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	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.		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.