Date: February 12, 2007

To: Board of Trustees of the Santa Monica Community College District

From: Dr. Chui L. Tsang, Superintendent/President

Subject: Resolutions Certifying Final Environmental Impact Report for the Bundy Campus Master Plan and Making CEQA Findings Necessary to Approve the Bundy Campus Master Plan, Adopting A Statement of Overriding Considerations, Adopting a Mitigation Monitoring Plan, and Approving the Bundy Campus Master Plan

1. Summary

This report recommends that the Board of Trustees adopt two resolutions: (1) a resolution certifying the Final Environmental Impact Report (FEIR) for the Santa Monica College Bundy Campus Master Plan; and (2) a resolution making California Environmental Quality Act (CEQA) findings necessary to approve the Bundy Campus Master Plan, adopting a Statement of Overriding Considerations, adopting a Mitigation Monitoring Plan, and approving the Bundy Campus Master Plan.

The Bundy Campus Master Plan documents the College's long-range plan for creating a unique satellite campus. Goals include providing students with an educationally challenging and supportive environment, developing a campus that is respectful of neighboring communities, incorporating sustainable design and operational elements, supporting the SMC educational and facilities master plans, and improving program and operational self-sufficiency.

The Bundy Campus Master Plan celebrates the successes of current educational programs at SMC's newest satellite site. The focus of the Plan is student success and site self-sufficiency. The Plan would provide facilities needed to augment programs of basic skills English and math needed to support students in career technical and professional programs offered at the site. The Plan would provide facilities for a more complete general education offering in order to augment the course selection available to students taking career technical programs at the site. The Plan would provide facilities for specialized schedules and programs for area high school students taking college-level courses at the site. The Plan would provide facilities for new career and professional programs and support services as identified by College planners.

The Bundy Campus Master Plan also resolves capacity and circulation issues. The Plan reflects agreements achieved during the first two years of operation. The focus is site self-sufficiency.

The environmental analysis required to approve the Bundy Campus Master Plan is provided in the Final EIR document, which evaluates the proposed project and alternatives.

2. Introduction

The Bundy Campus, a 10.4-acre satellite campus of Santa Monica College, opened in July 2005 with 16 classrooms. The proposed Bundy Campus Master Plan is a comprehensive land use plan that encompasses the existing educational program goals for the campus, identifies potential program improvements, identifies potential future uses, articulates planning principles to guide

the physical development process, and establishes the building space required to achieve these goals. The Bundy Campus Master Plan will become part of the overall SMC Facilities Master Plan, adopted in 1998.

The educational planning for the Bundy Campus satellite campus was developed by a College steering committee in Spring 2005 comprised of faculty leadership, departmental representatives, and College staff. Master planning activities also included two visioning sessions to collect community input and additional meetings with community representatives.

The Bundy Campus Master Plan was reviewed by the Board of Trustees in July 2005 and retains all of the elements dating from that review. In addition, the proposed plan includes a new northeast driveway requested by the Los Angeles Department of Transportation (LADOT) to provide for a protected turn phase traffic signal on Bundy Drive into the campus.

Before approving the Bundy Campus Master Plan project, the California Environmental Quality Act (CEQA) requires the Board of Trustees acting as the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR). In July 2005, the Board directed staff to prepare an environmental analysis of the Bundy Campus Master Plan. A public Notice of Preparation of the Bundy Campus Master Plan Draft EIR was published in September 2005; a scoping meeting to solicit public comments with regard to potential environmental impacts that may occur as a result of the proposed project was held in October 2005; a Draft EIR was published in September 2006; a community meeting to solicit comments from individuals, organizations, and public agencies regarding the adequacy and completeness of the Draft EIR was held in November 2006; and the Final EIR, which is before the Board this evening, was published January 26, 2007.

3. Background

3.1. Prior To Opening

The Bundy Campus site is known historically as the George Tract. It was purchased in 1935 by the City of Santa Monica as part of a land swap that assisted Douglas Aircraft in expanding its manufacturing operation at the Santa Monica Airport and was added to the City's golf course. After a stint as a camouflage airfield during World War II and later as a real airfield, it was sold by the City of Santa Monica to William Lear in 1952 in order to stimulate aviation activity along the newly constructed Airport Avenue. In December 2001, SMC purchased the campus site from BAE Systems, a successor entity to Lear Siegler Astronics. BAE Systems vacated the site in February 2003.

SMC completed various property improvements in 2003, including adding an internal roadway to link the lower and upper portions of the site and constructing a landscaped 10-foot high soundwall along the southeast and southwest edges of the campus.

In March 2004, the Board of Trustees adopted an Initial Study/Mitigated Negative Declaration (IS/MND) and approved the renovation of the existing four-story West Building (approximately 64,000 square feet), the removal of two single-story low rise manufacturing buildings attached to the four-story building (of approximately 10,000 and 90,000 square feet, respectively), and other property improvements, including the removal of overhead high voltage lines and the addition of a bio-swale system to capture surface runoff stormwater.

The Bundy Campus has subsequently been converted to and is currently operating as a satellite campus offering day and evening community college courses. Educational programs offered at the site include general education, health sciences (registered nurse programs), education (early childhood development, professional development, and family literacy), continuing education (professional certification, workforce development, non-credit basic skills, and non-credit ESL), specialized schedules for high school students, and community services. The site opened July 2005 with 16 classrooms and 609 parking spaces.

A second building on the site remains vacant. The two-story East Building (approximately 33,055 square feet) does not meet code requirements and the existing column structure within the building does not support the typical configuration required for 30-seat classrooms.

3.2. SMC Shuttle Relocation

In 1988, in cooperation with the City of Santa Monica, SMC initiated a park-and-ride shuttle system for staff and students in order to immediately improve parking and traffic conditions in residential neighborhoods around SMC's main campus. The system operated with several shuttle sites, including one at the Santa Monica Airport. The shuttle was discontinued in 1991 with the completion of two parking structures on the main campus.

In 1994, the shuttle was reestablished at the Santa Monica Airport due to the loss of main campus parking following the Northridge earthquake. Santa Monica College had been especially hard hit. The main campus has 19 major structures. Of these, six have needed replacement or complete renovation and four others have required extensive repairs.

At the time of the earthquake, the main campus was fully built out. Undertaking repairs has required lengthy processes due to the lack of availability of interim space on campus. SMC has replaced 567 of the 920 parking spaces lost to the effects of the earthquake and will finish the last of the major replacement buildings in Summer 2007. A study is currently underway on how to permanently replace the other 353 spaces.

In 1998, the City of Santa Monica expanded preferential parking around the main campus from the 40-block area approved in 1988 to a 90-block area. In approving the expansion of the area, the City acknowledged that the College's shuttle system would assist to mitigate spill-over parking into adjacent neighborhoods.

At about the same time, the City of Santa Monica embarked on a plan to construct a park at the Santa Monica Airport that would displace various uses, including use as a College shuttle site. Initially, plans for the park included the retention of shuttle parking. Subsequent plans did not. In 2002, the City of Santa Monica identified the Bundy Campus site, now owned by the College, as a solution to the traffic and parking impacts caused by the displacement of the College shuttle site and on that basis the City Council approved the Airport Park project.

In 2004, with the renovation of the four-story West Building underway, the City of Santa Monica expressed concern about the capacity of the site to accommodate planned uses by the College and also expressed concern about the continued use of existing entrances and exits. A series of interim access arrangements were entered into that have allowed the operation of the Bundy Campus. These interim arrangements are described more fully in the following section of this report.

In Fall 2005, the shuttle site at the Santa Monica Airport was closed due to the start of construction of a public park and the SMC park and ride shuttle system was moved to an interim location, at the Santa Monica Beach. SMC has committed to securing a permanent location for use as a shuttle site. In January 2007, SMC completed the purchase of a site for that purpose.

3.3. Access and Circulation

The Bundy Campus site has had roadway connections to the Santa Monica Airport since World War II. In 1952, a roadway connection to Stewart Avenue was installed as a requirement by the City of Los Angeles in connection with the sale of the property to William Lear. In 1961, a driveway providing access to a small visitors' parking lot on the Bundy Drive side of the East Building was established. From time to time, roadways connecting the site to the Santa Monica Airport and to Airport Avenue were adjusted.

In 2003, Santa Monica College constructed an internal roadway that connects the upper level to the lower level and also connects to the Bundy Drive driveway. In 2005, prior to the opening of the Bundy Campus, SMC restricted access to Stewart Avenue to emergency vehicles and landscape maintenance vehicles only.

In 2005, the City of Santa Monica closed the roadways connecting the Bundy Campus site to Airport Avenue. Though the College disagrees with the City's actions in this regard, the College has worked cooperatively with the City of Santa Monica to identify and implement potential circulation solutions.[1]

The City of Santa Monica has requested certain circulation modifications, including the installation of a half-signal traffic light on Bundy Drive leading into the site, which require City of Los Angeles approval. The College has worked vigorously to accomplish these modifications, and has been successful in gaining preliminary approval from City of Los Angeles Councilmember Bill Rosendahl's office and in gaining warrant analysis approval from the Los Angeles Department of Transportation (LADOT) for these modifications. Additionally, the College has committed to constructing a new driveway connection to Bundy Drive on the north side of the site as requested by LADOT in order to resolve a center lane conflict with southbound traffic turning east onto Stanwood Drive.

A three-way agreement involving the City of Los Angeles, the City of Santa Monica, and Santa Monica College is under review by the agencies. Under the proposed agreement, the City of Los Angeles permits the installation of the half-signal; the City of Santa Monica provides access to Airport Avenue as regulated by a license agreement between Santa Monica College and the City

[1] As a point of information, the Bundy Campus site has operated under four different circulation scenarios since opening: (1) pedestrian access only from Airport Avenue with parking available on the Shuttle lot on the north side of Airport Avenue (Summer 2005) and vehicle access from Bundy Drive limited to staff only; (2) pedestrian access only from Airport Avenue with parking available on the *former* Shuttle lot on the north side of Airport Avenue (Fall 2005 from August 31 through November 10) and vehicle access to and from Bundy Drive limited to staff only; (3) pedestrian access from Airport Avenue with limited parking availabilities on Airport parking lots (Fall 2005 from November 11 through December 18) and with vehicle access to and from Bundy Drive available to staff and students; and (4) pedestrian access from Airport Avenue, vehicle entry from Bundy Drive, and vehicle exit to both Bundy Drive and Airport Avenue (Winter 2006 to the present).

of Santa Monica; and Santa Monica College permanently restricts access to Stewart Avenue, commits to operate the Bundy Campus at all times within the limits of on-campus parking, and commits to operate the intercampus shuttle with vehicles using natural gas or other alternative fuels beginning in Fall 2008.

3.4. Educational Planning

The U.S. Census Bureau reports that taking some college courses results in a 57 percent gain in income for those who have not completed high school and a 21 percent gain in income for those who graduate from high school. Unfortunately, 29 percent of students in California do not graduate from high school.

Nearly three-fourths of California's public college undergraduates enroll in community colleges, making community college the most important link in the chain of upward mobility and economic health in California.

Yet more than one-half of all incoming community college students need basic skills English and math programs.

Higher levels of education are already required to find a job in the marketplace. In today's economy, the math skills necessary to enter the trades as a carpenter are higher than those needed to be a bank teller. These math skills also are two levels higher than the math competency standards of the current high school exit exam, for example.

Programs formerly called vocational education are now referred to as career technical education. California's Department of Education defines these programs as "programs of study that involve a multi-year sequence of courses that integrate core academic knowledge with technical and occupational knowledge to provide students with a pathway to postsecondary education and careers."

The adoption of more rigorous academic standards for all students combined with increases in the skill level needed for most jobs mean that programs focused primarily on technical skills need to increasingly include more academic content.

Additionally, a number of career technical programs are placing increasing value on achieving a bachelor's degree, including in particular Early Childhood Education and Nursing, requiring the need to include general education courses in lower division career technical programs.

The educational programs currently offered at the Bundy Campus include professional and career technical education, general education, basic skills, continuing education, specialized schedules for high school students, and community services:

- Professional and Career Technical Education – Students can take programs in Early Childhood Education, Education and Teacher Academy, and Nursing and Health Sciences at the Bundy Campus.

- General Education – Students can meet all IGETC area requirements other than Science at the Bundy Campus. IGETC is a general education program that provides community

college students the ability to fulfill all lower division general education requirements prior to transfer to UC or CSU.

- Basic Skills – Students can take developmental courses in English and basic math at the Bundy Campus.

- Continuing Education – Students can gain Professional Certification or take non-credit ESL at the Bundy Campus. Students can also gain from Workforce Development programs at the site.

- Community Education – Students can benefit from short-term not-for-credit courses for personal interest and self-development.

- Specialized Schedules for High School Students – A special program for high school students is offered during the summer at the Bundy Campus site that coordinates with high school schedules.

Educational planning for the Bundy Campus has identified the need to augment and support basic skills English and math programs for students embarking on career technical and professional programs, such as Nursing and Early Childhood Development and proposed new programs. The Master Plan provides for a more complete offering than currently possible.

Educational planning for the Bundy Campus has identified the need to offer a more complete liberal arts course selection than currently possible in order to be available to students taking career technical programs at the site. An increased course offering will improve site self-sufficiency (students can complete their program largely at the Bundy Campus) and will generate adequate student enrollments needed to meet minimum enrollment numbers in the sophomore year classes in the student's career major. Current offerings at the Bundy Campus provide courses in four of the five areas needed to meet IGETC (Intersegmental General Education Transfer Curriculum) requirements. However, the course selection is limited in three of the four areas offered.

Educational planning for the Bundy Campus requires a sufficient number of classrooms to provide for specialized schedules and programs for area high school students taking college-level courses at the site.

Educational planning for the Bundy Campus has identified the need for new classrooms and office space to accommodate new career and professional programs and support services identified by College planners in the Bundy Campus Master Plan. [2]

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[2] SMC's service area is primarily within a ten-mile radius. Annually, SMC serves about 7,300 students from Santa Monica and about 2,700 students from Mar Vista, for example. SMC is the primary higher education pathway for students from Santa Monica High School in the City of Santa Monica and Palisades High School, University High School, Venice High School, and Westchester High School, the four public high schools in Council District 11, in the City of Los Angeles. Santa Monica College offers Associate of Arts degrees and transfer programs in 64 majors and certificate programs in 29 fields.

When Santa Monica College was founded in 1929, the nearest other community college was Los Angeles City College on Vermont Avenue. As a result, many generations of families from throughout the Westside of Los Angeles and from neighboring areas have taken classes at SMC.

4. The Bundy Campus Master Plan

The proposed Bundy Campus Master Plan is a long-range planning document that establishes a legal framework to guide the future operation and development envisioned for the SMC Bundy Campus.

Buildout of the Master Plan calls for: (1) demolition of the existing two-story, 33,055 sf (square-foot) East Building with possible interim uses pending demolition; (2) construction of a two-story New Building of similar size (approximately 38,205 sf) to replace the East Building and to be located closer to the center of the campus and immediately east of the existing four-story West Building; (3) provision of a total of approximately 780 on-site parking spaces (550 surface parking spaces and 230 subterranean parking spaces); (4) access improvements including a new driveway to accommodate the LADOT new traffic signal at the northeast corner of the campus; (5) provision of a pedestrian parkway along Bundy Drive; (6) landscaping/open space elements; (7) continued use and improvements to the four-story West Building; and (8) other miscellaneous general site improvements.

The Proposed Site Plan for the Bundy Campus Master Plan, Final Phase is presented as Attachment A to this report. Many of the educational programs for the Bundy Campus are already provided in the recently renovated four-story West Building, as described above. The Master Plan includes space to provide additional support for these programs. Future programs that may move to the Bundy Campus under the Master Plan may include Cinema, Journalism, and TV Broadcasting. Fashion and Merchandising was also identified as a candidate program. Also, the Board of Trustees have identified the Bundy Master Campus as a potential future location for a Career Opportunity Center.

The Bundy Campus Master Plan incorporates planning for "Green Building" certification through the LEED rating system, which provides validation of environmental sustainability.

The Bundy Campus Master Plan addresses vehicular access for the Bundy Campus in the following manner:

The final master plan phase includes an entry only driveway at the northeast corner of the property off Bundy Drive. Circulation of northbound Bundy Drive traffic will continue to be controlled by a street signal and left turn lane. With the removal of the existing 2-story building, adequate width is available on the north side of this site to support a pedestrian sidewalk and a 28-foot wide drive, which includes a dedicated bicycle lane.

These students are able to benefit from the academic rigor and the large number of student services available at SMC. West Los Angeles College was founded in 1969 and is the only neighboring community college within ten miles of Santa Monica College. West Los Angeles College currently has a number of new facility projects completed, under construction, or in planning, and a number of program initiatives underway. Nonetheless, West Los Angeles College has not yet been able to achieve the depth and breadth of programs that are provided by Santa Monica College, and for this reason, Santa Monica College continues to be the preferred choice for many students. In 2005-06, SMC transferred 2,169 students to UC and CSU, compared to 255 from West Los Angeles College.

SMC's enrollment is comparable to that of other Los Angeles Metropolitan area community colleges. In Spring 2006, Pasadena City College reported an enrollment of 27,202 students; Santa Monica College reported an enrollment of 25,467 students; and El Camino College reported an enrollment of 22,373 students. These enrollment figures do not include K-12 students enrolled in "dual enrollment" programs taught at area high schools or students enrolled in SMC's Emeritus College.

The existing driveway on the south will be modified to accommodate a dedicated bicycle lane and single exit lane onto Bundy Drive at the southeast corner of the site.

The College intends to secure access from the site to Donald Douglas Loop South. Once access is secured, the two additional historical access points to Airport Avenue along the Bundy Campus' north edge would not be used on a regular basis.

The Stewart Street gate shall remained closed except in an emergency or when necessary to perform routine maintenance activities on the wall or parkway west of the wall.

Traffic restrictions, such as turning restrictions into or out of the Bundy Campus, shall be determined by the College in conjunction with the City of Santa Monica and/or the City of Los Angeles.

Under the Master Plan, about 171 additional parking spaces would be provided, for a total of approximately 780 spaces at buildout (550 spaces surface and 230 spaces underground). SMC programs will be scheduled to insure that adequate on-site parking will be provided at all times. Parking will be free of charge, to prevent spillover parking to nearby residential streets or to Airport parking lots, where parking is also free.

Pedestrian improvements under the Master Plan include the installation of a meandering landscaped walkway along the Bundy Drive frontage. This walkway would include an accessible lift to facilitate the descent from the public transit stop on Bundy Drive to the Bundy Campus. The Bundy Campus will provide dedicated bike lanes at each ingress and egress driveway within the Bundy Campus.

Under the Master Plan, the Bundy Campus continues to implement SMC enrollment management policy that, among other purposes, is designed to reduce vehicle trips to the SMC main campus. The Bundy Campus houses a number of self-contained programs on the site, and under the Master Plan, these programs and other self-contained new programs are strengthened. Also under the Master Plan, SMC will coordinate with the City of Santa Monica Big Blue Bus and the Los Angeles County Metropolitan Transit Authority to potentially expand bus service to the Bundy Campus.

The Master Plan provides approximately 50 new trees throughout the Bundy Campus, and a 60-foot wide greenspace area along the eastern boundary of the Bundy Campus. The Master Plan proposes a new pedestrian-friendly green space in between the existing West Building and the Proposed New Building. The proposed 38,205 square-foot New Building is based on program analysis and new accessibility and modernization standards. The Master Plan also provides guidelines for utilities and infrastructure at the Bundy Campus.

SMC's goals, land use, and planning objectives for the Bundy Campus are identified in the Master Plan.

Goals include providing students with an educationally challenging and supportive environment, developing a campus that is respectful of neighboring communities, incorporating sustainable design and operational elements, supporting the SMC educational and facilities master plans, and

improving program and operational self-sufficiency. The land use and planning objectives are enumerated below in Section 8 of this report.

5. Overview of CEQA and the Public Review Process

5.1. Overview

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 Bundy Campus Master Plan requires discretionary approval from the Santa Monica College Board of Trustees and, therefore, is subject to the environmental review requirements established under CEQA. For purposes of complying with CEQA, Santa Monica College (SMC) is identified as the Lead Agency for the proposed project. The Final Environmental Impact Report (FEIR) 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).

Santa Monica College has not yet adopted thresholds of significance for assessing whether potential environmental impacts are significant for purposes of CEQA. Consequently, this EIR uses the City of Los Angeles' thresholds of significance for impacts in that City where the City of Los Angeles either by resolution or practice uses an identifiable threshold of significance; and uses the City of Santa Monica thresholds of significance for impacts in that City where the City of Santa Monica either by resolution or practice uses an identifiable threshold of significance.

5.2. Scope and Content

Upon initial review, SMC made the determination that an EIR was required. On September 26, 2005, SMC issued a Notice of Preparation (NOP) to responsible agencies and interested individuals. Based on a preliminary assessment of the NOP, SMC determined that the following environmental issue areas should be discussed within the scope of the EIR: Air Quality, Aesthetics (Views, Light, and Glare), Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services (Police and Fire Services), Public Utilities (Water, Sewer, Energy), Transportation and Traffic, Neighborhood Effects, and Cumulative Effects.

5.3. Draft Environmental Impact Report

On September 29, 2006, the College made available for public review the Draft Environmental Impact Report (DEIR), which provided an analysis for each of the environmental issue areas identified above. This analysis includes a description of the environmental setting, defines the methodologies and significance thresholds, identifies significant environmental impacts that may occur, provides recommended mitigation measures, and provides a cumulative impact analysis of the project when combined with other known projects recently proposed within the surrounding area.

Additionally, the DEIR includes an analysis of project alternatives, including (1) three No Project

Alternatives, (2) Renovated East Building Alternative, (3) Access Alternatives, and (4) Environmentally Superior Alternative.

The DEIR was circulated for 45 days, with written comments due by November 13, 2006. The District received 44 written comments. Additionally, a publicly noticed community meeting was held during the review period, and oral comments from that meeting were incorporated as comments to the DEIR.

5.4 Final Environmental Impact Report

The Final Environmental Impact Report (FEIR) has been prepared and released on January 26, 2007. The FEIR includes the DEIR and additions and corrections; comments and recommendations received on the DEIR; a list of persons, organizations, and public agencies commenting on the DEIR; and the responses of the Lead Agency to significant environmental points raised in the review and consultation process.

A public hearing for the purpose of certifying the Final EIR has been set for the February 12, 2007, Board of Trustees regularly scheduled meeting. Notice of the public hearing was mailed to persons commenting on the DEIR and other interested persons. In addition, the FEIR was mailed to each public agency that submitted comments on the DEIR. The FEIR and this Staff Report were also made available on the College's website.

6. Summary of FEIR

The Final Environmental Impact Report analysis is broad in scope and rigorous in methodology. New traffic counts and a listing of all other past, present, and reasonably foreseeable future building projects in the City of Los Angeles and the City of Santa Monica ("related projects") are used for the study. Additionally, the study uses City of Los Angeles definitions, criteria, and standards of significance for analysis of potential impacts in that City and City of Santa Monica definitions, criteria, and standards of significance for analysis of potential impacts in that City.

6.1. No Impacts or Impacts Less Than Significant After Mitigation

The Bundy Campus Master Plan will have less than significant impacts on biological resources; cultural resources; geology and soils; aesthetics (post-project views and visual character); air quality (during construction and operation); hazards and hazardous materials (hazardous materials use, airport hazards, and emergency response); land use and planning; construction-related groundborne vibration; noise from traffic, parking, operational, and airport; public utilities (wastewater, water and energy); public services (police services and fire protection); and parking.

The Bundy Campus Master Plan will have impacts less than significant after mitigation in five areas. The FEIR provides the detailed set of mitigations for each of the these areas: aesthetics (with respect to night-time lighting and glare); hazards and hazardous materials (during construction and operation); hydrology and water quality (during construction and operation); and noise (during operation). These mitigations are included in Exhibit A attached to the resolutions.

Except for the items below, the Bundy Campus Master Plan also has either no neighborhood

environmental impacts or has neighborhood environmental impacts less than significant after mitigation.

6.2. Construction Noise

The Final EIR determined that, without mitigation, the Bundy Campus Master Plan would generate significant adverse temporary or periodic construction and demolition-related noise. Specifically, under the Master Plan, the greatest construction-related noise levels would be generated during the demolition of the existing East Building and construction of the New Building, during which the existing residential uses located south of the Bundy Campus would likely experience a temporary or periodic increase in ambient exterior noise levels exceeding 5 dBA L_{eq}. In addition, the existing four-story West Building within the Bundy Campus would also likely experience a temporary or periodic increase in ambient exterior noise levels by more than 5 dBA L_{eq} during construction of the proposed New Building.

The Final EIR identifies five mitigation measures to reduce construction and demolition-related noise. However, these mitigation measures will not reduce construction and demolition-related noise below a level of significance, and construction and demolition-related noise will remain a significant and unavoidable impact.

6.3. Traffic

The Final EIR analyzes traffic impacts at 27 intersections and 22 roadway segments. The analysis includes the current year 2005, Year 2010 cumulative base conditions, and Year 2010 with cumulative plus master plan conditions.

The Final EIR uses City of Los Angeles methodology and criteria for intersections and street segments studied in the City of Los Angeles and City of Santa Monica methodology and criteria for intersections and street segments studied in the City of Santa Monica. City of Santa Monica criteria are very sensitive. An increase of as little as one car to a street segment over a 24-hour period can trigger the finding of a significant impact.

The Final EIR analyzes 14 circulation alternatives for vehicles to enter and exit the site and two additional access circulation alternatives that provide for the relocation of Airport Avenue. A total of 16 access alternatives are studied.

6.3.1. Impacts on Intersections: There are no significant traffic impacts at 21 of the 27 study intersections. Mitigation measures are identified that will reduce the impact on two of the study intersections with significant impacts to below a level of significance. After mitigation, significant and unavoidable impacts at four of the study intersections remain under all 16 access alternatives: (1) at Bundy Drive and I-10 Eastbound On-Ramp, (2) at Bundy Drive and Ocean Park Boulevard; (3) at Bundy Drive and National Boulevard; and (4) at Bundy Drive and Airport Avenue. Completion of the Bundy Campus Master Plan adds from 3% to 8% to the volume of cars passing through these intersections during peak a.m. and peak p.m. hours.

The Final EIR identifies an additional mitigation for the study intersection of Bundy Drive and Airport Avenue that will partially reduce the impact on this intersection. This intersection operates with two eastbound lanes on Airport Avenue, one that is restricted to right-turn only (south) and

one that is restricted to left-turn (north) only onto Bundy Drive. The mitigation calls for allowing left- and right-turns from the lane that is currently restricted to right-only. This mitigation is within the control of the City of Santa Monica. It is noted that as of the date of issuance of this Final EIR, the City of Santa Monica has made this change to the operation of the intersection in connection with the Airport Park project currently under construction.

After completion of the Final EIR, the City of Los Angeles Department of Transportation (LADOT) identified additional potential mitigation measures for the College's consideration at the Bundy Drive and I-10 Eastbound On-Ramp intersection and at the Bundy Drive and Ocean Park Boulevard intersection.

The mitigation proposed at Bundy Drive and the I-10 Eastbound On-Ramp consists of the installation of double southbound left turn only lanes on Bundy Drive onto the I-10 east. Given that the Bundy Campus is located south of the I-10, the Bundy Campus Master Plan will not contribute significantly to southbound Bundy Drive traffic turning left onto I-10 (east) and the proposed mitigation is not an appropriate project mitigation for the Bundy Campus Master Plan.

With respect to the mitigations proposed at Bundy Drive and Ocean Park Boulevard, it is recommended that SMC will make a fair-share contribution to the City of Los Angeles' cost of installing these improvements.

6.3.2. Impacts on Street Segments. Under all access alternatives, there are no significant traffic impacts on 19 of the 22 study street segments. Under all access alternatives, there are no significant traffic impacts on any of the 12 study street segments in the City of Los Angeles. Under all access alternatives, there will remain significant and unavoidable traffic impacts on two of the 10 study street segments in the City of Santa Monica (on Dewey Street between 21st Street and 23rd Street and on 23rd Street north of Airport Avenue). Under the two access alternatives that provide for the relocation of Airport Avenue, there will also remain a significant and unavoidable traffic impact on Airport Avenue west of Centinela Boulevard.

The Final EIR uses City of Santa Monica criteria of significance for the analysis of street segments in that City. The City of Santa Monica's criteria are very sensitive. An increase of as little as one car to a street segment will trigger the finding of a significant impact in certain situations. Under any of the access alternatives, the Bundy Campus Master Plan will add a maximum of 18 vehicle trips per day on Dewey Street between 21st Street and 23rd Street and a maximum of 165 vehicle trips per day on 23rd Street north of Airport Avenue.

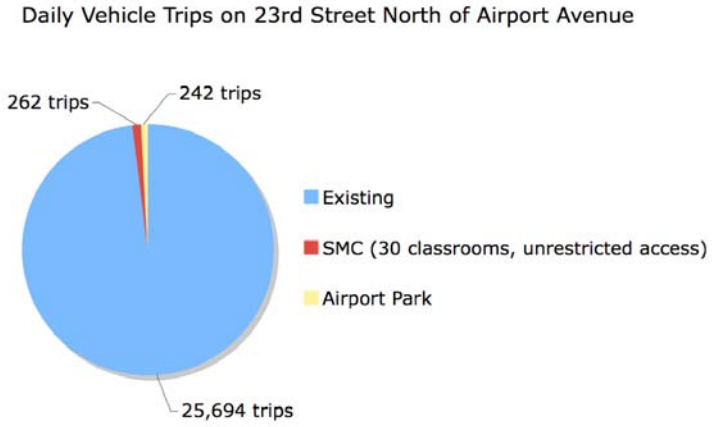
6.3.3. Trip Generation and Street Segment Comparisons. For informational purposes, additional trip generation estimates were prepared to illustrate the magnitude of trips that were generated by the previous site occupant, BAE Systems, combined with the traffic generated by the former shuttle parking lot across Airport Avenue, when both these sites were in full operation.

Together, these two previously existing uses generated approximately 548 trips in the a.m. peak hour and 413 trips in the p.m. peak hour. A comparison indicates that the Bundy Campus at buildout under the Master Plan (operating with 30 classrooms) would generate approximately two-thirds as much traffic (360 trips) in the a.m. peak hour and slightly more traffic, 109 percent (452 trips) in the p.m. peak hour.

For informational purposes, the traffic impact of the Bundy Campus at buildout (this includes both

the existing campus plus the addition of up to 14 classrooms under the Master Plan) was compared to the future traffic impact of Airport Park, now under construction, on the 23rd Street street segment north of Airport Avenue.

The total campus at completion (30 classrooms) will generate 262 vehicle trips per day on 23rd Street north of Airport Avenue under the least restrictive access alternative. This compares to 242 vehicles trips per day on the same street segment that will be generated from the completion of Airport Park. Here is a visual diagram of existing and projected vehicle trips on 23rd Street north of Airport Avenue:



6.4 Neighborhood Effects

The FEIR determined that following mitigation, the project would result in significant adverse neighborhood effects in the two areas just identified: construction noise and traffic.

6.5 Mitigation Measures Not Required But Incorporated Into Project

The FEIR includes mitigation measures that are not necessary to overcome significant environmental impacts, but are nonetheless incorporated into the project and must be implemented by the College. These include mitigation measures regarding air quality during construction, wastewater, water and energy, police services and fire protection services.

6.6. Alternative Projects Studied

The CEQA process requires the study of alternative projects that should feasibly be able to attain most of the basic objectives of the project. The process also requires the study of a "No Project" alternative.

The FEIR includes a discussion of three potential "No Project" alternatives that could conceivably occur if the Master Plan did not proceed. The FEIR also includes a discussion of a Renovated East Building Alternative.

Under No Project Alternative (1), the Master Plan would not be adopted and implemented. This alternative would not meet any of the project's objectives.

Under No Project Alternative (2), the Master Plan would not be adopted and implemented and SMC would sell the site to a commercial developer. The "highest and best use" of the site would involve the development of 494,100 square feet of commercial office development and 2,000 parking spaces. This alternative would not meet any of the project's objectives, and would result in a number of new significant and unavoidable impacts in the areas of aesthetics, air quality, land use, noise (construction), traffic (intersections and street segments), and neighborhood effects.

Under No Project Alternative (3), the Master Plan would not be adopted and implemented and the site would be developed with 625 new multi-family residential units and a multi-level 1,250 space parking garage. This alternative would not meet any of the project's objectives, and would result in a number of new significant and unavoidable impacts in the areas of aesthetics, air quality, noise (construction), traffic (intersections and street segments), and neighborhood effects.

Under the Renovated East Building Alternative, which would provide seven fewer classrooms resulting in an approximate 23% reduction in the number of persons on the campus and associated vehicle trips to and from the Bundy Campus, impacts related to air quality, hazards, noise, hydrology, public services, utilities, transportation and traffic, and neighborhood effects would be reduced. This alternative would also result in a reduction in operational impacts related to hazards and public services because this alternative would not provide a subterranean parking garage. Under CEQA guidelines, the FEIR must include an analysis of an alternative that would result in the fewest adverse impacts which is considered the environmentally superior alternative. The Renovated East Building Alternative is considered the environmentally superior alternative.

The Renovated East Building Alternative is not feasible because it would not satisfy the Bundy Campus Master Plan objectives. These objectives include creation of a state of the art satellite campus that reflects SMC's commitment to providing the best possible educational environment in support of student success; achieving site self-sufficiency; and incorporating sustainable design and operational elements.

To meet the objective to create the best possible educational environment requires augmenting and supporting basic skills English and math programs for students embarking on career technical and professional programs offered at the site, in programs such as Nursing and Early Childhood Development. The Master Plan provides for a more complete offering than possible under the Renovated East Building Alternative.

To meet the Master Plan objectives also requires a more complete liberal arts offering than is possible under the Renovated East Building Alternative in order to augment the course selection available to students taking career technical programs at the site. Providing this augmented course offering will improve site self-sufficiency (students can complete their program largely at the Bundy Campus) and will generate adequate student enrollments needed to meet minimum enrollment numbers in the sophomore year classes in the student's career major. Current programs at the Bundy Campus provide courses in four of the five areas needed to meet IGETC (Intersegmental General Education Transfer Curriculum) requirements. However, the course selection is limited in three of the four areas offered. IGETC is a general education program that provides community college students the ability to fulfill all lower division general education requirements prior to transfer to UC or CSU.

To meet the Bundy Campus Master Plan objectives also requires a sufficient number of classrooms to provide for specialized schedules and programs for area high school students taking college-level courses at the site.

Additionally, the Renovated East Building Alternative does not provide the necessary number of classrooms or office space to accommodate the new career and professional programs and support services as identified in the Bundy Campus Master Plan.

The Renovated East Building Alternative would also result in increased impacts related to hydrology and water quality because all parking would be provided in surface areas thus increasing the amount of stormwater and the potential for contaminated stormwater entering surrounding storm drains, as compared to the Bundy Campus Master Plan. Moreover, the Renovated East Building Alternative does not result in the creation of an organized and unified development plan for the Bundy Campus. Moreover, the Renovated East Building Alternative would result in increased impacts related to aesthetics.

6.7. Access Alternatives

The FEIR studied 16 access alternatives. All access alternatives include the restriction that the Stewart Avenue access shall only be opened in an emergency or when necessary to perform routine maintenance activities on the wall or the west of the wall. Ten access alternatives (A1 through A10) study various means of entering and exiting the campus using the existing Bundy Drive driveway and various means of entering and exiting the campus from various points connecting the campus to Airport Avenue. Four access alternatives (B1 through B4) study the inclusion of a new northeast driveway connecting the campus to Bundy Drive. Two access alternatives (C1 and C2) study the impact of aligning Airport Avenue with the north edge of the Bundy Campus. A No Project Access alternative is also studied under which the existing Bundy Driveway would continue to operate as it does presently, there would be no signal, and there would be no access from the campus to Airport Avenue.

The Final EIR determined that, with the mitigation measures specified, the various access alternatives would all have significant adverse traffic impacts at four of the 27 intersections studied and at two of the 22 street segments studied; provided, however, that Access Alternatives C1 and C2 would also have a significant adverse impact at one additional street segment on Airport Avenue west of Centinela Avenue.

The Final EIR found that the preferred access alternative is B4, which would provide full inbound access with a half signal at the new Northeast Bundy Driveway, right-out only access at the existing Bundy Driveway and right-out, left-out only access to Airport Avenue at Donald Douglas Loop South. The Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway would not be used once access is secured to Airport Avenue at Donald Douglas Loop South. The Stewart Avenue access would only be opened in an emergency or when necessary to perform routine maintenance activities on the wall or parkway west of the wall.

The Bundy Campus Master Plan, as provided in the recommended resolution, addresses vehicular access for the Bundy Campus in the following manner:

The final master plan phase includes an entry only driveway at the northeast corner of the property off Bundy Drive. Circulation of northbound Bundy Drive traffic will continue to be

controlled by a street signal and left turn lane. With the removal of the existing 2-story building, adequate width is available on the north side of this site to support a pedestrian sidewalk and a 28-foot wide drive, which includes a dedicated bicycle lane.

The existing driveway on the south will be modified to accommodate a dedicated bicycle lane and single exit lane onto Bundy Drive at the southeast corner of the site.

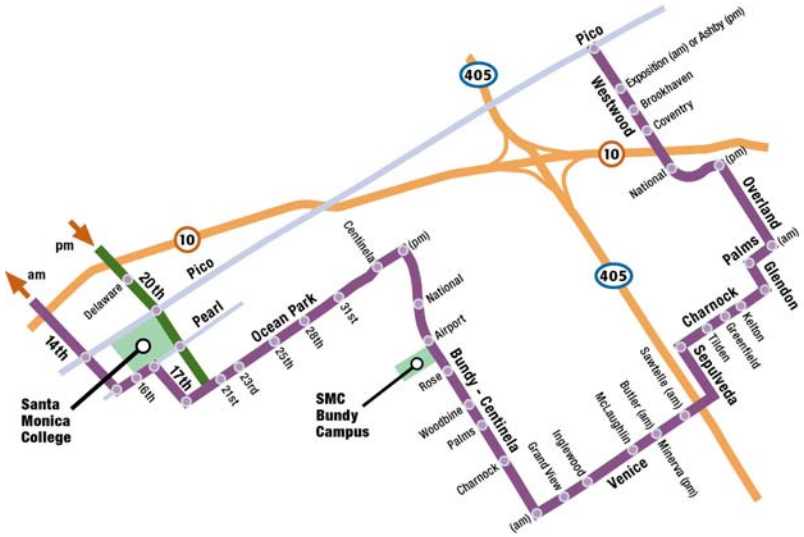
The College intends to secure access from the site to Donald Douglas Loop South. Once access is secured, the two additional historical access points to Airport Avenue along the Bundy Campus' north edge would not be used on a regular basis.

The Stewart Street gate shall remain closed except in an emergency or when necessary to perform routine maintenance activities on the wall or parkway west of the wall.

Traffic restrictions, such as turning restrictions into or out of the Bundy Campus, shall be determined by the College in conjunction with the City of Santa Monica and/or the City of Los Angeles.

7. New Related Project

The FEIR includes the addition of Related Project No. 119, Big Blue Bus – New Bus Line, a City of Santa Monica project which would provide expanded public transit service from the Palms and Mar Vista areas to the SMC Main Campus, passing by and stopping near the Bundy Campus. This service began February 5, 2007. There is no cost to SMC students to use this commuter line as funding is being provided by Santa Monica College. The figure below shows the bus route.



City of Santa Monica Big Blue Bus
SMC Main Campus-SMC Bundy Campus-Mar Vista-Palms Route

8. Recommendations

The Final Environmental Impact Review for the Bundy Campus Master Plan has been prepared under CEQA guidelines and the Santa Monica College Implementation of CEQA guidelines. The SMC Board of Trustees must approve the FEIR prior to approval for the Bundy Campus Master Plan. The resolution certifying the FEIR represents the determination by the Board of Trustees that the FEIR has been prepared in accordance with law.

In order to approve the project, the Board needs to make a number of findings. These are set forth in the second resolution. In addition, because the FEIR identifies significant unavoidable adverse environmental impacts, the Board must adopt a Statement of Overriding Considerations. This statement is a determination by the Board that the educational, social, cultural, economic, or other benefits of the project outweigh the unavoidable adverse environmental impacts.

Santa Monica College staff has determined that the Bundy Campus Master Plan warrants a Statement of Overriding Considerations for the following reasons:

- The goals of the Bundy Campus Master Plan are to fulfill the adopted vision, mission, and goals of Santa Monica College; to guide future development of the Bundy Campus; to create a largely self-contained satellite campus; and to provide a renewed presence and image to the neighboring community.

- To meet these goals, the following objectives were applied to the Bundy Campus design:

  - ∞ To advance the mission of SMC to create a learning environment that both challenges its students and supports them in achieving their educational goals.

  - ∞ To advance the mission of SMC to prepare its students to contribute to the global community as they develop an understanding of their personal relationship to the world's social, cultural, political, economic, technological, and natural environments.

  - ∞ To further SMC's adopted goals in the area of promoting student success, advancing academic excellence, developing community partnerships, and providing a supportive physical environment.

  - ∞ To create a state-of-the-art satellite campus that conveys SMC's commitment to providing the best possible educational environment.

  - ∞ To develop a campus plan that demonstrates the College's commitment to the use of sustainable resources and energy efficient building standards.

  - ∞ To incorporate technology to support campus self-sufficiency, to exert a direct influence on traffic and parking mitigation, and to enhance learning and teaching opportunities.

  - ∞ To create an organized and unified development plan that concentrates development in a manner that maximizes both educational space and open space.

- ∞ To create a campus that can accommodate all of its parking needs onsite.

- ∞ To manage the College's overall development by establishing and operating largely self-contained satellite campuses such as is envisioned for the Bundy Campus.

- The Bundy Campus Master Plan – including its plan for thirty classrooms and support space in the existing West Building and the proposed new East Building, its expanded parking supply, and its extensive site improvements – is necessary to achieve these educational objectives.

  - ∞ The expanded Bundy Campus facilities are necessary to augment and support basic skills English and math programs for students embarking on career technical and professional programs offered at the site.

  - ∞ The expanded Bundy Campus facilities are necessary to provide students attending classes at the Bundy Campus with a more complete general education offering to augment the course selection available to students currently taking career technical programs at the site. Providing this augmented course offering will improve site self-sufficiency (students can complete their program largely at the Bundy Campus) and will generate adequate student enrollments needed to meet minimum enrollment numbers in the sophomore year classes in the student's career major.

  - ∞ The expanded Bundy Campus facilities are necessary to provide for specialized schedules and programs for area high school students taking college-level courses at the site.

  - ∞ The expanded Bundy Campus facilities are necessary to accommodate the new career and professional programs and support services as identified in the Bundy Campus Master Plan.

- The Bundy Campus Master Plan, by providing enhanced educational opportunities, serves the larger mission of California's community colleges and SMC to advance California's economic development and global competitiveness through education and training that contributes to workforce development. By facilitating professional and vocational training in the fields of nursing and health science, early childhood education, teaching, and potentially other professional and vocational areas (cinema, TV broadcasting, journalism, and fashion merchandising), the Bundy Campus Master Plan will contribute to the state and regional economic and social need for a well-trained workforce. In addition, the Bundy Campus Master Plan's expansion of classroom facilities will allow the College to augment its general educational offerings in support of its career technical programs.

- The Bundy Campus Master Plan provides expanded employment opportunities for teachers and others including part time work opportunities for students and other young adults.

- The Bundy Campus Master Plan includes meeting space that may be utilized by neighborhood, community, educational, and other organizations for meetings and conferences.

- The Bundy Campus Master Plan incorporates a series of mitigation measures delineatedin the Final EIR in the areas of air quality during construction, wastewater, water and energy, police services and fire protection services that are not required to mitigate otherwise significant environmental effects and yet will be implemented as part of this project. These mitigation measures will provide public benefits in these areas.

In contrast to these extensive educational, cultural, social, and economic benefits, the project's two adverse environmental effects which cannot be mitigated are comparatively minor in nature.

- The finding of significant adverse noise impacts during construction are short-term impacts that will cease upon completion of demolition and construction.

- The finding of significant adverse traffic impacts at four of 27 intersections and two of 22 street segments stems in part from the use of the City of Santa Monica's and the City of Los Angeles' highly sensitive thresholds. The additional traffic caused by this project will constitute a very small percentage of both the overall traffic and the incremental additional traffic. Moreover, the Bundy Campus Master Plan incorporates all feasible traffic mitigation measures as determined in the Final EIR and two additional traffic mitigation measures requested by LADOT after completion of the Final EIR.

For the above reasons, it is respectfully recommended that the Board of Trustees:

1. Adopt the resolution entitled "A Resolution of the Board of Trustees of the Santa Monica Community College District Certifying the Final Environmental Impact Report on the Bundy Campus Master Plan."

2. Adopt the resolution entitled "A Resolution of the Board Of Trustees of the Santa Monica Community College District Making CEQA Findings Necessary To Approve the Bundy Campus Master Plan, Adopting Statement of Overriding Considerations, Adopting a Mitigation Monitoring Plan, and Approving the Bundy Campus Master Plan."

Attachment A: Proposed Site Plan for Bundy Campus Master Plan, Final Phase