Project. In order to evaluate the potential impacts to the local street system, eleven key intersections were analyzed during weekday and Saturday peak hour conditions to determine changes in operations following completion and occupancy of the Project. Application of the intersection impact threshold criteria from the City of Malibu indicates that the Proposed Project is not expected to create significant impacts at any of the eleven study intersections during weekday and Saturday conditions for Existing With Project, as well as Opening Year 2017 with Project conditions and Future 2030 With Project conditions. Incremental but not significant impacts are noted at the study intersections evaluated in this analysis. Furthermore, street segment analyses yielded incremental, but not significant impacts at the two study street segments based on City of Malibu criteria. As no significant impacts are identified due to the Proposed Project, no traffic mitigation measures are required or recommended for the study intersections or street segments. Additionally, no significant impacts are identified due to the Proposed Project using school-time traffic count data at nine of the study intersections and at an additional Los Angeles County intersection.

The Proposed Project in combination with the related projects would not result in any adverse impacts to traffic and circulation. The related projects, as identified in Section II Project Description, would be required through the City of Malibu Municipal Code requirements, to perform a traffic study, and comply with any required mitigation measures. As such, no significant cumulative impacts to traffic and circulation are anticipated.

Three CMP monitoring intersections were identified based on the 2010 Congestion Management Program for Los Angeles County. The CMP TIA guidelines require that intersection monitoring locations be examined if the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. In addition, freeway monitoring locations must be examined if the Proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. Based on the Project trip generation forecasts, further review of potential impacts to the nearest intersection and freeway monitoring locations that are part of the CMP highway system are not required.

4. MITIGATION MEASURES

As no significant impacts relative to traffic and circulation would occur, no mitigation measures are necessary.

4. ENVIRONMENTAL IMPACT ANALYSIS
11. TRANSPORTATION AND CIRCULATION
2. PARKING

1. INTRODUCTION

This Section, which is based on the Traffic Study, Traffic Impact Study, SMC Malibu Satellite Campus Project, City of Malibu, California (Linscott, Law & Greenspan Engineers, October 17, 2014), provides an overview of the existing and future parking conditions in the vicinity of the Proposed Project. This section summarizes the review of the existing and future parking conditions at the SMC Malibu Satellite Campus and the overall Civic Center complex for the weekday conditions. The following sections provide a review of the following:

- A review of the proposed site-wide parking supply;
- Off-street parking requirements applicable to the Project Site pursuant to the City of Malibu Municipal Code;
- A review of the observed parking demand at other junior/community colleges (e.g., as summarized in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 4th Edition);
- A review of the observed parking demand at other SMC campuses;
- A summary of the existing parking utilization surveys conducted at the Civic Center complex following the re-opening of the Malibu library;
- A forecast of peak parking demand for the Project Site utilizing the shared parking analysis methodologies (i.e., which account for the changes in parking demand that occur based on time of day for the existing Civic Center complex uses to remain and the proposed SMC educational facility and Sheriff's Substation) and;
- A conclusion regarding adequacy of the proposed parking supply to accommodate the forecast future peak parking demand.

The Traffic Study is provided as Appendix J to this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Site Parking Demand for Civic Center Complex

A portion of the Project's parking supply within the ground lease area is contiguous to the public parking spaces for the existing Los Angeles County Superior Court and Malibu Library facilities. Thus, a parking analysis was prepared to demonstrate that under a conservative "worst case" condition whereby the SMC Malibu Satellite Campus is at peak activity throughout the day, there would be sufficient parking supply to accommodate the parking demand attributed to the Court facilities and library.

Parking utilization surveys were conducted at the existing Civic Center complex on-site surface parking areas and on-street parking adjacent to the property frontage on Civic Center Way (see Appendix A of the

Traffic Study for parking survey areas). The purpose of the parking utilization analysis is to determine existing utilization of the public "front" parking area of the Civic Center, which at the time was being used by persons associated with the Los Angeles County Superior Court and Malibu Library facilities. Based on this data, an assessment can be prepared as to whether there will be sufficient parking at the Civic Center complex to accommodate existing parking demand, as well as the forecast future parking demand associated with the proposed SMC Malibu Satellite Campus and new Sheriff's Substation. It should be noted that the Los Angeles Superior Court has since closed their Malibu court operations and the court building is currently vacant.

The on-site parking utilization surveys at the front Civic Center parking area were conducted by a traffic count sub-consultant (The Traffic Solution). The parking area currently has a total parking supply of 157 spaces. In addition, a total of 72 on-street parking spaces are currently provided on Civic Center Way along the property frontage (29 spaces along the north side of Civic Center Way and 43 spaces along the south side of Civic Center Way). The parking surveys were conducted in 15-minute increments from 8:00 AM to 5:00 PM for five consecutive weekdays, beginning on Monday, June 11, 2012 to Friday, June 15, 2012. Note that the parking surveys occurred after the remodeling and re-opening of the Malibu Library at the Civic Center complex.

Appendix A of the Traffic Study contains the existing parking demand observed at Civic Center complex for five consecutive weekday conditions. It should be noted that the parking occupancy count for the on-street parked vehicles were tracked separately and included in the overall parking demand for the site. The Civic Center complex was observed to experience its peak weekday parking demand as follows for each weekday:

- Monday – 76 occupied spaces (40 on-site spaces, 36 on-street spaces) at 2:45 PM
- Tuesday – 97 occupied spaces (87 on-site spaces, 10 on-street spaces) at 10:15 AM
- Wednesday – 98 occupied spaces (72 on-site spaces, 26 on-street spaces) at 11:15 AM
- Thursday – 92 occupied spaces (54 on-site spaces, 38 on-street spaces) at 2:00 PM
- Friday – 96 occupied spaces (86 on-site spaces, 10 on-street spaces) at 9:45 AM

The existing peak parking demand for the Civic Center complex was observed to occur on Wednesday at 11:15 AM and 2:15 PM, whereby a total of 98 parking spaces were observed to be utilized (42.8% of the 229 on-site and on-street spaces available). This analysis assumes that vehicles parked on-street along the property frontage were patrons of the Civic Center complex and not outside users (i.e., tourists, visitors to the Legacy Park, etc.). When accounting for only the on-site parking demand at the Civic Center complex, the peak parking demand was observed to occur on Friday morning at 9:15 AM, whereby a total of 88 on-site spaces were observed to be utilized (56.1% of the 157 on-site spaces available).

b. Regulatory Setting

The City of Malibu parking requirements for educational land uses are set forth in Chapter 17 (see Section 17.48.030, Specific Parking Requirements) of the Municipal Zoning Code. As indicated in the Municipal Zoning Code, the following Code parking requirements are applicable to the Proposed Project land use components:

- College/University
  0.85 spaces for each full-time equivalent (FTE), less the number of spaces provided to serve on-

campus housing facilities (if any).

- Sheriff's Substation
  1.0 space for each employee but not less than two spaces total

3. PROJECT IMPACTS

a. Threshold of Significance

A project would have a significant impact on parking if the project provides less parking that is needed to meet the Proposed Project's parking demand.

b. Analysis of Project Impacts

(1) Proposed Project Parking Supply

In accordance with City of Malibu Municipal Code off-street parking requirements, 189 parking spaces are required for the Proposed Project. A total of 189 parking spaces are planned to be provided in the Project's ground lease area within the Civic Center complex following construction of the proposed SMC Malibu Satellite Campus Project. As shown in Figure 2.4, in Section 2, Project Description, 71 spaces (15 compact and 56 standard stalls) are planned in the front surface lot and 118 spaces are planned in the surface lot to the west (side yard) and rear of the building (i.e., north of the building). The remaining front parking lot outside of the Project's ground lease area is currently striped for another 110 parking spaces to serve the County's land uses. Thus, in total, 299 parking spaces are planned within the Project's ground lease area and the remaining portion of the front parking lot outside the lease area. An additional 90 spaces are located in the rear lot behind the County Courthouse building. In total, 389 parking spaces would be provided within the Civic Center (189 spaces within the proposed SMC lease area and 200 within the remaining non-lease area of the Civic Center).

(2) City of Malibu Code Parking Requirements

Based on the Code parking requirements for the above land use components and the anticipated full-time equivalent of 210 students and 10 employees assumed for the Sheriff's Substation, a total of 189 spaces are required for the Proposed Project as shown in the following calculations:

- College: 210 FTE x 0.85 spaces/FTE = 179 spaces (including students, faculty and staff)
- Sheriff's Substation: 10 employees x 1.0 space/employee = 10 spaces

Total City Code Required Project Parking = 189 spaces

Thus, direct application of Municipal Code requirements for 189 parking spaces to the proposed parking supply of 189 spaces (within the Project's ground lease area) would result in a code compliant project. For purposes of evaluating the parking supply for the entire Civic Center complex in relation to the City of Malibu LCP, Table 4.11.11, below, summarizes the Code required parking for the Project Site and the areas within the Civic Center complex that are not a part of the Proposed Project. As shown in Table 4.11.11, the total code required spaces within the Civic Center would be 380 spaces and 389 spaces are proposed. Thus, the Project Site and remaining areas within the Civic Center would be parked pursuant to the minimum parking standards pursuant to the Malibu LCP. There would be a surplus of 9 parking

spaces.

Table 4.11.11
Proposed Parking Summary

Description	Quantity	Rate	Parking Spaces Required	Parking Spaces Proposed
Proposed Project Site				
College or University (210 FTE)	19,670 sf	0.85 spaces/FTE [a]	179	179
Sheriff's Substation (10 Staff)	5,640 sf	1.0 space/employee	10	10
Subtotal Project Site	***25,310 sf***		***189***	***189***
Malibu Civic Center (Not a Part)				
Courthouse	24,240 sf	225 / square foot	108	**200**
Library	16,229 sf	250 / square foot	65	
Waterworks	4,056 sf [b]	225 / square foot	18	
Subtotal Malibu Civic Center	***52,760 sf***		***191***	
TOTAL	**78,070 sf**		**380**	**389**

Notes:
FTE = Full Time Equivalent
[a] *Includes students, faculty and staff.*
[b] *Per Section 3.12.3 of the Malibu LIP, the parking requirement for the Waterworks use is based on the requirements for a public utility office and shall only be calculated based on the non-main office use area, which is the public counter area. It is assumed that the public counter area is approximately one-third of the total floor area of the gross building area (one third of 12,291 sf = 4,056 sf).*
[c] *The 200 parking spaces within area of the Malibu Civic Center that are outside the proposed lease parcel boundaries include 110 spaces within the front lot (including 8 ADA spaces), and 90 parking spaces in the back lot.*
Source: Malibu Municipal Code (M.M.C.) Section 17.48.030 and Figure 2.4, Proposed Site Plan.

In addition to this review of Municipal Code parking requirements for the Project, a review of the ITE parking ratios and empirical parking data of existing SMC campus facilities is provided for comparison purposes.

(3) Parking Demand Based on ITE Parking Rate for Junior/Community Colleges

In addition to reviewing Code parking requirements, the average peak parking demand for junior/community colleges can be estimated using parking demand ratios published in the ITE *Parking Generation Manual*, 4th Edition, 2010. The ITE *Parking Generation Manual* contains parking demand ratios for a variety of land uses (including office buildings, shopping centers, universities, etc.), which have been derived based on parking counts conducted at existing sites. When utilizing the ITE manual, the forecast peak parking demand for the proposed junior/community college can be calculated based upon ratios per 1,000 square feet of gross floor area. More specifically, the ITE Land Use Code 540 (Junior/Community College) peak parking demand ratio was used to forecast the peak parking demand expected for the Proposed Project. It is noted that the ITE junior/community college database consisted of entirely suburban sites with the exception of two urban sites for junior/community colleges at locations across the United States. Parking demand rates at the two urban sites were similar to those of the suburban sites and, therefore, the data were combined and analyzed together. Transit services were

available within three blocks of all except for two suburban sites that did not provide transit information.

The ITE Land Use Code 540 peak period parking demand ratio for junior/community colleges is 4.8 parking spaces per 1,000 square feet of gross floor area. As no specific studies and corresponding parking ratios were provided in the ITE *Parking Generation Manual* for Sheriff's Substation land use types, the City Code parking requirement of 10 spaces for the Sheriff's Substation was included. Application of the ITE published parking demand ratio to the proposed 19,670 square-foot educational facility Project plus the addition of the Code parking requirement for the Sheriff's Substation yield an average peak parking demand of 104 spaces:

- College: 19,670 s.f. x 4.8 spaces/1,000 s.f. = 94 spaces
- Sheriff's Substation: 10 employees x 1.0 space/employee = 10 spaces

  Total Forecast Project Parking Per ITE *Parking Generation Manual* = 104 spaces

Thus, based on the parking ratios provided in the ITE *Parking Generation Manual*, the Project will provide adequate on-site parking. Further, it is noted that the City's Municipal Code results in a parking supply for the Project that is greater than what is forecast based on the ITE *Parking Generation* ratios. Thus, it is concluded that the Municipal Code parking requirements result in a sufficiently conservative, "worst case" supply of parking for the Project.

(4) Empirical Parking Demand Studies of Existing SMC Campuses

A review was conducted of the parking demand ratios previously derived from parking demand surveys conducted at existing SMC campuses and associated parking facilities as part of the SMC Career & Educational Facilities Master Plan 2010 Update. The review was conducted to verify adequacy of the parking to be provided at the Project under the City's Municipal Code. Specifically, the empirical parking demand ratios were derived from the weekday parking utilization surveys conducted at other SMC campuses (i.e., Main Campus, Academy of Entertainment and Technology Campus, Olympic Shuttle Lot, and the Performing Arts Center Campus). The parking surveys were conducted on an hourly basis from 7:00 AM to 11:00 PM for two mid-week days in October 2008.

The parking utilization data were compiled to develop SMC-specific peak parking demand ratio. The empirical peak parking demand ratio, developed based on existing parking characteristics observed at the SMC campuses, was calculated to be 3.37 parking spaces per 1,000 square feet of gross building floor area. The observed parking demand at existing SMC campuses is less than the ITE *Parking Generation Manual* ratio of 4.8 parking spaces per 1,000 square feet of gross building floor area. Thus, this is further indication that the supply of parking proposed at the Project is adequate.

(5) Parking Demand Analysis

The parking demand analysis was prepared to determine whether the site-wide parking supply at the Civic Center complex would accommodate the peak parking demand following the completion and occupancy of the Proposed Project.

Parking demand for the proposed SMC Malibu Campus was determined based on direct application of the Code parking requirement of 189 spaces (i.e., 179 spaces for the educational facility and 10 spaces for the Sheriff's Substation) for a conservative analysis. As previously noted, the actual parking demand for the educational facility may be lower when calculated based on the ITE parking rate (i.e., peak demand of 104 spaces). The weekday parking demand analyses for the proposed SMC Malibu Satellite Campus and the existing uses at the Civic Center complex are summarized in Tables 4.11.12 and 4.11.13. Table 4.11.12 provides a parking demand forecast in comparison with the 299 on-site parking spaces comprised of the 189 parking spaces in the ground lease area, plus the additional 110 parking spaces provided in the public parking area within the front lot that is contiguous to the ground lease area. Table 4.11.13 provides a parking demand forecast in comparison with the 371 available on-site and on-street parking spaces comprising the 189 parking spaces in the ground lease area, the 110 parking spaces provided in the public parking area contiguous to the ground lease area, as well as the 72 on-street parking spaces on Civic Center Way adjacent to the Civic Center frontage. A Saturday parking analysis was not conducted as the Los Angeles County Superior Court facility was not in operation during the weekend time period, and thus there would be no parking demand constraints related to this use.

As shown in Table 4.11.12, a peak site-wide parking demand of 277 parking spaces is forecast on- site on a Friday at 9:15 a.m. Based on the 299 available parking spaces, a surplus of 22 spaces is forecast. When considering both on-site and on-street parking, Table 4.11.13 shows a peak parking demand for 287 spaces is forecast to occur on Wednesday at 11:15 a.m. and 2:15 p.m. Based on a comparison of the site-wide parking supply of 371 spaces (299 on-site spaces and 72 on-street spaces) and the forecast peak parking demand of 287 spaces, it is concluded that the proposed parking supply is sufficient to meet the projected site-wide peak parking demand. This would result in a parking surplus of 84 spaces during the peak parking conditions. During other time periods of the day and other days of the week, a greater parking surplus (i.e., more than 84 spaces) is expected for the Proposed Project. While the on-street parking spaces along the property frontage was assumed to be available in the future for use by the Civic Center complex, it is also recognized that should these spaces be made unavailable, the proposed on-site parking supply of 301 spaces will still be sufficient to accommodate the future peak site-wide parking demand.

Table 4.11.12
Peak Weekday Shared Parking Demand Analysis On-Site Parking

Land Use Size [1] Peak Pkg Rate [2] Gross Spacing	Existing Civic Center Complex June 2012 [3]	SMC Educational Facility (Proposed) 210.00 FTE 0.85 /FTE 178.50 Spc.	Sheriff's Substation (Proposed) 10.00 emp. 1.00 /emp. 10.00 Spc.	Total Forecast Parking Demand at Civic Center Complex (incl. SMC Malibu Satellite Campus)	Comparison with Total Proposed Parking Supply[4] 299 Spaces
Time of Day	**Observed 15-Min. Parking Demand**	**Number of Spaces**	**Number of Spaces**	**Parking Demand**	**Surplus (Deficiency)**
8:00-8-15 AM	19	179	10	208	91
8:15-8:30 AM	38	179	10	227	72
8:30-8:45 AM	57	179	10	246	53
8:45-9:00 AM	65	179	10	254	45
9:00-9:15 AM	84	179	10	273	26
9:15-9:30 AM	**88**	**179**	10	**277**	**22**
9:30-9:45 AM	83	179	10	272	27
9:45-10:00 AM	86	179	10	275	24
10:00-10:15 AM	80	179	10	269	30
10:15-10:30 AM	73	179	10	262	37
10:30-10:45 AM	65	179	10	254	45
10:45-11:00 AM	57	179	10	246	53
11:00-11:15 AM	51	179	10	240	59
11:15-11:30 AM	45	179	10	234	65
11:30-11:45 AM	48	179	10	237	62
11:45-12:00 PM	46	179	10	235	64
12:00-12:15 PM	35	179	10	224	75
12:15-12:30 PM	36	179	10	225	74
12:30-12:45 PM	32	179	10	221	78
12:45-1:00 PM	35	179	10	224	75
1:00-1:15 PM	33	179	10	222	77
1:15-1:30 PM	36	179	10	225	74
1:30-1:45 PM	42	179	10	231	68
1:45-2:00 PM	37	179	10	226	73
2:00-2:15 PM	33	179	10	222	77
2:15-2:30 PM	34	179	10	223	76
2:30-2:45 PM	34	179	10	223	76
2:45-3:00 PM	32	179	10	221	78
3:00-3:15 PM	28	179	10	217	82
3:15-3:30 PM	38	179	10	227	72
3:30-3:45 PM	33	179	10	222	77
3:45-4:00 PM	28	179	10	217	82
4:00-4:15 PM	21	179	10	210	89
4:15-4:30 PM	20	179	10	209	90
4:30-4:45 PM	22	179	10	211	88
4:45-5:00 PM	19	179	10	208	91

1 The proposed 25,310 sf educational facility will accommodate up to 210 full-time equivalent students and will include 5,640 sf Sheriff's Substation on the ground floor.
2 The peak parking rates for all land uses based on the City of Malibu Municipal Code.
3 Based on the existing observed peak weekday (i.e., Friday, June 15, 2012) of the five-day parking utilization surveys conducted by The Traffic Solution on Monday, June 11, 2012 through Friday, June 15, 2012.
4 Parking rate based on FTE includes parking for all users: Students, faculty, staff, etc.
5 Parking supply consists of 299 on-site spaces.
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.

Table 4.11.13
Peak Weekday Shared Parking Demand Analysis On-site and Street Parking

Land Use	Existing Civic Center Complex June 2012 [3]	SMC Educational Facility (Proposed)	Sheriff's Substation (Proposed)	Total Forecast Parking Demand at Civic Center Complex (incl. SMC Malibu Satellite Campus)	Comparison with Total Proposed Parking Supply[4]
Size [1] Peak Pkg Rate [2] Gross Spacing		210.00 FTE 0.85 /FTE 178.50 Spc.	10.00 emp. 1.00 /emp. 10.00 Spc.		371 Spaces
Time of Day	Observed 15-Min. Parking Demand	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
8:00-8-15 AM	30	179	10	219	152
8:15-8:30 AM	41	179	10	230	141
8:30-8:45 AM	51	179	10	240	131
8:45-9:00 AM	63	179	10	252	119
9:00-9:15 AM	70	179	10	259	112
9:15-9:30 AM	80	179	10	269	103
9:30-9:45 AM	79	179	10	268	103
9:45-10:00 AM	81	179	10	270	101
10:00-10:15 AM	94	179	10	283	88
10:15-10:30 AM	92	179	10	281	90
10:30-10:45 AM	86	179	10	275	96
10:45-11:00 AM	85	179	10	274	97
11:00-11:15 AM	89	179	10	278	93
11:15-11:30 AM	**98**	**179**	10	**287**	**84**
11:30-11:45 AM	93	179	10	282	89
11:45-12:00 PM	82	179	10	271	100
12:00-12:15 PM	77	179	10	266	105
12:15-12:30 PM	72	179	10	261	110
12:30-12:45 PM	72	179	10	261	110
12:45-1:00 PM	74	179	10	263	108
1:00-1:15 PM	86	179	10	275	96
1:15-1:30 PM	87	179	10	276	95
1:30-1:45 PM	93	179	10	282	89
1:45-2:00 PM	97	179	10	286	85
2:00-2:15 PM	96	179	10	285	86
2:15-2:30 PM	**98**	**179**	10	**287**	**84**
2:30-2:45 PM	87	179	10	276	95
2:45-3:00 PM	81	179	10	270	101
3:00-3:15 PM	75	179	10	264	107
3:15-3:30 PM	66	179	10	255	119
3:30-3:45 PM	70	179	10	259	116
3:45-4:00 PM	73	179	10	262	112
4:00-4:15 PM	58	179	10	247	109
4:15-4:30 PM	57	179	10	246	124
4:30-4:45 PM	57	179	10	246	125
4:45-5:00 PM	54	179	10	243	128

1 The proposed 25,310 sf educational facility will accommodate up to 210 full-time equivalent students and will include 5,640 sf Sheriff's Substation on the ground floor.
2 The peak parking rates for all land uses based on the City of Malibu Municipal Code.
3 Based on the existing observed peak weekday (i.e., Wednesday, June 13, 2012) of the five-day parking utilization surveys conducted by The Traffic Solution on Monday, June 11, 2012 through Friday, June 15, 2012.
4 Parking rate based on FTE includes parking for all users: Students, faculty, staff, etc.
5 Parking supply consists of 299 on-site spaces and 72 parking spaces along both sides of Civic Center Way adjacent to the Project Site.
Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, SMC Malibu Satellite Campus Project, October 17, 2014.

c. Project Impact

A total of 189 on-site parking spaces will be provided within the ground lease area for the Project's portion of the Civic Center complex. Based on the Code parking requirement of 189 spaces (179 spaces for the educational facility and 10 spaces for the Sheriff's Substation), the proposed parking supply of 189 spaces will satisfy the City Code parking requirement. A portion of the Project's parking supply within the ground lease area is contiguous to the public parking spaces for the existing Los Angeles County Superior Court and Malibu Library facilities. While an operational parking program has not been finalized, it is anticipated that an operational parking program will be addressed in the lease agreement between the County and SMC to include either a shared parking program or a reciprocal parking agreement to ensure the parking spaces are utilized as intended and in a manner that best accommodates all of the uses within the Civic Center. The parking analysis demonstrates that under a conservative "worst case" condition whereby the SMC Malibu Satellite Campus were at peak activity throughout the day, there would be sufficient parking supply to accommodate the measured parking demand attributed to the Court facilities and library. Thus, as the number of parking spaces proposed within the Project Site and Civic Center as a whole would meet the code requirements and exceed the anticipated combined parking demand of the Proposed Project and remaining uses within the Civic Center, parking impacts would be less than significant. No mitigation measures are required.

4. CUMULATIVE IMPACTS

The Proposed Project in combination with the related projects would not result in any adverse impacts to parking. The related projects, as identified in Section 3.0, Environmental Setting, would be required through the City of Malibu Municipal Code requirements, to include sufficient parking to accommodate the each project's parking demand. No significant cumulative impacts to parking are anticipated.

5. MITIGATION MEASURES

As no significant impacts relative to parking demand would occur, no mitigation measures are necessary.

4. ENVIRONMENTAL IMPACT ANALYSIS
12. PUBLIC UTILITIES
1. SEWER

1. INTRODUCTION

This section analyzes the Proposed Project's potential environmental impacts on sewer services. The analysis of utility impacts focuses upon the relationship between anticipated discharge volumes and rates and the available treatment system's capacity to accommodate the Project's anticipated sewer flows. Capacity relates to the existing or planned capacity of infrastructure to service current and future utility needs. The analysis below establishes existing baseline wastewater flow volumes and describes the existing sewage disposal system serving the Project Site. It then calculates the wastewater generation rates and volumes created by the Project, and evaluates that data in comparison to the planned wastewater treatment plan and pipeline capacities that are proposed to serve the Project Site and surrounding Civic Center area.

2. ENVIRONMENTAL SETTING

(a) Regional Setting

The City of Malibu does not maintain a publicly owned and operated sewer system. All property in the City of Malibu is served by private on-site wastewater treatment systems (OWTS). The Project Site is currently served by a private 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.[1]

(b) Water Quality

The water quality of water bodies and watersheds near the Project Site can be affected by the discharge of untreated wastewater. The Tapia Wastewater Treatment Plant is known to cause wastewater discharge to bodies of water such as Malibu Creek, Malibu Lagoon, and consequently Santa Monica Bay. The discharge of such wastewater, along with other sources including stormwater runoff, has led to increased levels of nitrogen and pathogens in area water bodies.[2] Under the Clean Water Act (CWA), the State of California is required to issue a list of all impaired water bodies in the State. An impaired water body, by definition provided in CWA Section 303(d) is a body that does not meet water quality regulations and therefore has imposed Total Maximum Daily Loads (TMDLs). A TMDL is the maximum amount of wastewater allowed to be discharged into a given water body each day.[3] The State Water Resources

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1 *Ellis Environmental Management, Inc., Report of Phase I Environmental Site Assessment, August 15, 2011.*

2 *Malibu Bay Company DA Project, Draft EIR SCH#2001051063, September 2002.*

3 *State Water Resources Control Board, website: http://www.waterboards.ca.gov/rwqcb9/water_issues /programs/303d_list/index.shtml, accessed December 2013.*

Control Board, Division of Water Quality issues the listings of impaired water bodies. According to the 1998 list, Malibu Creek, Malibu Lagoon, Malibu Beach, and Surfrider Beach are impaired water bodies with imposed TMDLs.[4] A complete discussion of impacts to water quality is included in Section 4.7, Hydrology/Water Quality.

(c) On-Site Wastewater Treatment Systems (OWTS)

The City of Malibu is not served by a citywide wastewater treatment facility. Sewage from most properties within the City of Malibu is disposed of via separate OWTSs for each property. As discussed above, water quality issues associated with the discharge of wastewaters released from OWTS, specifically in the Civic Center area in the City of Malibu, to groundwater has led to elevated levels of pathogens and nitrogen that impair underlying groundwater as a potential source of drinking water and pathogens that elevate risks of infectious disease for water contact recreation.[5]

(d) Civic Center Area Septic Prohibition and Memorandum of Understanding

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).[6] The "Malibu Civic Center Area" is defined as the area within the lower Winter Canyon watershed, Malibu Valley watershed and adjacent coastal strips between and including Amarillo Beach and Surfrider Beach.[7] The boundaries of the Malibu Civic Center On-site Wastewater Disposal Prohibition Area are shown in Figure 4.12.1.1, Civic Center Wastewater Treatment Facility Schedule.

Pursuant to Sections 13240 and 13241 of the California Water Code, the Basin Plan includes a prohibition on discharges from on-site wastewater disposal systems in the Civic Center Area except certain specific projects that have already progressed through the entitlement process, and are identified on Table 4-zz of the Basin Plan Amendment. The prohibition also includes discharges from existing systems within six years in commercial areas and within ten years in residential areas from the date of adoption by the Regional Board of the Basin Plan amendment as specified in Figure 4-yy of the Basin Plan Amendment. The prohibition does not preclude a publicly owned, community-based, solution that includes specific

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[4] *The 1998 California 303(d) List of Impaired Waters for the Los Angeles Region, Los Angeles Regional Water Quality Control Board, 1998.*

[5] *State of California, California Regional Water Quality Control Board, Los Angeles Region Resolution No. R4-2009-007 Amendment to the Water Quality Control Plan for the Coastal Watersheds of Ventura and Los Angeles Counties to Prohibit On-site Wastewater Disposal Systems in the Malibu Civic Center Area, November 5, 2009.*

[6] *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.*

[7] *State of California, California Regional Water Quality Control Board, Los Angeles Region Resolution No. R4-2009-007 Amendment to the Water Quality Control Plan for the Coastal Watersheds of Ventura and Los Angeles Counties to Prohibit On-site Wastewater Disposal Systems in the Malibu Civic Center Area, November 5, 2009.*

wastewater disposal sites subject to waste discharge requirements to be prescribed by the Regional Board.[8]

On August 23, 2011 the State Board approved a Memorandum of Understanding (MOU) with the City. The MOU establishes time frames and milestones for the City to achieve compliance with the Prohibition.[9] Pursuant to Water Code section 13225, the City of Malibu is required to submit quarterly written reports to the Executive Officer, summarizing the strategy and progress toward meeting the 2015 prohibition deadline.[10]

The City of Malibu is working on programs to manage stormwater runoff and wastewater. Implementation of the City's OWTS Operating Permit program includes contributing to the development of the City's proposed Civic Center Wastewater Treatment Facility design and operation.[11] Phase One of the MOU includes the construction of the central Wastewater Treatment Facility. By November 5, 2015 wastewater discharge of those properties within the boundaries of the yellow area, as shown in Figure 4.12.1.1, will be required to connect to the Wastewater Treatment Facility (See Figure 4.12.1.2, Civic Center Wastewater Treatment Facility Phase 1, 2 and 3 Layout). Funding of the construction for the Wastewater Treatment Facility is supported by Prop 218, which includes the property owners served by Phase One. Phase Two of the Wastewater Treatment Facility includes the coral-colored area shown in Figure 4.12.1.2, which will be required to connect to the Wastewater Treatment Facility by November 5, 2019. Prop 218 will then include those property owners affected by Phase Two. The City will begin Phase Three, as shown in Figure 4.12.1.2 by the fuchsia-colored area, upon completion of Phase One and Two, and upon completion of a water quality sampling program. The water quality sampling program shall be designed and implemented to determine whether the implementation of Phase One and Two have resulted in a meaningful decrease in bacteria and nitrogen in the Malibu Lagoon.[12]

The Proposed Project's operation is contingent on the successful construction of the Wastewater Treatment Facility, as the Proposed Project will be required to connect to the Wastewater Treatment Facility as part of Phase One. The latest quarterly progress report for the Malibu Civic Center Wastewater Treatment Plan, which covers work activities performed on this project during the period of

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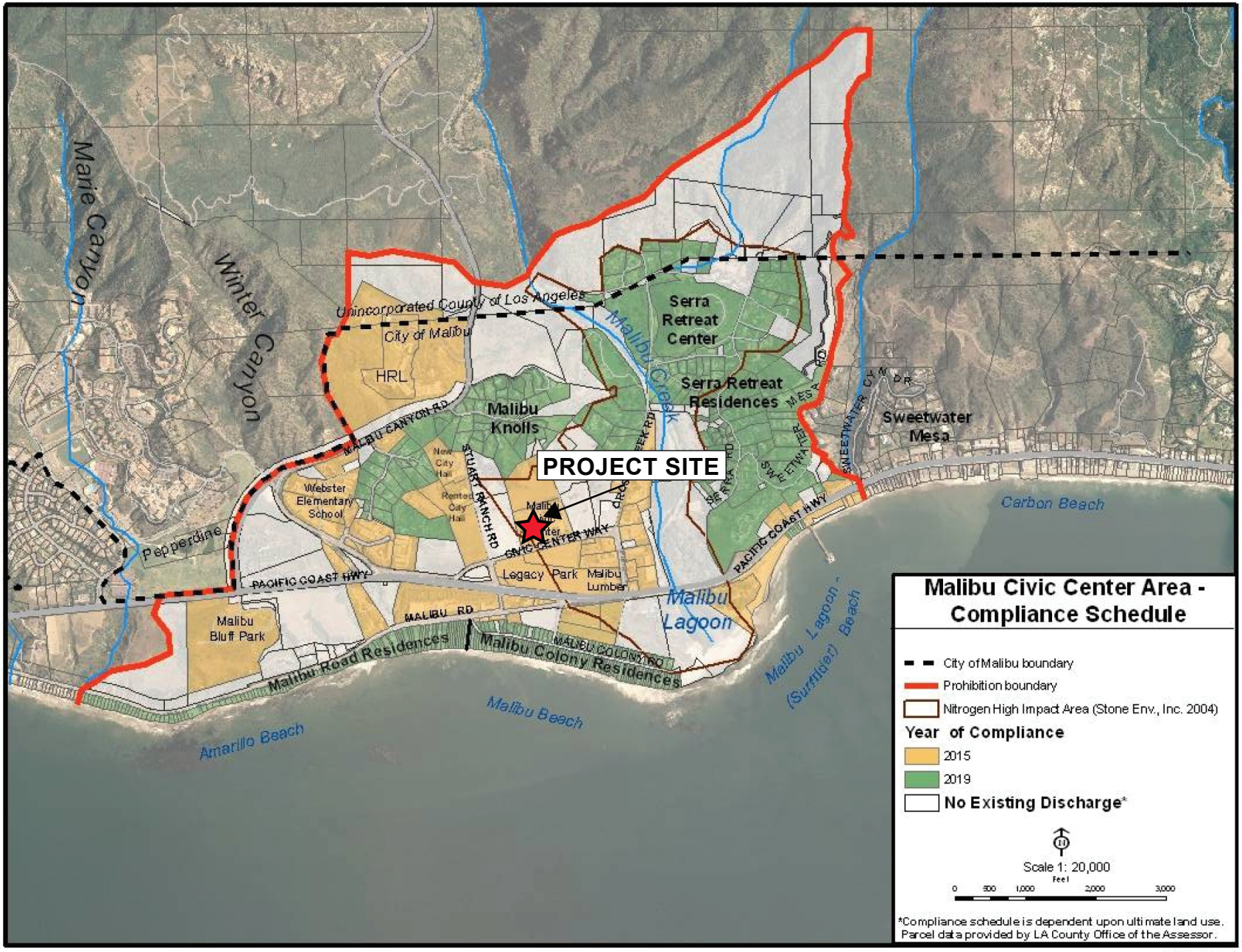
[8] *Ibid.*

[9] *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 November 2014.*

[10] *State of California, California Regional Water Quality Control Board, Los Angeles Region Resolution No. R4-2009-007 Amendment to the Water Quality Control Plan for the Coastal Watersheds of Ventura and Los Angeles Counties to Prohibit On-site Wastewater Disposal Systems in the Malibu Civic Center Area, November 5, 2009.*

[11] *City of Malibu, California, website: http://www.ci.malibu.ca.us/index.aspx?nid=517, November 2014.*

[12] *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.*



Source: State of California, California Regional Water Quality Control Board, Los Angeles Region, Resolution No. R4-2009-007, Exhibit 1, November 5, 2009

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Figure 4.12.1.1
Civic Center Wastewater Treatment Facility Schedule

Source: City of Malibu, Malibu Civic Center Wastewater Treatment Facility Project, Draft Environmental Report, SCH# 2013111075, Chapter 3 –Project Description – Recirculated Section dated June 2014.

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Figure 4.12.1.2
Civic Center Wastewater Treatment Facility Phase 1, 2 and 3 Layout

April 1, 2014 through June 30, 2014, reports that to date, the City is meeting all MOU milestones requirements. The design of the wastewater treatment plant and collection system is now almost 96% complete. Additionally, the report notes that modeling of the groundwater injection scenarios have been completed and that injection capacity is available for all phases of the project. Results from this groundwater modeling work has also confirmed the direction of flow of the injected waters and that the injected waters do not flow to the Malibu Creek or Lagoon for the full range of flows expected through the Phase 3 build-out conditions. Modeling scenarios for groundwater levels before and after project implementation also confirm that the groundwater levels throughout the study area will be lower. The project's Draft Environmental Impact Report (Draft EIR) was released for public review on May 30, 2014. A Recirculated Draft EIR was also released on June 12, 2014.[13]

(e) Existing Wastewater Generation

As discussed above, the City of Malibu does not maintain a publicly owned and operated sewer system and therefore, all property in the City of Malibu is served by OWTS. The Project Site is currently served by an on-site septic system. 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. The leach field serving these tanks is located on the property to the north of the site.[14] As noted in Table 4.12-1, the existing Sheriff's Station on the Project Site has the potential to generate approximately 2,866 gallons per day of wastewater if the building was occupied. However, at the present time the building is vacant and generates zero wastewater.

Table 4.12-1
Existing Wastewater Generation Potential

Land Use	Size (sf)	Wastewater Generation Rate [a]	Total (gpd)
Los Angeles County Sheriff's Station	23,882	120 gpd/1,000 sf	2,866
		Total Existing	***2,866***

Notes: sf = square feet; gpd= gallons per day
[a] *Sewage Generation Factor provided by City of Los Angeles, Bureau of Sanitation.*
Source: Parker Environmental Consultants, 2014.

[13] *City of Malibu, Memorandum of Understanding (MOU) Quarterly Progress Report Malibu Civic Center Wastewater Treatment Plan, website: http://www.malibucity.org/DocumentCenter/View/6627, November 2014.*

[14] *Ellis Environmental Management, Inc., Report of Phase I Environmental Site Assessment, August 15, 2011.*

3. ENVIRONMENTAL IMPACTS

(a) Thresholds of Significance

The City of Malibu General Plan EIR considers wastewater impacts created by the project as being potentially significant if implementation would:

- Result in the potential to generate more wastewater than can be adequately and efficiently disposed of on the property where it is generated; the wastewater generated has the potential to adversely effect groundwater; the wastewater generated has the potential to percolate and affect groundwater elevations and flow directions sufficiently to contribute to slope instability: and/or the proposed wastewater disposal system is not adequate to provide the required level of wastewater treatment.

The CEQA Guidelines (Appendix G) identifies applicable criteria for determining whether a project's impacts are considered to have a significant effect on the environment. A project is considered to create a significant impact if:

- It would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

(b) Project Impacts

The Proposed Project includes the demolition of the existing Sheriff's Station and the construction of a 19,670 square foot community college facility and a 5,640 square foot Sheriff's Substation. One of the Project's stated Project Objectives is to achieve the successful sustainable building standards of Santa Monica College by constructing a LEED certified structure that promotes efficiencies in water and energy use. The proposed structure has been designed to achieve LEED certification for institutional land uses. As shown in Table 4.12-2, Estimated Wastewater Generation, the wastewater generated from the Proposed Project is estimated to be approximately 9,747 gallons per day. An Environmental Health Review was submitted to the City of Malibu Environmental Health Administrator on November 14, 2013, which concluded that an OWTS Plot Plan is not required for the Proposed Project (See Appendix C of this Draft EIR). Environmental Health conditions of approval are incorporated into the mitigation measures on the following pages. The Proposed Project is prohibited from utilizing the existing septic system on the Project Site, pursuant to Sections 13240 and 13241 of the California Water Code. As such, the Proposed Project's operation is contingent on the construction of the Wastewater Treatment Facility, as the Proposed Project will be required to connect to the new facility once it is operational.

Table 4.12-2
Estimated Wastewater Generation

Land Use	Unit	Wastewater Generation Rate [a]	Total (gpd)
SMC Malibu Campus Facility [b, c]	535	16 gpd/student	8,560
Sheriff's Station (office area)	5,640	120 gpd/1,000 sf	677
Sheriff's Station (holding area)	6	85 gpd/inmate	510
		Total	***9,747***

Notes: sf = square feet; gpd= gallons per day
[a] *Sewage rate generation factors provided by City of Los Angeles, Bureau of Sanitation Sewer Design Manual.*
[b] *The maximum occupant capacity for the SMC Malibu Campus Project is 500 students.*
[c] *The anticipated number of students for the SMC Malibu Campus Project is 210 FTE.*
Source: Memorandum from BK Kang, KPFF Consulting Engineers, to Damon Herring, Quatro Design Group, Re: SMC Malibu Campus – Anticipated Daily Sewer Flow Rate, July 18, 2014.

The EIR for the Wastewater Treatment Facility is currently underway. As noted in the EIR, the Wastewater Treatment Facility would include construction of a centralized wastewater treatment plant, nine pump stations, approximately 13.7 miles of pipeline for collection of wastewater and distribution of treated effluent (recycled water) for reuse and/or disposal, disposal facilities such as injection wells and percolation ponds, and associated ancillary facilities. Based on flow projections, modeling and testing results available at this time, the treatment capacity is expected to be 507,000 gallons per day. Additionally, the service area for the Facility would match the boundaries of the Prohibition Zone.[15] Therefore, it is expected that the increase in the wastewater generated by the Proposed Project would not exceed the amount accounted for in the design and construction of the Wastewater Treatment Facility for the Civic Center Area and impacts associated with wastewater would be less than significant with incorporation of the mitigation measures listed below.

(c) Cumulative Impacts

A "cumulative impact" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects.[16] Pursuant to Section 15130(a) of the State CEQA Guidelines, an EIR must discuss the cumulative impacts of a project when the project's incremental impacts are cumulatively considerable. An impact is considered "cumulatively considerable" when the incremental impacts of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.[17] When the lead agency is examining a project with an incremental effect that is not "cumulatively considerable," the lead agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

[15] *City of Malibu, Malibu Civic Center Wastewater Treatment Facility Project, Draft Environmental Report, SCH# 2013111075, June 2014, Chapter 1 – Executive Summary – Recirculated Section dated June 2014, website: http://www.malibucity.org/DocumentCenter/View/6480, accessed September 2014.*

[16] *CEQA Guidelines Section 15355.*

[17] *CEQA Guidelines Section 15065(a)(3).*

Pursuant to CEQA Guidelines Section 15130(b)(1)(A)(B), an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or a related planning document that describes conditions contributing to the cumulative effect. The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. For purposes of assessing the Project's cumulative impact with respect to wastewater generation and treatment, the analysis below is appropriately based on a plan-based approach to determine the Project's contributing impact to the City's proposed Wastewater Treatment Facility. The plan approach is appropriate for the land use analysis because occupancy and operation of the Proposed Project will be conditioned upon connecting to the City's proposed Wastewater Treatment Facility. Thus, to the extent the Proposed Project's wastewater flows are within the projected rates for the Project as planned for by the City, a significant impact would not occur. As the wastewater needs of the Proposed Project are accounted for in the current design and construction of the Wastewater Treatment Facility, no cumulative impacts would occur.

4. MITIGATION MEASURES

PU-1 Occupancy and operation of the Proposed Project shall be conditioned upon the successful operation of and connection to the City's proposed Civic Center Wastewater Treatment Facility, not on-site. The average wastewater generation rate for the project shall not exceed 11,102 gallons per day.

PU-2 Certificate(s) of Occupancy for this project shall not be issued until the Civic Center Wastewater Treatment Facility (under separate permit CDP 13-057) is constructed and operational, and all on-site sewer connections to the new sewer laterals are completed.

PU-3 Conditions of approval by the City of Malibu Public Works Department for Sewer are incorporated by reference into the Environmental Health Conditions of approval.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Following the implementation of the above listed mitigation measures, any potentially significant impacts to wastewater services would be mitigated to a less than significant level.

4. ENVIRONMENTAL IMPACT ANALYSIS
12. PUBLIC UTILITIES
2. WATER

1. INTRODUCTION

This section analyzes the Proposed Project's potential environmental impacts on potable water resources. The analysis of utility impacts focuses upon the relationship between anticipated water demands and the ability of the local water provider to accommodate the Proposed Project's anticipated water demands. Capacity relates to the existing or planned capacity of infrastructure to service current and future utility needs. The analysis below establishes existing baseline water use and describes the existing potable water system serving the Project Site. It then calculates the Proposed Project's anticipated water demands and evaluates that data in comparison to the water supplier's ability to serve accommodate that demand. In addition to supply, the analysis also accounts for the capacity of the existing system to meet the system requirements to maintain adequate water pressure with respect to the Fire Department's standards for adequate fire flow in the case of emergencies.

2. ENVIRONMENTAL SETTING

(a) Regional Setting

Water service to the City of Malibu is provided by the Los Angeles County Waterworks District 29. Waterworks District 29 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). Waterworks District 29 currently serves a population of 20,115 people.[18]

The WBMWD supplies water to the South Bay and wholesales the imported water to cities and private companies in southwest Los Angeles County. The WBMWD purchases water from the Metropolitan Water District. West Basin's service area uses 220,000 acre-feet of water annually.[19]

The Las Virgenes Municipal Water District supplies water to Agoura Hills, Calabasas, Hidden Hills, Westlake Village, and nearby unincorporated areas of Los Angeles County. The LVMWD obtains its water from the Metropolitan Water District, which imports its water from the Colorado River Aqueduct. Annually, the LVMWD distributes about 25,000 acre-feet of water to the communities it serves.[20]

The City of Los Angeles Department of Water and Power supplies water to the City of Los Angeles, serving 465 square miles. The LADWP obtains its water from three main sources: the Los Angeles

[18] *Department of Public Works, District Maps, website: http://dpw.lacounty.gov/wwd/web/About/Maps.aspx, accessed November 2014.*

[19] *West Basin Municipal Water District Website http://www.westbasin.org/about-west-basin, accessed November 2014.*

[20] *Las Virgenes Municipal Water District Websitehttp://www.lvmwd.com/your-water/potable-water/facilities, accessed November 2014.*

Aqueduct (LAA), local groundwater mainly from the San Fernando Basin, and the Metropolitan Water District (MWD). The LAA transports snowmelt from the Sierra Nevada's and water from Mono Basin and the Owens Valley to Los Angeles, supplying about 36 percent of the LADWP's water. The San Fernando, Central, Sylmar, and West Coast groundwater basins provide the LADWP with about 12 percent of its water. The MWD supplies about 52 percent. According to the LADWP, water demand in Los Angeles for residential, commercial and industrial uses is approximately 480,302 acre-feet per year.[21]

(b) Local Water Infrastructure

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 assessing future water demand for the Waterworks District 29 system. The Water System Master Plan (WSMP) document is a guideline for the planning of and for the evaluation of the water system under existing and future demand conditions through year 2035. This evaluation addresses existing system deficiencies and new facility requirements to meet rising demands over time. The report provides details for a proposed Capital Improvement Program (CIP) for the water system, including prioritization and construction cost estimates. Financing options are also outlined and described in this report. The WSMP consists of six key tasks:[22]

- Demand Projections: Evaluation of existing demands and projection of future and build-out demands
- Facility Operations: Evaluation of existing water system facilities and their operations
- Model Development and Calibration: Development of a calibrated model for use in static and extended period simulations in InfoWater
- System Evaluation: Evaluation of system hydraulics, water quality and energy under existing and build-out demand conditions
- Capital Improvement Program: Creation of a capital improvement program to price and phase the recommendation in the system
- Funding Options: Research and present financing options for the construction of required facilities present in the Capital Improvement Plan.

[21] *Los Angeles Department of Water and Power Website, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=1cv52ejxt2_4&_afrLoop=568298080666700, accessed December 2013.*

[22] *Los Angeles County Waterworks District, Pilot Projects/Studies, website: http://dpw.lacounty.gov/wwd/web/Documents/Executive%20Summary.pdf, accessed December 2013.*

(c) Existing Water Demand

The Project Site is currently developed with an approximate 23,882 square foot Sheriff's Station building. Although the existing building is currently vacant and demands no water use, the building has been used in the recent past as an interim facility for the Public Library while the Library building was under renovation. Additionally, there are no restrictions that prevent the building from being used or operated in the near future. Thus, for informational purposes, the historic water demand of the current facility is identified in Table 4.12-3, Historic Water Demand. As shown in Table 4.12-3, the existing potential water demand at the Project Site, if the existing building were to be occupied, is estimated to be approximately 5,732 gallons per day (gpd). However, as the former Sheriff's Station building is currently vacant, no water is currently being used on-site, with the exception of irrigation for landscaping.

Table 4.12-3
Historic Water Demand

Land Use	Size (sf)	Water Demand Rate [a]	Total (gpd)
Los Angeles County Sheriff's Station	23,882	240 gpd/1,000 sf	5,732
		Total Existing	***5,732***

Notes: sf = square feet; gpd= gallons per day
[a] *County Sanitation Districts of Los Angeles County, 2002. Water demand rates assumed to be 120% of wastewater generation rates.*
Source: Parker Environmental Consultants 2014.

3. ENVIRONMENTAL IMPACTS

(a) Thresholds of Significance

The City of Malibu General Plan EIR considers the impacts created by the Proposed Project as being potentially significant if implementation would:

- Result in an increased demand for water services which exceeds the existing supply or capacity of the service provider's facilities, or
- Alter the demand for public services causing increased costs or service delivery limitations.

The CEQA Guidelines (Appendix G) identifies applicable criteria for determining whether a project's impacts are considered to have a significant effect on the environment. A project is considered to create a significant impact if:

- It would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

(b) Project Impacts

The Proposed Project includes the proposed demolition of the existing former Sheriff's Station building, and the construction of a new 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The Proposed Project would result in a net increase of 1,428 square feet of gross floor area as compared to the size of the existing Sheriff's Station building. One of the Project's stated Project Objectives is to achieve the successful sustainable building standards of Santa Monica College by constructing a LEED certified structure that promotes efficiencies in water and energy use. The proposed structure has been designed to achieve LEED certification for institutional land uses.

As noted in Section 4.7, Hydrology and Water Quality, the Proposed Project will be required to comply with all applicable City and County Low/Impact Development/water quality requirements (see Mitigation Measure WQ-1 in Section 4.7, Hydrology/Water Quality). As shown in Table 4.12-4 the proposed net increase in water demand for the Proposed Project is estimated to be approximately 10,115 gpd. In order to present a conservative analysis, water demand is assumed to be 120 percent of the wastewater generated for a given land use. Conventional methodologies generally use water factors reflecting a 10 percent increase over wastewater rates.

Table 4.12-4
Proposed Project Estimated Water Demand

Land Use	Size (square feet)	Water Demand Rate [a]	Total (gpd)
Educational Facility	19,670	390 gpd/1,000 sf	7,671
Los Angeles County Sheriff's Station	5,640	240 gpd/1,000 sf	1,354
Landscaping	34,354	31.73 / 1,000 sf [b]	1,090
		Total	***10,115***

Notes: sf = square feet; gpd= gallons per day
[a] County Sanitation Districts of Los Angeles County, 2002. Water demand rates assumed to be 120% of wastewater generation rates.
[b] Landscape irrigation demands are approximate and were based on the Estimated Total Water Use (ETWU) formula provided in the City of Los Angeles Water Efficient Landscape Ordinance.
Source: Parker Environmental Consultants, 2014.

A metered domestic water service provided from the local utility connection will serve the Proposed Project. The water main size is anticipated to be 2-1/2". A water flow test from LADPW was received on December 18, 2012 with the result of a static pressure of 92 pounds per square inch (psi) and a residual pressure of 84 psi at 1,088 gallons per minute (gpm). This pressure reading is adequate for the proposed building and a domestic water booster pump will not be required. A strainer and pressure-reducing valve assembly will be provided on the incoming water service.[23] Should any additional water system facilities

[23] *Santa Monica College, Malibu Campus Malibu Center Mechanical, Electrical and Plumbing Schematic Design Narrative, Glumac, December 2012.*

or upgrades be identified at the time of construction to meet the requirements of the County/City Engineer and the County Fire Chief, they will be completed at the expense of the Applicant and in consultation with Water District 29 and the Fire Department. The Applicant will also be required to pay appropriate connection fees, including meter fees, capital and local improvement charges, and financially participate in the Civic Center Infrastructure Improvement Project prior to approval of water plans, start of construction, and installation of any additional permanent water service.[24]

Water efficiency will be a major consideration as well as maintenance in the selection of all plumbing fixtures, with low-flush water closets (1.28 gpf), low-flush urinals (0.125 gpf), low-flow lavatories (0.5 gpm), and sinks (2.0 gpm). Lavatories, water closets, urinals, and electric water coolers stations shall be specified to be ADA compliant. Hose bibs will be provided in each restroom, on the roof, and along the exterior of the building. Groups of fixtures on each floor will be provided with isolation valves behind access panels for ease of maintenance. Each plumbing fixture will also be provided with individual isolation valves (fixture stops) for maintenance purposes.[25] As such, impacts associated with a net increase in water demand would be less than significant.

(c) Cumulative Impacts

Implementation of the Proposed Project in conjunction with the related projects would further increase the demand for water. As shown in Table 4.12-5, the total water demand by the related projects and the Proposed Project would be approximately 387,890 gpd. Implementation of the WSMP would account for future demand needs through year 2035. To the extent the the Proposed Project and related projects are consistent with the existing zoning and general plan land use designations and anticipated growth rates for the region, they would be accounted for in the WSMP. The proposed use of the Proposed Project is consistent with the underlying zoning and general plan land use designation and would not exceed the planned density for the Project Site. While the Project would be able to obtain potable water, the additional demand from the cumulative development within the Waterworks District 29 service area has the potential to increase the demand that could exceed the cumulative capacity of the District's potable water supply and water supply infrastructure. Increased use of recycled water, particularly through implementation of the City's proposed Wastewater Treatment Facility, could reduce the demand for sources of potable water required by individual developments; however, a substantial increase in cumulative development and associated demand would not exceed the long-term availability existing water supplies. Therefore, cumulative impacts associated with water demand would be less than significant.

[24] *Written correspondence between Gail Farber, Director of Public Works, County of Los Angeles Department of Public Works, and Jim Thoresen, City Manager, City of Malibu, dated October 2013.*

[25] *Ibid.*

Table 4.12-5
Projected Cumulative Water Demand

Land Use	Size	Unit	Demand Rate [a]	Total Water Consumed (Gallons/Day)
Retail [b]	232,629	sf	390 (gallons/1,000 sf/day)	90,725
Hotel	146	rooms	150 (gallons/room/day)	21,900
Office [c]	107,106	sf	240 (gallons/1,000 sf/day)	25,705
Single-Family Residential [d]	108	du	312 (gallons/du/day)	33,696
Restaurant [e]	880	seat	36 (gallons/seat/day)	31,680
Hospital [f]	50	bed	90 (gal/bed/day)	4,500
University Campus [g]	394,137	sf	390 (gallons/1,000 sf/day)	153,713
Sport Fields [h]	160,000	sf	0 (gallons/sf/day)	0
Fitness Facility [i]	5,000	sf	0.3 (gallons/sf/day)	1,500
Spa	20,925	sf	0.96 (gallons/sf/day)	20,088
			Related Projects Total:	**383,507**
			Proposed Project Net Total:	**4,383**
			Cumulative Total:	**387,890**
			Proposed Project Percent of Cumulative:	**1.13%**

Notes: sf = square feet; du = dwelling unit
Uses listed are estimated by the closest type of use available in the table.
[a] *County Sanitation Districts of Los Angeles County, 2002. Water demand rates assumed to be 120% of wastewater generation rates.*
[b] *All of Trancas Country Market and Malibu Sycamore Village land uses are included in retail.*
[c] *Includes office, administration building, and fire station.*
[d] *For a conservative analysis, all dwelling units are analyzed as single-family homes.*
[e] *Assumes that 2/3 of the restaurant floor area is dedicated to seating and 1/3 of the restaurant floor area is dedicated to the kitchen (19,804 sf * (2/3) = 13,203 sf dedicated to seating; 13,203 sf / 15 (sf per seat) = 880 seats)*
[f] *Assumes 100 sf per bed.*
[g] *For a conservative analysis, the commercial generation rate was used for the Pepperdine Campus Life Project.*
[h] *The water demand rate for golf course (0 gal/sf/day) was uses.*
[i] *Assumes 50 sf per member.*
Source: Parker Environmental Consultants, 2014.

4. MITIGATION MEASURES

PU-4 Prior to the issuance of a building permit, the Applicant shall pay any applicable and lawful fees adopted by the City and generally and uniformly imposed by the City's Environmental Sustainability Department and/or Public Works Department for construction of new water supply and distribution facilities.

PU-5 Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water loss from evaporation. Care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season to avoid wasting water by excessive landscape irrigation.

PU-6 Selection of native, drought-tolerant, low water consuming plant varieties shall be used to reduce potable irrigation water demand to the maximum extent feasible.

PU-7 Best Management Practices (BMP's) for water conservation shall be used within buildings to reduce wastewater generation/water use.

PU-8 The Applicant shall install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

PU-9 The Applicant shall install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

PU-10 A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for the proposed new building to ensure a separate connection from the library building is maintained.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Following the implementation of the above listed mitigation measures, any potentially significant impacts to water services would be mitigated to a less than significant level.

4. ENVIRONMENTAL IMPACT ANALYSIS
12. PUBLIC UTILITIES
3. ENERGY

1. INTRODUCTION

This section analyzes the Proposed Project's potential environmental impacts on public utilities. The analysis of utility impacts focuses upon the relationship between anticipated energy demands and the ability of the local utility service providers to accommodate the Proposed Project's anticipated demands for electricity and natural gas. Capacity relates to the existing or planned capacity of infrastructure to service current and future utility needs. The analysis below establishes existing baseline energy use and describes the existing utilities serving the Project Site. It then calculates the Proposed Project's anticipated energy demands and evaluates that data in comparison to the utility provider's ability to accommodate that demand. In addition to demand, the analysis also addresses the Proposed Project's sustainability features aimed at conserving energy pursuant to the Cal Green Building Codes and regional and local policies for the conservation of energy resources.

2. ENVIRONMENTAL SETTING

(a) Electricity

(1) Regulatory Setting

Energy demand 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 consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local and State 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. Examples of these guidelines are listed below:

- Roofing products installed in construction to take compliance credit for reflectance and emittance shall have a clear packaging label that lists the reflectance and emittance tested in accordance with ASTM Standards.

- Service water-heating systems of equipment must be equipped with automatic temperature controls capable of adjusting for the intended use.

- All exterior lighting of over 100 watts attached to buildings with air conditioning systems shall have source efficacy of at least 60 lumens per watt or be controlled by a motion sensor.[26]

[26] *2001 Energy Efficiency Standards for Residential and Nonresidential Buildings, California Energy Commission, Effective June 1, 2001.*

(2) Southern California Edison Company (SCE)

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. Based in Rosemead, California, the utility has been providing electric service in the region for more than 120 years. SCE's service territory includes more than 180 cities.[27]

(3) Existing Electricity Demand

The Project Site is currently developed with an approximate 23,882 square foot Sheriff's Station building. Although the existing building is currently vacant and demands no energy use, the building has been used in the recent past as an interim facility for the Public Library while the Library building was under renovation. Additionally, there are no restrictions that prevent the building from being used or operated in the near future. The historic electricity demand of the current facility is based on the size of the facility as identified in Table 4.12-6, Historic Electricity Demand. As shown in Table 4.12-6, the potential energy demand at the Project Site would be approximately 309,272 kilowatt hours per year (kWh/yr) if the existing building were to be occupied. However, since the former Sheriff's Station is currently vacant, the existing building on the Project Site demands no energy use.

Table 4.12-6
Historic Electricity Demand

Land Use	Size (sf)	Energy Demand Rate (kWh/sf/year) [a]	Total (kWh/year)
Los Angeles County Sheriff's Station	23,882	12.95	309,272
		Total Existing	309,272

Notes: sf = square feet; kWh = kilowatt hours
[a] *Electricity demand rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
Source: Parker Environmental Consultants, 2013.

(b) Natural Gas

(1) Regional Setting

(2) The Southern California Gas Company

The Southern California Gas Company (The Gas Company) provides natural gas service to the City of Malibu through gas mains that run under the streets. Natural gas service for new development projects must be provided in accordance with The Gas Company's policies and extension rules on file with the

[27] *Edison International, Southern California Edison, from website: http://www.edison.com/ourcompany/sce.asp, accessed December 2013.*

California Public Utilities Commission (PUC) at the time contractual agreements are made. 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 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.

(3) Existing Natural Gas Demand

As discussed above, the Project Site is currently developed with an approximate 23,882 square foot Sheriff's Station building. Table 4.12-7 below, shows that the historic natural gas demand for the existing building is approximately 47,764 cubic feet per month. However, since the former Sheriff's Station is currently vacant, the existing building on the Project Site demands no natural gas use.

Table 4.12-7
Historic Natural Gas Demand

Land Use	Size (sf)	Natural Gas Demand Rate (cf/sf/month) [a]	Total (cf/month)
Los Angeles County Sheriff's Station	23,882	2	47,764
		Total Existing	***47,764***

Notes: sf = square feet; cf =cubic feet
[a] *Natural gas generation rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
Source: Parker Environmental Consultants, 2013.

3. ENVIRONMENTAL IMPACTS

(a) Thresholds of Significance

The City of Malibu General Plan EIR considers impacts as being potentially significant if implementation of a project would:

- Result in activities which use large amounts of electricity or natural gas in a wasteful manner, or
- Result in an increased demand for electricity or natural gas which exceeds either the existing supply or capacity of the infrastructure (or financially feasible infrastructure that could be developed) required to service additional demand and/or equipment (electric lines and substations, etc), or

- Alter the nature of demand for energy services causing increased costs or service delivery limitations.

(b) Project Impacts

(1) Construction Impacts

During the construction period, temporary service outages may result in the surrounding area as construction workers upgrade and extend the necessary infrastructure to service the Project Site. Such temporary disruptions in service are generally planned in advance to avoid peak demand times, however, inadvertent or unexpected periodic electricity outages may occur. Due to the temporary and intermittent nature of such outages, such impacts are considered less than significant.

(2) Operation

(1) Electricity

The Proposed Project includes the proposed demolition of the existing former Sheriff's Station building, and the construction of a new 2-story above-grade, approximately 25,310 square foot educational facility including an approximately 5,640 square foot Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The Proposed Project would result in a net increase of 1,428 square feet of gross floor area as compared to the size of the existing Sheriff's Station building. One of the Project's stated Project Objectives is to achieve the successful sustainable building standards of Santa Monica College by constructing a LEED certified structure that promotes efficiencies in water and energy use. The proposed structure has been designed to achieve LEED certification for institutional land uses.

As shown in Table 4.12-8, the Proposed Project would generate a demand for 300,227 kWh/year. Electricity demand associated with the Proposed Project was calculated using generation factors based on land use classifications in accordance with the SCAQMD's CEQA Air Quality Handbook. This estimate is anticipated to be lowered after accounting for compliance with the CAL Green Code and additional sustainability features that are proposed to meet LEED accountability goals.

A new 600A, 480Y/277V, 3 phase, 4 wire service is proposed to be provided from SCE. There is an existing underground high voltage line that has sufficient capacity to serve the new building. A transformer slab box will be provided on-site with underground conduit infrastructure per SCE requirements and serve the building main switchboard located in the main electrical room. The new SCE meter and main breaker shall be provided in the main switchboard. The new service will be coordinated with SCE and conform to all SCE requirements for installation as well as existing site conditions. SCE shall be contacted during the next phase to begin the application process.[28] As the energy demands for the Proposed Project will be accommodated by the SCE, impacts would be less than significant.

[28] *Santa Monica College, Malibu Campus Malibu Center Mechanical, Electrical and Plumbing Schematic Design Narrative, Glumac, December 2012.*

Table 4.12-8
Proposed Project Electricity Demand

Land Use	Size (GSF)	Energy Demand Rate (kWh/sf/year) [a]	Total (kWh/year)
Educational Facility	19,670	11.55	227,189
Los Angeles County Sheriff's Station	5,640	12.95	73,038
		Total	**300,227**

Notes: sf = square feet; kWh = kilowatt hours
[a] *Electricity demand rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
Source: Parker Environmental Consultants, 2014.

(2) Natural Gas

Natural gas demand associated with the Proposed Project was calculated using generation factors based on land use. Natural gas will be provided for the heating hot water boilers, domestic gas water heater, and all other gas requiring equipment & appliances.[29] As shown in Table 4.12-9, the Proposed Project is anticipated to result in an increased demand of approximately 70,290 cubic feet per month of natural gas as compared to existing conditions. A new natural gas system will be provided. A shutoff, gas meter, and earthquake valve will be located outside the building. A pressure regulator will reduce incoming gas pressure to approximately 8" WC. Further determinations about necessary infrastructure improvements may be made upon the submission to The Gas Company of "final plans" for the Proposed Project. At that time, The Gas Company would be able to make a final determination on natural gas service to the Proposed Project. The Proposed Project would have a less than significant impact upon natural gas services.

Table 4.12-9
Proposed Project Natural Gas Demand

Land Use	Size (GSF)	Natural Gas Demand Rate (cf/sf/month) [a]	Total (cf/month)
Educational Facility	19,670	3	59,010
Los Angeles County Sheriff's Station	5,640	2	11,280
		Total	**70,290**

Notes: sf = square feet; cf =cubic feet
[a] *Natural gas generation rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
Source: Parker Environmental Consultants, 2014.

[29] *Santa Monica College, Malibu Campus Malibu Center Mechanical, Electrical and Plumbing Schematic Design Narrative, Glumac, December 2012.*

(c) Cumulative Impacts

(1) Electricity

Implementation of the Proposed Project in conjunction with the related projects would further increase the demand for electricity service. As shown in Table 4.12-10, the total electricity consumed by the related projects and the Proposed Project would be approximately 13,604,831 kilowatt hours per year. Although the cumulative impact of the identified Related Projects may require the installation of additional electrical distribution facilities, service availability, and thus the extent of any potential locally occurring cumulative impacts on utility service, would necessarily be determined through the environmental review process for each individual project. The construction of any power distribution facilities required in association with any related project may cause limited local short-term impacts in the forms of unavoidable noise, air pollution, and traffic congestion during construction. Even so, it is not expected that the development of these projects would represent a level of use of regional energy resources that could result in a significantly adverse cumulative impact.

Table 4.12-10
Projected Cumulative Electricity Demand

Land Use	Size	Unit	Demand Rate (KW-hour/unit/year) [a]	Total Electricity Demand (KW-Hours/Year)
Retail [b c]	258,554	sf	13.55 (KW-Hour/sf/year)	3,503,407
Hotel [d]	83,950	sf	9.95 (KW-Hour/sf/year)	835,302
Office [e]	107,106	sf	12.95 (KW-Hour/sf/year)	1,387,023
Single-Family Residential	108	du	5,626.5 (KW-Hour/du/year)	607,662
Restaurant	19,804	sf	47.45 (KW-Hour/sf/year)	939,700
Hospital	5,000	sf	21.7 (KW-Hour/sf/year)	108,500
University Campus	394,137	sf	11.55 (KW-Hour/sf/year)	4,552,282
Sport Fields [f]	160,000	sf	10.5 (KW-Hour/sf/year)	1,680,000
			Related Projects Total:	**13,613,876**
			Proposed Project Net Total:	**-9,045**
			Cumulative Total:	**13,604,831**
			Proposed Project Percent of Cumulative:	**-0.07%**

Notes: sf = square feet; KW = kilowatt; du = dwelling unit
[a] *Electricity demand rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
[b] *Includes retail, shopping center, fitness facility, and spa.*
[c] *All of Trancas Country Market and Malibu Sycamore Village land uses are included in retail.*
[d] *Assumes 575 sf per hotel room.*
[e] *Includes office, administration building, and fire station.*
[f] *Miscellaneous electricity demand rate was used.*
Source: Parker Environmental Consultants, 2014.

(b) Natural Gas

Implementation of the Proposed Project in conjunction with the related projects would further increase the demand for natural gas. As shown in Table 4.12-11, development and implementation of the related projects within the study area plus the Proposed Project would result in the demand of approximately 3,489,656 cf of natural gas per month. Although the cumulative impact of the identified related projects

may require the installation of additional natural gas distribution facilities, service availability, and thus the extent of any potential locally occurring cumulative impacts on utility service, would necessarily be determined through the environmental review process for each individual project. The construction of any distribution facilities required in association with any related project may cause limited local short-term impacts in the forms of unavoidable noise, air pollution, and traffic congestion during construction. Even so, it is not expected that the development of these projects would represent a level of use of regional energy resources that could result in a significantly adverse cumulative impact.

Table 4.12-11
Projected Cumulative Natural Gas Demand

Land Use	Size	Unit	Demand Rate (cubic feet/unit/month) [a]	Total Natural Gas Demand (cubic feet/month)
Retail [b c]	438,358	sf	3 (cubic feet/sf/month)	1,315,074
Hotel [d]	83,950	sf	5 (cubic feet/sf/month)	419,750
Office [e]	506,243	sf	2 (cubic feet/sf/month)	1,012,486
Single-Family Residential	108	du	6,665 (cubic feet/sf/month)	719,820
			Related Projects Total:	**3,467,130**
			Proposed Project Net Total:	**22,526**
			Cumulative Total:	**3,489,656**
			Proposed Project Percent of Cumulative:	**0.65%**

Notes: sf = square feet; cf =cubic feet, du = dwelling unit
[a] *Natural gas generation rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
[b] *Includes retail, shopping center, fitness facility, spa, restaurant, and sport fields.*
[c] *All of Trancas Country Market and Malibu Sycamore Village land uses are included in retail.*
[d] *Assumes 575 sf per hotel room.*
[e] *Includes office, administration building, fire station, university campus, and hospital.*

Source: Parker Environmental Consultants, 2014.

4. MITIGATION MEASURES

As stated above, the Proposed Project would not result in any significant impacts with respect to energy resources or infrastructure. As such, no mitigation measures are required.

5. GENERAL IMPACT CATEGROIES
1. LESS THAN SIGNIFICANT IMPACTS

Santa Monica College, as the Lead Agency, has determined through the preparation of an Initial Study that the Proposed Project would not result in a potentially significant impact related to any of the following environmental issue areas: agricultural resources, biological resources, mineral resources, population and housing, public services (schools, parks, and libraries) and public utilities (solid waste). Section 15128 of the State CEQA Guidelines states:

> *An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of the Initial Study.*

Therefore, no further environmental review of these environmental issue areas is required. A short explanation of this determination is provided below. For further analysis of each environmental issue, see the Initial Study that was prepared for the Master Plan, which is contained in Appendix A.

1. AGRICULTURAL RESOURCES

The Project Site is located within the Civic Center Institutional (CC-I) Zoning designation and is not designated or used for agricultural uses. The Project Site occupies an approximately 2.94-acre portion of the Los Angeles County Malibu Civic Center complex and is entirely developed with buildings, paved surface parking lots and landscaped open space areas. The Project Site does not contain any agricultural uses or forested areas. Therefore, the Proposed Project would have no impact associated with the conversion of agricultural uses or forested lands. No further analysis of this issue is required.

2. BIOLOGICAL RESOURCES

The Project Site is entirely developed with an existing approximate 23,882 square foot former Sheriff's Station building, an ancillary surface parking lot, and landscaped open space areas. The Project Site does not contain any wetlands or natural vegetation. Existing vegetation on the Project Site is limited to ornamental shrubs, trees and turf within boxed planters and tree wells within the surface parking area. As shown in the tree protection/removal plan in Figure 2.19 of the project description, the vegetation that occurs within the Project Site boundaries consists of landscaped and ornamental shrubs, grass, and trees. The trees identified on-site include pines, podocarpus sp., California pepper, coral tree, and coast redwoods, which are located in tree wells, boxed planters and within the surface parking lot area. The Project Site does not contain any native oak (*quercus species*), California walnut (*juglans californica*), western sycamore (*platanus racemosa*), alder (*alnus rhombifolia*), or toyon (*heteromeles arbutifolia*) tree or other protected tree species or biological resources. Therefore, implementation of the Proposed Project would not conflict with any local policies or ordinances protecting tree species pursuant to the City's native tree protection ordinance (Chapter 5 of the LCP - LIP).

No candidate, sensitive or special status species that may be identified in local plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS) are expected to occur on the Project Site due to the extent of existing development and human activities on-site and in the immediate vicinity of the Project Site. Furthermore, the project would not have an adverse effect on federally protected wetlands as defined by Section 404 of the clean water act as no wetlands or navigable waters are present on-site. The Proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species, and no impacts to biological resources are expected to occur.

The Project Site contains ornamental trees, which are located in tree wells, boxed planters and within the surface parking lot area. The Project Site does not contain oak trees, sycamores, California bay, black walnut, or other protected tree species or biological resources. Therefore, implementation of the Proposed Project would not conflict with any local policies or ordinances protecting or preserving biological resources.

The Project Site is not located within a designated environmentally sensitive habitat area (esha). The Project Site is currently developed with public uses and is zoned and designated for civic center-institutional land uses. No approved local, regional, or state habitat conservation plans exist for the Project Site. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted habitat conservation plan. No impact would occur with respect to biological resources and further analysis of this issue is not required.

3. MINERAL RESOURCES

The Proposed Project is not located near any oil fields and no oil extraction activities have historically occurred on or are presently conducted at the Project Site. Furthermore, the Project Site is not in an area identified by the City of Malibu as containing a significant mineral deposits site that would be of value to the region and the residents of the State. Therefore, no locally designated resources would be impacted by development of the Project. No impact would occur and no further analysis of this issue is required.

4. POPULATION/HOUSING

The Proposed Project will include the demolition of an existing vacant Sheriff's Station building, and the new construction of a 2-story educational facility including a Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The Project is intended to serve the existing needs of the Malibu Community and would not be growth inducing. Furthermore, the Proposed Project would not displace any housing units, nor would it require the construction of replacement housing elsewhere. Therefore, no impact would occur with respect to Population/Housing and no further analysis is required.

5. PUBLIC SERVICES

a. Schools

Public school and educational services within the City of Malibu are provided by the Santa Monica-Malibu Unified School District (SMMUSD). The Project would not generate any direct or indirect housing growth, nor would it increase the number of grade school students residing within the SMMUSD's service area. The construction of a new SMC satellite campus facility to serve the Malibu community would be considered a beneficial impact with respect to adding community college services within the City's boundaries. The impacts associated with construction of the proposed satellite campus are the focus of this EIR, and are appropriately addressed in greater detail in Section 4, Environmental Impact Analysis, of this EIR.

b. Parks

The Proposed Project will include the demolition of the existing Sheriff's Station building, and the new construction of a 2-story above-grade, educational facility including a Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. The Project would also provide for on-site open space and landscaped areas allowing for passive recreational activities. The Proposed Project is located across the street from Legacy Park, a new 15-acre open space area that was recently developed to provide for increased water quality, riparian habitat, and passive recreation and environmental education. The visitors of the Project Site would be well served by the passive open space areas provided within the Project Site and the Legacy Park facility and would not substantially increase demands for additional park and recreational facilities within the City of Malibu. No further analysis of this issue is warranted.

c. Other Public Facilities

The Project area is served by the recently renovated Malibu Public Library. The renovation project for the Malibu Library has been completed and there are no current plans for any new facilities to be provided within the immediate service area of the Project Site. Students, faculty and visitors of the SMC-Malibu Campus would likely utilize the materials and services at the Malibu Library. In addition, they would also have access to SMC's Library located on the College's main campus in the City of Santa Monica. As such, demands upon library facilities would not necessitate the construction or addition of library building space and would not result in any significant impacts. Therefore, impacts upon library services would be less than significant.

6. PUBLIC UTILITIES

a. Solid Waste

The Project Area is currently served by the Calabasas, Sunshine Canyon and Chiquita Canyon landfills. The Calabasas landfill is located in Agoura Hills and is owned by the County of Los Angeles and operated by the County Sanitation Districts of Los Angeles County. As of 2012, the landfill had a remaining capacity of 12.34 million cubic yards with an estimated closure date of September 30, 2028,

based on the Solid Waste Facility Permit (SWFP).[1] The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 96.39 million cubic yards.[2] Chiquita Canyon Landfill currently has a remaining capacity of 6.02 million cubic yards.[3] Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted daily intake of approximately 102.41 million cubic yards. The Sunshine Canyon Landfill has an estimated remaining life of 25 years, and the Chiquita Canyon Landfill has an estimated remaining life of seven years (based on their SWFP). An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy), with a increase in the permitted daily disposal capacity from 6,000 tons per day (tpd) to 12,000 tpd.

Construction of the Project would necessitate the demolition of the existing 23,882 square foot Sheriff's Station facility and the new construction of a 25,310 square foot community college facility with a Community Sheriff's Substation and Emergency Operations and Planning Center on the ground floor. Demolition and construction activities are anticipated to yield approximately 2,111 tons of construction and demolition (C&D) debris, that would be recycled to the maximum extent practical with the unrecyclable materials being transported to the Calabasas, Sunshine Canyon, or Chiquita Canyon landfills. The County Green Building Ordinance (Section 22.52.2130.c.4.b), effective January 1, 2009, requires a minimum of 65% of non-hazardous C&D debris be recycled or salvage. Thus, assuming that up to 65% of the C&D materials are recycled pursuant to local code regulations, only 739 tons of C&D debris would be be disposed of at area landfills. Thus, based on the existing available capacity at these three regional landfills, there is adequate landfill capacity to accept the Proposed Project's C&D debris.

The Proposed Project would yield a net increase of 1,428 square feet of developed floor area as compared to the size of the existing Sheriff's Station building. The increased building size and change in operations would therefore increase the solid waste disposal needs, as currently no solid waste is generated by the vacant Sheriff's Station building. Consistent with local regulations and SMC policies for sustainable development, the proposed facility will include waste reduction measures such as providing on-site recycling bins and hauling green waste separate from landfill-based trash receptacles in an effort to reduce the Project's impact upon area landfills. The Proposed Project would be constructed and operated in accordance with all applicable rules, regulation and policies related to solid waste. The potential impacts associated with solid waste would be less than significant, and no further analysis of this issue is warranted.

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1 *http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0056/Detail/, accessed November 2014.*

2 *County of Los Angeles Department of Public Works, 2012 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, November 2014.*

3 *Ibid.*

5. GENERAL IMPACT CATEGROIES
2. SUMMARY OF SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant environmental impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

> *"Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."*

Based on the analysis contained in Section 4.0. Environmental Impact Analysis, of this Draft EIR, implementation of the Proposed Project would result in significant and unavoidable environmental impacts associated with construction related noise impacts. As discussed in greater detail in Section 4.9, Noise, the Project's construction noise impacts would exceed the maximum allowable exterior noise levels for non-transportation sources at the County Public Works building, the Malibu Public Library, and Legacy Park. The construction noise levels would be below the threshold for the residential land uses to the north. Thus, the Proposed Project's construction noise impacts would be considered a significant impact on a short term and intermittent basis during the construction period.

5. GENERAL IMPACT CATEGROIES
3. GROWTH INDUCING IMPACTS

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) requires an EIR to:

> *"Discuss the ways in which the proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed growth in any area is beneficial, detrimental, or of little significance to the environment."*

The proposed SMC Malibu Campus would involve the demolition of a vacant and underutilized building and the construction of a new community college satellite campus with a Sheriff's Substation within the existing Civic Center complex, which is centrally located in the City of Malibu. One of the Project's stated objectives is to increase efficiencies in water and energy use; and, to achieve LEED certification at the highest possible rating for an institutional education building. By definition, the proposed SMC Malibu Campus is an infill development and would not be growth-inducing because it would not include the construction of new housing, directly generate any increases to population or require the extension of regional infrastructure such as public roads, sewerage systems, and water conveyance/treatment systems.

Additionally, as a public institution for higher learning, SMC's operations involve serving the educational needs of the community, including the residents of the City of Malibu. There are currently no public education or cultural programs offered at the community college level within the City of Malibu. Thus, the Proposed Project would be providing a public service in an area that is currently underserved. While the proposed satellite campus expansion would increase certain aspects related to SMC operations and programs, such services would not be expected to induce substantial growth with respect to indirect population growth associated with career-related relocation, because many of the new positions created would be filled by faculty and staff that are already employed by SMC. Thus, the Proposed Project would not create substantial growth-inducing impacts.

5. GENERAL IMPACT CATEGROIES
4. SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(c) of the State CEQA Guidelines states that the "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. . . . Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

1. IRREVERSIBLE ENVIRONMENTAL CHANGES

The Project would necessarily consume limited, slowly renewable and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as diesel, gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, the consumption of natural resources associated with the Project would be of a relatively small scale and would be consistent with regional and local growth forecasts in the City of Malibu and the Southern California region as a whole. Therefore, although irreversible environmental changes would result from the Project, such changes would be considered less than significant.

2. SECONDARY IMPACTS

To the extent the Project has the potential to result in secondary impacts to the environment, those impacts are addressed within the environmental impact analyses contained within Sections 4.1 through 4.12 of this Draft EIR. While the Project may require relatively minor infrastructure upgrades in the immediate Project vicinity to maintain and improve wet and dry utility lines on-site and in the immediate vicinity of the Civic Center, the Project would not necessitate off-site roadway improvements or other regional infrastructure improvements that have not otherwise been accounted for and planned for on a regional or local level. As such, secondary impacts associated with utilities and public services would be less than significant.

6. PROJECT ALTERNATIVES
1. INTRODUCTION

1. INTRODUCTION

As stipulated in Section 21002.1(a) of the CEQA Statutes (Public Resources Code):

> *The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.*

More specifically, the State CEQA Guidelines (Section 15126.6) requires an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed "infeasible."

2. SELECTION OF A REASONABLE RANGE OF ALTERNATIVES

Guidance for drafting the alternatives analysis is provided in Section 15126.6(a) of the State CEQA Guidelines, which states:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

Section 15126.6(c) of the State CEQA Guidelines states:

> *The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may*

be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

3. LEVEL OF DETAIL

The State CEQA Guidelines do not require the same level of detail in the alternatives analysis as provided for in the analysis of the Proposed Project (Section 4.0, Environmental Analysis). Rather, Section 15126.6(d) of the State CEQA Guidelines provides that:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

4. ALTERNATIVES CONSIDERED BUT DISMISSED

During the planning process, the Applicant considered several alternatives to the Proposed Project for purposes of satisfying the CEQA mandate to evaluate a reasonable range of Project Alternatives. Of the alternatives considered, an alternative project site was dismissed from further consideration. As noted in Section 2.0 Project Description, SMC's primary objectives are specific to securing an interest in real property within the City of Malibu and restoring the College's presence in Malibu by establishing a permanent satellite campus in the City of Malibu. Thus, alternative sites that are not located within the City of Malibu were not considered, as they would fail to meet the Applicant's primary objectives. Accordingly, the selection of potential alternative sites was focused on properties within the City of Malibu. An Alternative Project Site within the City of Malibu would not be a feasible alternative, as it would not address many of the Project's Objectives as identified in Section 2.0 Project Description, that are aimed at promoting the use of sustainable resources and would specifically not address SMC's objective to enter into a partnership with Los Angeles County to redevelop and reactivate an underutilized portion of the Civic Center owned by the County of Los Angeles. The development of the Proposed Project at any other site within the City of Malibu would leave the proposed Project Site vacant and underutilized, while a new location would be developed to construct the necessary structure and associated parking lots. The selection of an alternative site is further constrained by the lack of Institutionally Zoned properties within the City that are centrally located. Within the City of Malibu, nearly all of the Institutionally Zoned parcels are currently developed with public facilities and institutional land uses such as fire stations, public or private schools, or religious institutions and are not available for acquisition. One relatively large vacant Institutionally Zoned Site, located north of the Civic Center on the east side of Malibu Canyon Road north of Malibu Crest Drive would require extensive grading and removal of native vegetation. Development of this lot would require extensive geotechnical remediation to engineer a suitable development pad as the vacant lot is located on steep terrain. These characteristics render the Institutionally-zoned vacant lot infeasible for development of a community

college facility. Development of this parcel would not satisfy the Applicant's sustainable development goals and would leave the proposed Project Site vacant and underutilized.

Another alternative that was evaluated but rejected from further consideration was the potential renovation and reuse of the existing Sheriff's Station building. This Alternative evaluated the possibility of renovating and repurposing the existing building with the proposed community college facility and Sheriff Substation. However, after an initial evaluation of the strict Division of State Architects (DSA) building code requirements to satisfy life safety standards, and the Regional Water Quality Control Board's mandate to connect to the proposed Civic Center Wastewater Treatment Plant, which would require extensive plumbing improvements, this alternative was determined to be infeasible and was dropped from further analysis.

5. OVERVIEW OF SELECTED ALTERNATIVES

As indicated above, project alternatives should feasibly be able to attain "most of the basic objectives of the project" (State CEQA Guidelines Section 15126.6(a)), even though implementation of the project alternatives might, to some degree, impede the attainment of those objectives or be more costly (State CEQA Guidelines Section 15126.6(b)). Therefore, for purposes of this alternatives analysis and to compare the merits of an alternative's ability to reduce environmental impacts and meet the stated objectives of the Proposed Project as identified in Section 2.0, Project Description, the following Alternatives were defined and analyzed (brief descriptions are provided herein with more detailed descriptions provided later in this Section):

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the existing Sheriff Station building and communications tower would remain in place and no further development or improvements would occur on-site in the foreseeable future. The existing former Sheriff's Station would remain vacant.

- **Zoning Compliant Alternative:** This Alternative would consist of redesigning the Proposed Project to fully conform to the Malibu Zoning Code and LCP for purposes of avoiding the variances that are currently being requested. The height of the structure would be reduced to 28 feet to conform to the height limit of the Institutional zone and the Project would be redesigned to accommodate the required parking spaces in conformance with the City's parking stall dimensions. Under this scenario, the new building would be a single-story community college facility with approximately 18,730 square feet of floor area including an approximate 4,230 square foot Sheriff's Substation. Under this scenario the communications tower would remain in place and would not be upgraded.

6. PROJECT ALTERNATIVES
2. NO PROJECT ALTERNATIVE

1. INTRODUCTION

CEQA requires the alternatives analysis to include a No Project Alternative. The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project (State CEQA Guidelines Section 15126.6(e)(1)). Pursuant to State CEQA Guidelines Section 15126.6(e)(2):

> *The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.*

2. DESCRIPTION OF THE NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Proposed Project Site would remain in its current state. There would be no activities on-site as it pertains to the utilization of the existing infrastructure for college or institutional land uses. The Project Site is currently improved with the former Los Angeles County Sheriff's Substation, which includes approximately 23,882 square feet of gross floor area. The Sheriff's Substation was decommissioned in the early 1990s and remains largely unused and vacant. The No Project Alternative would not result in any physical changes to the existing Sheriff Station building and the Project Site would remain vacant into the foreseeable future. The Civic Center would remain in operation under the control and authority of the County of Los Angeles without any association with SMC.

3. ENVIRONMENTAL ANALYSIS

Following is an analysis of the anticipated environmental impacts associated with the No Project Alternative described above. Only those environmental issue areas analyzed in Section 4 of this Draft EIR for the proposed Santa Monica College Malibu Campus have been included in the analysis below.

Aesthetics/Views

The No Project Alternative would not involve any new construction or demolition associated with the Proposed Project. No improvements or physical modifications would occur and the Project Site would remain in its present form. Therefore, views on and around the Proposed Project would remain unchanged (see Figures 4.1.1 through 4.1.5 for existing views of the Project Site and its vicinity). Additionally, the No Project Alternative would maintain the existing sources of lighting and glare on the Project Site and in the surrounding area. Since the No Project Alternative includes no physical alternations to the current site, the No Project Alternative would have no impact when compared to the Proposed Project. However, it is worth noting that under the No Project Alternative, the Project Site would remain vacant and would not

be gentrified with new architecture and the associated hardscape and attractive landscaping features that would occur under the Proposed Project.

Air Quality

A significant impact would occur if a project would considerably increase the release of criteria pollutants for which the project region is in non-attainment; if a project would conflict with applicable air quality plans or violate any air quality standards; or if a project were to create objectionable odors affecting a substantial number of people. The No Project Alternative would not create any construction emissions, as demolition and construction activities would not occur, and on-site operations would remain the same. The ambient air quality would remain unchanged, with the exception of the cumulative air quality impacts created by other related projects in the study area. Hence, the No Project Alternative would have a reduced air quality impact when compared to the Proposed Project.

Cultural Resources

Chumash archaeological sites and resources are important and sensitive cultural resources in Malibu, particularly near Malibu Lagoon. The Project Site was initially surveyed for cultural resources by the South Central Coastal Information Center (SCCIC) 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 Project Site survey concluded that no evidence of either prehistoric or historic artifacts or features have been found on the Project Site.

Under the No Project Alternative, no new construction or physical modification associated with the Proposed Project would occur on the Project Site. As such, no potential exists for the accidental discovery of archeological, paleontological, or human remains caused by construction activities. Therefore, the No Project Alternative would have no impact to cultural resources. When compared to the Proposed Project, the No Project Alternative would have a reduced impact upon cultural resources.

Geology and Soils

A significant impact may occur if a project would place a new structure or building in an area that is susceptible to geological hazards or unstable soils. Under the No Project Alternative, the Project Site remains in its current condition and retains its current on-site operations. The No Project Alternative does not include the construction of any new structures or buildings. As such, the No Project Alternative would not result in any new sources or increased risk of loss, injury, or death involving strong seismic ground shaking, liquefaction, landslides, or ground failure on-site. The No Project Alternative would have no impact to geology and soils. When compared to the Proposed Project, the No Project Alternative would have a reduced impact upon potential geotechnical hazards.

Greenhouse Gas Emissions

A significant impact would occur if a project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or if a project, would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions. The No Project Alternative would not create any new sources of greenhouse gas emissions, since

demolition and Project construction would not occur and on-site operations would remain the same. The ambient greenhouse gas emissions would remain unchanged with the exception of the cumulative greenhouse gases generated by other related projects in the study area. Hence, the No Project Alternative would have reduced GHG emissions when compared to the Proposed Project.

Hazards and Hazardous Materials

A significant impact may occur if a project produces a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; if a project would upset and accidently release hazardous materials into the environment; if a project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or if a project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

The Project Site is listed on the Leaking Underground Storage Tank list for three former USTs. As discussed above, 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, which indicates that the investigation and/or remediation have been completed to their satisfaction. The LUST classification on the Project Site represents a historic recognized environmental condition (REC) in connection with the Project Site. No RECs currently exist on the Project Site. Additionally, there are two sites that are located within a one-mile radius of the Project Site that have documented spills or leaks of gasoline. These listings are not considered to represent RECs in relation to the Project Site. As concluded in the Phase II Report, no evidence was found to suggest that the Project Site's soil, soil vapor, or groundwater contamination is present at levels of concern.

The No Project Alternative does not include any construction or alterations to the Project Site and does not include any additional or new sources of hazardous materials that have not been previously in use. Therefore, the No Project Alternative will not produce any new hazardous emissions or handle hazardous materials. As such, no impact would occur. When compared to the Proposed Project, the No Project Alternative would have a reduced impact upon hazards and risk of upset.

Hydrology and Water Quality

A significant impact may occur if a project proposes a development project that would degrade local water quality, alter existing drainage patterns or stormwater discharge flows, or substantially deplete groundwater supply. The No Project Alternative does not include the construction, alteration, or expansion of existing structures on-site. As such, the Project will not substantially degrade local water quality, alter existing drainage patterns, or substantially deplete groundwater supply. Thus, no impact will occur. Under this scenario, the No Project Alternative would have a greater impact as compared to the Proposed Project, as development of the Proposed Project would necessitate a Stormwater Pollution Prevention Plan, which would improve the quality of surface water runoff as compared to current conditions. The beneficial impacts of installing permeable paving, additional landscape areas within the parking lot, and treating the first ¾-inch rainfall event would not be realized under this alternative.

A significant impact may occur if a project proposes a development project that would place housing

within a 100-year floodplain or in an area susceptible to flooding due to levee or dam failure or inundation by seiche, tsunami, or mudflow. The Project does not include the construction, alternation, or expansion of existing structures on-site. No new housing or habitable structures would be constructed as part of the No Project Alternative. Thus, the Project will not result in any housing being placed within a 100-year floodplain or in an area susceptible to flooding due to levee or dam failure or inundation by seiche, tsunami, or mudflow. The No Project Alternative would result in no new impacts associated with flooding and inundation.

Land Use and Planning

Under the No Project Alternative, the Project Site would experience no changes in land uses or changes to the condition of the Project Site. The Zoning designation of the Project Site is Institutional and the General Plan Land Use Designation is Institutional.

The Proposed Project is bounded by vacant land 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, Sheriff's Substation (vacant).

The Project Site encompasses 399,880 sf (9.18 acres) of Civic Center lot area and 128,500 sf (2.95 acres) of SMC (Santa Monica College) lease lot area. The Project Site currently houses the Sheriff's Substation (vacant), which includes 23,882 square feet of developed floor area. The No Project Alternative would result in no changes to the existing Civic Center Complex. 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. Under the No Project Alternative, the Project Site would maintain and continue the use of the existing emergency communication tower and parking stalls. No impact would occur since these structures and uses are currently in place and operational.

Since the No Project Alternative would result in no changes to the current land use and zoning designations or to the physical condition of the Project Site, the No Project Alternative would have no impact to land use and planning and no discretionary permits would be required.

Noise

Construction

The No Project Alternative would involve no new construction. As such, no construction noise and vibration is anticipated to occur under this alternative. Under the No Project Alternative, impacts with respect to construction noise or vibration would be reduced as compared to the Proposed Project.

Operation

The No Project Alternative would not introduce any new activities to the Project Site with the potential to create operational noise impacts, or sensitive receptors with the potential to be impacted by noise impacts. Under the No Project Alternative, no impact would occur with respect to operational noise. Impacts with respect to operational noise would be reduced when compared to the Proposed Project's less-than-significant impact.

Public Services

Fire Protection

A significant impact would occur if a project were to increase the number of on-site persons beyond the allowable capacity for the Project Site and for the buildings on-site, which may present a fire hazard. The No Project Alternative does not include the construction of any new structures or buildings on-site. There are no changes to on-site operations. Under the No Project Alternative, no impact would occur with respect to fire protection. When compared to the Proposed Project, the No Project Alternative would have a reduced impact.

Police Protection

A significant impact would occur if a project were to increase the number of on-site persons that may increase the demand of the local police services. The No Project Alternative does not include the construction of any new structures or buildings on-site. There are no changes to on-site operations. The No Project Alternative would not introduce any additional persons or operations to the Project Site. The No Project Alternative would not result in a new Community Sheriff Substation, a new Emergency Operations and Planning Center, nor a new communications tower. Under the No Project Alternative, a less-than-significant impact would occur with respect to police protection. When compared to the Proposed Project, the No Project Alternative would have an inferior less than significant impact.

Transportation and Circulation

Traffic

A significant impact may occur if project traffic volumes were to increase traffic levels beyond acceptable level of service thresholds as shown in Table 4.11.3, City of Malibu Signalized Intersection Impact Threshold Criteria, and Table 4.11.4, City of Malibu Unsignalized Intersection Impact Threshold Criteria. The No Project Alternative would not generate any new vehicle trips or change circulation patterns. Since the No Project Alternative involves the continued use of the Project Site and existing conditions, the No Project Alternative would not create new impacts to traffic or circulation. When compared to the Proposed Project, the No Project Alternative would have a reduced impact.

Parking

A significant impact may occur if a project does not supply sufficient parking spaces for on-site demand, or if the Project Site does not meet the required amount of parking spaces. Not including the Malibu Tow Yard or Waterworks Utility yard areas, which are fenced off and not available to the public, there are

approximately 254 existing parking spaces within the Malibu Civic Center, including 157 spaces in the front lot and 97 spaces in the rear lot. The Project Site houses a decommissioned Sheriff's Substation and the Los Angeles Superior Court building is currently vacant. Based on the existing on-site parking utilization survey contained in the Project Traffic Study (see Appendix J, Traffic, to this EIR), there are enough on-site parking spaces to accommodate the existing demand within the Civic Center. The No Project Alternative would not alter the on-site uses or the on-site parking. Therefore, the No Project Alternative would have no impact. When compared to the Proposed Project, the No Project Alternative would have a reduced impact.

Public Utilities

Sewer

A significant impact would occur if a project were to introduce new on-site uses or persons, which could substantially increase wastewater generation. Under the No Project Alternative, the existing baseline wastewater generation is minimal (since the Project Site is largely vacant). This wastewater generation would remain unchanged. Therefore, the No Project Alternative would have no impact. When compared to the Proposed Project, the No Project Alternative would not require the Project Site to tie into the City of Malibu Wastewater Treatment System and would thus have a reduced environmental impact upon wastewater treatment systems.

Water

A significant impact would occur if a project were to introduce new on-site uses or persons, which could substantially increase water consumption. Under the No Project Alternative, the existing baseline water demand is minimal (since the Project Site is largely vacant). The continuation of the existing on-site operations under the No Project Alternative would not generate any additional demands for wastewater facilities. Therefore, the No Project Alternative would have no impact. When compared to the Proposed Project, the No Project Alternative would have a reduced demand for water and thus a reduced environmental impact upon water resources.

Energy

A significant impact would occur if a project were to introduce new on-site uses or persons, which could substantially increase electricity and natural gas demand. Under the No Project Alternative, the Project Site is assumed to have minimal electricity and natural gas demands, since the Project Site is largely vacant. The continuation of the existing on-site operations under the No Project Alternative would not generate any additional electricity or natural gas demands. Therefore, the No Project Alternative would have no impact. When compared to the Proposed Project, the No Project Alternative would have a reduced impact.

6. PROJECT ALTERNATIVES
3. ZONING COMPLIANT ALTERNATIVE

1. INTRODUCTION

As stated previously in this Section, the purpose of an EIR is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided. (P.R.C. Section 21002.1(a)). As disclosed in Section 5.2 Significant Unavoidable Environmental Impacts, implementation of the Proposed Project would result in significant and unavoidable environmental impacts associated with construction related noise impacts. Any construction activity that involves demolition of the existing building and the construction of a new community college facility would result in the same construction noise impacts due to the Proposed Project's location. Therefore, the focus of this analysis was aimed at reducing or minimizing the discretionary requests that involve variances from the City of Malibu Zoning Code, as the Project would require the City of Malibu to act upon the requested variances and make the requisite variance findings. While the variances would not result in any significant environmental impacts, the specific variances requested are a matter of concern for purposes of evaluating the Proposed Project's consistency with local land use policies and the California Coastal Act. Thus, for purposes of this EIR, the evaluation of a zoning compliant alternative would afford the decision makers the necessary information to make an informed decision with respect to the circumstances of not approving the requested variances.

2. DESCRIPTION OF THE ZONING COMPLIANT ALTERNATIVE

For purposes of this alternatives analysis, the Zoning Compliant Alternative would consist of a similar project as proposed, but would include the construction of a new community college and Sheriff's Substation building that conforms to the Malibu Municipal Code, the General Plan, and the Development Standards for the Institutional Zone as set forth in the Local Coastal Program – Local Implementation Plan (LCP-LIP). Due to the relatively high groundwater table in the Civic Center area, it is infeasible to develop a two-story structure within the code-required height limit by extending the Project below grade level. The height of the proposed structure would be reduced to a single-story with a height of 28-feet above grade. Standard classroom size guidelines call for recommended ceiling heights between 12 feet (floor to ceiling) for a typical classroom and 15 feet (floor to ceiling) for lecture halls. The depth and slope of lecture rooms have a direct and critical impact on the required floor to ceiling height of rooms. Additional clear space is also needed above the ceiling, away from mechanical and utility systems to permit installation of screens and structural supports for projection equipment installation. Thus, it would not be possible to develop a two-story facility that is in conformance with the recommended floor-to-ceiling standards for the proposed lecture rooms and under the 28-foot height limit.

Developing the structure within the existing building footprint but without the second story would result in a building that is approximately 18,730 square feet in size. This is roughly three-quarter of the amount of floor area that is proposed under the Proposed Project. The Project would be redesigned to accommodate a Sheriff's Substation that is roughly ¾ the size of what is currently proposed, resulting in a Sheriff's Substation with approximately 4,230 square feet of floor area. The remaining 14,500 square feet

of floor area would be developed with classrooms, lecture halls, science labs and other functional spaces for the college's programs.

The amount of required on-site parking spaces would also be reduced in conformance with the City's parking requirements based on the City of Malibu's standard stall dimensions. Based on the reduction in the Proposed Project's classroom size, this alternative would be capable of supporting approximately 158 FTE students. The parking requirement for this alternative would be 134 spaces for the college uses and 10 spaces for the Sheriff's department for a total of 144 parking spaces.

The communications tower would remain in place and would not be upgraded. The existing communication tower would be able to remain unchanged at its current non-conforming height under the existing provisions of the Malibu Municipal Code. However, if the tower is relocated and/or replaced with a modern structure, the existing allowable height for antennas and satellite equipment would limit the new structure to 28 feet above grade, which would render the communication devices useless for transmitting emergency signals to other satellite and radio antennas in LA County. An antenna height of 28 feet above grade would make it technically impossible to provide for adequate and effective radio and cellular communication between towers. As such the only alternative would be to leave the existing communications tower in place.

3. ENVIRONMENTAL ANALYSIS

Following is an analysis of the anticipated environmental impacts associated with the Zoning Compliant Alternative described above. Only those environmental issue areas analyzed in Section 4.0 of this Draft EIR for the proposed Santa Monica College Malibu Campus have been included in the analyses below.

Aesthetics/Views

The Zoning Compliant Alternative would result in the redevelopment of the Project Site, which would alter the existing aesthetic character of the Civic Center complex. The structure that would be developed under this alternative would be a maximum of 28 feet in height, which is seven feet-ten inches shorter than the Proposed Project. The Proposed Project's aesthetic impacts were found to be less than significant as the Proposed Project would not block any scenic views of the ocean from the residences on the hillside to the north. Because this project would be shorter and smaller in scale and massing, the Zoning Compliant Alternative would also result in a less than significant aesthetic impact. Impacts would be less than significant and similar to the Proposed Project.

Air Quality

A significant impact would occur if a project would considerably increase the release of criteria pollutants for which the project region is in non-attainment; if a project would conflict with applicable air quality plans or violate any air quality standards; or if a project were to create objectionable odors affecting a substantial number of people. The Zoning Compliant Alternative would result in the same level of demolition and site clearing emissions as the Proposed Project, as both the Project and the alternative would require the demolition of the existing Sheriff's Station. The Zoning Compliant Alternative's operational emissions would be reduced by approximately 25 percent, as the Project would be capable of supporting roughly 75% of the Proposed Project's FTE. Impacts to air quality would be similar to the

Project and less than significant during construction and further reduced from the Project's air quality impacts during operation. Overall, the Zoning Compliant Alternative would have reduced air quality impact when compared to the Proposed Project.

Cultural Resources

Under the Zoning Compliant Alternative, the same level of grading and earthwork would be required to redevelop the Project Site. As such, the potential for the accidental discovery of archeological, paleontological, or human remains caused by construction activities would be the same under this Alternative. Therefore, the Zoning Compliant Alternative would have no beneficial impact with respect to avoiding or minimizing potential impacts to cultural resources. When compared to the Proposed Project, this Alternative would have a less than significant and reduced impact upon cultural resource.

Geology and Soils

A significant impact may occur if a project would place a new structure or building in an area that is susceptible to geological hazards or unstable soils. Under the Zoning Compliant Alternative, the Project Site would be developed with an approximate 18,730 square foot building. The Project Site would be susceptible to the same level of risk associated with strong seismic ground shaking, liquefaction, landslides, or ground failure on-site. As such, geologic impacts under this Alternative would be less than significant and slightly reduced as compared to the Proposed Project as the number of people attracted to the Project Site would be reduced and thus not exposed to any danger.

Greenhouse Gas Emissions

A significant impact would occur if a project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or if a project, would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions. The Zoning Compliant Alternative's GHG emissions are anticipated to be approximately three-quarters of the emissions reported for the Proposed Project as the amount of building construction and FTA enrollment would be reduced. Thus, the Zoning Compliant Alternative would have less than significant and reduced GHG emissions when compared to the Proposed Project.

Hazards and Hazardous Materials

A significant impact may occur if a project produces a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; if a project would upset and accidently release hazardous materials into the environment; if a project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or if a project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

The Zoning Compliant Alternative would not include any additional or new sources of hazardous materials that have not been previously in use on the Project Site. Therefore, this Alternative will not

produce any new hazardous emissions or handle hazardous materials and impacts would be less than significant and the same as the Project.

Hydrology and Water Quality

A significant impact may occur if a project would degrade local water quality, alter existing drainage patterns or stormwater discharge flows, or substantially deplete groundwater supply. The Zoning Compliant Alternative would include the same general construction of an existing structure on-site, as the proposed building footprint would be approximately the same size and placed in the approximate location. As such, the Project's water quality impacts would be the same as analyzed under the Project and will not substantially degrade local water quality, alter existing drainage patterns, or substantially deplete groundwater supply. Thus, no impact will occur. Under this scenario, the Zoning Compliant Alternative would still require a Stormwater Pollution Prevention Plan, which would improve the quality of surface water runoff as compared to current conditions. The beneficial impacts of installing permeable paving, additional landscape areas within the parking lot, and treating the first ¾-inch rainfall event would be less than significant and the same under this alternative.

Land Use and Planning

Under the Zoning Compliant Alternative, by definition, no variances or deviations from the Malibu Municipal Code and/or Local Coastal Program would be required. The Project Site encompasses 128,500 square feet (2.95 acres) of SMC (Santa Monica College) lease lot area. The proposed FAR under this alternative would be reduced to 0.145 to 1. The Zoning Compliant Alternative would have no impact to land use and planning, and no variances to the LCP or Malibu Municipal Code would be required.

Noise

Construction

The Zoning Compliant Alternative would involve the same type of construction activities associated with the Proposed Project, however a shortened building timeline would be anticipated for a smaller structure. As such, the construction noise and vibration impacts that are anticipated to occur under the Project would also occur under this Alternative. Under the No Project Alternative, impacts with respect to construction noise or vibration would be significant and unavoidable and the same as compared to the Proposed Project.

Operation

The Zoning Compliant Alternative would introduce the same college and Sheriff's Department activities to the Project Site with the potential to create operational noise impacts, or sensitive receptors with the potential to be impacted by noise impacts. Impacts with respect to operational noise would be reduced when compared to the Proposed Project's less-than-significant impact, as the on-site population and associated vehicles would be reduced by approximately 25 percent.

Public Services

Fire Protection

A significant impact would occur if a project were to increase the number of on-site persons beyond the allowable capacity for the Project Site and for the buildings on-site, which may present a fire hazard. The Zoning Compliant Alternative would include the same construction activities on-site. On-site operations would be substantially similar to the Project except that the Project Site would include less buildable floor area and the Project Site would accommodate a reduced on-site population. Under this Alternative, a less-than-significant impact would occur with respect to fire protection. When compared to the Proposed Project, this Alternative would have a reduced impact.

Police Protection

A significant impact would occur if a project were to increase the number of on-site persons that may increase the demand of the local police services. The Zoning Compliant Alternative would include the same construction activities on-site. On-site operations would be substantially similar to the Project except that the Project Site would include less buildable floor area and the Project Site would accommodate a reduced on-site population. Under this Alternative, a less-than-significant impact would occur with respect to police protection. Similar to the Project, this alternative would involve the construction and operation of a Sheriff's Station which would increase the police presence in the area and provide added resources for the Los Angeles County Sheriff's Department. When compared to the Proposed Project, this Alternative would have the same level of impacts upon police services.

Transportation and Circulation

Traffic

A significant impact may occur if project traffic volumes were to increase traffic levels beyond acceptable level of service thresholds. The Zoning Compliant Alternative would generate 25% fewer vehicle trips as compared to the Project and would not create new impacts to traffic or circulation. When compared to the Proposed Project, the Zoning Compliant Alternative would have a reduced traffic impact, and traffic impacts would be less than significant.

Parking

A significant impact may occur if a project does not supply sufficient parking spaces for on-site demand, or if the Project Site does not meet the required amount of parking spaces. The parking requirement for this alternative would be 134 spaces for the college uses and 10 spaces for the Sheriff's department for a total of 144 parking spaces. It is anticipated that all 144 spaces would be accommodated on site with the standard stall dimensions specified in the Malibu Municipal Code. No variance would be required and no new impacts would result. This Alternative's parking impacts would be less than significant and reduced as compared to the Project.

Public Utilities

Sewer

A significant impact would occur if a project were to introduce new on-site uses or persons, which could substantially increase wastewater generation. Under the Zoning Compliant Alternative, the proposed structure would be contingent upon connecting the City's Civic Center Wastewater Treatment Facility. The anticipated wastewater generation would be approximately 7,310 gpd less than the Project, which would be accommodated by the City's planned infrastructure. Therefore, the Zoning Compliant Alternative would have a less than significant impact upon wastewater services and reduced as compared to the Proposed Project.

Water

A significant impact would occur if a project were to introduce new on-site uses or persons, which could substantially increase water consumption. Under the Zoning Compliant Alternative, the anticipated water use would be approximately 7,610 or approximately 75% of the Proposed Project's water demand. Therefore, this Alternative would have a less than significant impact and impacts upon water resources would be reduced as compared to the Proposed Project.

Energy

A significant impact would occur if a project were to introduce new on-site uses or persons, which could substantially increase electricity and natural gas demand. Under this Alternative, the proposed land uses would generate a demand for approximately 225,545 kWh/year of electricity and approximately 52,717 cf/month of natural gas, representing an approximate reduction of 25 percent as compared to the Proposed Project. Energy impacts would be less than significant and reduced as compared to the Proposed Project.

6. PROJECT ALTERNATIVES
4. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. As summarized in Table 6-1, Proposed Project and Project Alternatives Impact Comparison, the environmentally superior alternative would be the No Project Alterative. The No Project Alternative would avoid all of the significant and unavoidable impacts associated with the Proposed Project. The No Project Alternative would, however, achieve none of the Project Objectives.

When the No Project Alternative is shown to be environmentally superior over the Proposed Project, CEQA requires that another alternative shall be identified as the Environmentally Superior Project Alternative. For purposes of this analysis, the Zoning Compliant Alternative is selected as the environmentally superior alternative. This Alternative was selected as the environmentally superior alternative because of its ability to reduce the Proposed Project's construction and operational impacts in nearly all impact areas. However, the significant and unavoidable impacts identified for construction related noise would still remain significant and unavoidable under this alternative.

Table 6-1
Project and Project Alternatives Environmental Impact Comparison

Impact Area	Proposed Project	No Project Alternative	Zoning Compliant Alternative
Aesthetics			
Visual Character	LTS	LTS (Increased)	LTS (Equal)
Scenic Views	LTS	NI (Reduced)	LTS (Reduced)
Light/Glare	LTS	LTS (Reduced)	LTS (Equal)
Air Quality			
Construction	LTS	NI (Reduced)	LTS (Similar)
Operation	LTS	NI (Reduced)	SU (Reduced)
Cultural Resources	LTS	LTS (Reduced)	LTS (Reduced)
Geology and Soils			
Construction	LTS	NI (Reduced)	LTS (Similar)
Operation	LTS	NI (Reduced)	LTS (Reduced)
Hazardous Materials			
Construction	LTS	NI (Reduced)	LTS (Same)
Operation	LTS	NI (Reduced)	LTS (Same)
Hydro/Water Quality			
Construction	LTS	NI (Reduced)	LTS (Same)
Operation	LTS	NI (Increased)	LTS (Same)
Land Use and Zoning			
Zoning	LTS	NI (Reduced)	LTS (Reduced)
Noise			
Construction Noise/Vibration	SU	NI (Reduced)	SU (Same)
Operation	LTS	NI (Reduced)	LTS (Reduced)
Greenhouse Gas Emissions	LTS	NI (Reduced)	LTS (Reduced)
Public Utilities			
Water	LTS	NI (Reduced)	LTS (Reduced)
Wastewater	LTS	NI (Reduced)	LTS (Reduced)
Energy	LTS	NI (Reduced)	LTS (Reduced)
Public Services			
Police	LTS	NI (Inferior)	LTS (Similar)
Fire	LTS	NI (Reduced)	LTS (Reduced)
Traffic and Parking			
Traffic	LTS	NI (Reduced)	LTS (Reduced)
Parking	LTS	NI (Reduced)	LTS (Reduced)

Notes:
All impact statements are based on the level of impact after mitigation.
NI: No Impact.
LTS: Less-Than-Significant Impact.
SU: Significant-Unavoidable Impact.

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8.0 REFERENCES AND ACRONYMS

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LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ACM	Asbestos Containing Material
ADT	Average Daily Traffic
ARB	California Air Resources Board
ASF	assignable square feet
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAT	Climate Action Team
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDMG	(See CGS)
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, & Liability Act
cf	cubic feet
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide equivalencies
COHb	Carboxyhemoglobin
Cortese	CalEPA's Cortese List Data Resources (lists of hazardous waste substance sites)
CTR	California Toxics Rule
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel scale
D/C	Demand/Capacity ratio
DHS	California Department of Health Services
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
du	dwelling unit
EB	Eastbound
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EQ	Indoor Environmental Quality

ESL	English as a Second Language
ETC	Employee Transportation Coordinator
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLS	Fire and Life Safety review
ft	feet
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GSF	gross square feet of floor area
GWP	global warming potential
HCM	Highway Capacity Manual
HFC	hydrofluorocarbon
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation, and Air Conditioning
IBC	International Building Code
ICU	Intersection Capacity Utilization method of traffic analysis
ID	Innovation and Design Process
IPCC	Intergovernmental Panel on Climate Change
IT	Internet/Technology
ITE	Institute of Transportation Engineers
kWh	Kilowatt Hours
L_{dn}	day-night average noise level
L_{eq}	equivalent energy noise level
LBP	Lead-based Paint
lbs	pounds
LEED $_{TM}$	Leadership in Energy and Environmental Design
LEED-NC	Leadership in Energy and Environmental Design – New Construction & Major Renovations
LMSD	Light Manufacturing and Studio District zoning classification
LOS	Level of Service
LSTs	Localized Significance Thresholds
LTS	Less Than Significant
LTS(M)	Less Than Significant After Mitigation
LUFT	Leaking Underground Fuel Tank
LUST	Leaking Underground Storage Tank
M	Magnitude
MEP	Maximum Extent Practical
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	million gallons per day
mph	miles per hour
MR	Materials and Resources
MS4	Municipal Separate Storm Sewer System
MW	megawatt
mya	million years ago
NAAQS	National Ambient Air Quality Standards
NESHAP	National Emission Standards for Hazardous Air Pollutants
NI	No Impact
N_2O	Nitrous oxide

NO_x	Nitrogen Oxides
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCE	tetrachloroethene
PFC	perfluorocarbon
PL	Public Lands Overlay District
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PUC	Public Utilities Commission
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Federal Resource Conservation and Recovery Act
ROG	Reactive Organic Gas
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation, and Cleanups sites
SMC	Santa Monica College
SMCCD	Santa Monica Community College District
SMCPD	Santa Monica College Police Department
SO_2	Sulfur dioxide
SO_4	Sulfates
SO_x	Sulfur Oxides
SONGS	San Onofre Nuclear Generating Station
SOON	Surplus Off-Road Opt-in for NO_x program
SRA	Source Receptor Area
SS	Sustainable Site
SU	Significant and Unavoidable
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	trichloroethene
TDM	Transportation Demand Management
TIA	Traffic Impact Assessment
TMA	Transportation Demand Management Association
TMDL	Total Maximum Daily Load
TRU	transportation refrigeration unit
TWP	Transit Welcome Package
ULSD	Ultra Low Sulfur Diesel
URBEMIS	Computer model for estimating pollutant emissions
U.S. EPA	United States Environmental Protection Agency
USEPA	United States Environmental Protection Agency
USGBC	United States Green Building Council
USGS	United States Geologic Survey
UST	Underground Storage Tank
V/C	Volume-to-Capacity
VdB	Vibration Decibels
WB	Westbound
WE	Water Efficiency
$\mu g/m^3$	Micrograms per cubic meter