II. EXECUTIVE SUMMARY

The following Executive Summary provides a concise overview of the project description, the probable environmental effects of the Proposed Project and the recommended mitigation measures proposed to avoid or lessen potentially significant environmental impacts, and identifies the significant unavoidable impacts that are anticipated to occur as a result of the proposed project. This summary is a reiteration of the Executive Summary that was presented in the Draft EIR, as modified in response to the public and public agency comments received during the 45-day Draft EIR public review period.

PROJECT DESCRIPTION SUMMARY

Project History

In December of 2001, SMC purchased the 10.4-acre Bundy Campus (Project Site) located at 3171 S. Bundy Drive (also known as Centinela Avenue) from BAE Systems, a major defense contractor. The purpose of adding this satellite campus to the SMC system is to support and enhance certain SMC professional and continuing education programs and to support the SMC Master Facilities Plan adopted in 1998 which recommends balancing instructional and student population capacities at SMC's main and satellite campuses. The Bundy Campus, when purchased, included four buildings: an approximately 64,000 square foot (sf) four-story building, an approximately 33,055 sf two-story building, and two, single-story low rise manufacturing buildings attached to the four-story building of 10,000 and 90,000 sf, respectively.

An Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Trustees on March 1, 2004 in connection with the renovation of the existing four-story West Building on the site. The Bundy Campus has subsequently been converted to and is currently operating as a satellite campus offering day and evening community college courses. At present, Bundy Campus contains two structures: the occupied and recently renovated four-story West Building (approximately 64,000 sf) located in the center of the site and the vacant two-story East Building (approximately 33,055 sf) located on the east side of the site fronting Bundy Drive. Retaining and remodeling this building was determined not to be cost-effective based on the fact that the building does not meet code requirements and the existing column structure within the building does not support the typical configuration required for 30-seat classrooms.

Project Summary

The Proposed Project is the Bundy Campus Master Plan, which is a comprehensive land use plan that will guide the physical development of this satellite campus, including: (1) demolition of the existing two-story/33,055 sf East Building with possible interim uses pending demolition; (2) construction of a new 38,205 sf, two-story classroom building (New Building) 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 approximately 780 on-site parking spaces in total (550 surface parking spaces and 230 subterranean parking spaces); (4) access improvements including provision of a new driveway to accommodate LADOT's new traffic signal at the northeast corner of the campus; (5) provision of a pedestrian parkway along Bundy Drive; (6) landscaping/open space areas; (7) continued use of the four-story West Building; and (8) other miscellaneous general site improvements. With the addition of the existing and recently renovated approximately 64,000 sf West Building, the Master Plan would result in a total of approximately 100,000 sf of floor area on the Bundy Campus at full buildout.

AREAS OF CONCERN

Oral and written concerns were presented in the scoping meeting held on October 17, 2005 and in e-mails and letters submitted to Dr. Thomas Donner, Interim President/Superintendent of SMC during the NOP public review period. These concerns are summarized by topic as follows:

CEQA Process and General Agency Concerns

Concerns were raised regarding agency coordination; covenants between the College and neighbors; payment of mitigation fees; public involvement; lack of previous CEQA review for improvements to the Bundy Campus; and the need for the Master Plan. (For a detailed discussion of CEQA process and the purpose of the Master Plan, refer to Section I (Introduction) of the Draft EIR.)

Project Description

Concerns were raised regarding the maximum number of students, total persons, square footage and parking spaces on the site; security; pedestrian improvements; neighborhood amenities (i.e., picnic tables, film showings); solar panel installations; and hours of operation. (For a detailed discussion of the Project Description, refer to Section II of the Draft EIR.)

Aesthetics

Concerns were raised regarding glare; nighttime lighting; and landscaping at the northeast corner of the Bundy Campus potentially blocking scenic vistas from Bundy Drive. (For a detailed discussion of Aesthetics, refer to Section IV.B.)

Air Quality

Concerns were raised regarding general air quality, with emphasis on short and long-term air pollution impacts on neighbors; construction-related impacts; regional air quality; vehicle emissions along major roadways; and mitigation measures. (For a detailed discussion of Air Quality, refer to Section IV.C of the Draft EIR.)

Hydrology and Water Quality

Concerns were raised regarding water quality impacts on the Santa Monica Bay; urban runoff; and flooding from Bundy Campus at Stewart Avenue. (For a detailed discussion of Hydrology and Water Quality, refer to Section IV.E of the Draft EIR.)

Land Use and Planning

Concerns were raised regarding whether the Master Plan triggers a need for a zone change, General Plan amendment, and Community Plan amendment. (For a detailed discussion of Land Use and Planning, refer to Section IV.F of the Draft EIR.)

Noise

Concerns were raised regarding general noise impacts, with emphasis on noise impacts on neighbors; noise from temporary events; noise from the Bundy driveway; and construction mitigation measures. (For a detailed discussion of Noise, refer to Section IV.G of the Draft EIR.)

Public Utilities

Concerns were raised regarding recycling of construction materials and trash impacts. (For a detailed discussion of Public Utilities, refer to Section IV.H of the Draft EIR.)

Public Services

Concerns were raised regarding crime prevention features in site design and security, especially in parking areas. (For a detailed discussion of Public Services, refer to Section IV.I of the Draft EIR.)

Transportation and Traffic/Parking

Concerns were raised regarding general traffic on the surrounding street and freeway system, as well as specific impacts related to traffic on 23rd Street, use/closure of the Donald Douglas Loop South (DDLS) access point, use/closure of other Airport Avenue access points; use/closure of the Bundy driveway; adequate free parking; off-site parking restrictions; encouragement of alternative transportation; explanation of improved levels of service (LOS) on surrounding streets; movement of the Bundy driveway farther north; signalization of the Bundy driveway; hours of needed turn-restrictions on Airport Avenue; relocation of the shuttle parking lot; permanent closure of the Stewart gate; travel between the Bundy Campus and other SMC campuses; project impacts on the public transit system; traffic impacts on the proposed Airport Park; traffic impacts on Santa Monica Airport activities; safety of potential access points; traffic and parking impacts of temporary events onsite; trip rates for 2010; trip distribution; funding of traffic mitigation; limitations on cars using Bundy Driveway; buses/delivery trucks using Bundy driveway; and speed bumps at Bundy driveway. (For a detailed discussion of Transportation and Traffic/Parking, refer to Section IV.J of the Draft EIR.)

Neighborhood Impacts

Concerns were raised regarding the general livability of surrounding City of Los Angeles and City of Santa Monica neighborhoods as well as specific neighborhood impacts for the various environmental issue areas of concern discussed above. (For a detailed discussion of Neighborhood Impacts, refer to Section IV.K of the Draft EIR.)

Cumulative Impacts

Concerns were raised regarding cumulative impacts, primarily related to cumulative traffic from the Airport Arts Campus, Airport Park, and future development on Airport land; the Playa Vista project; and use of the 10-year forecast as "future" scenario. (For a detailed discussion of Cumulative Impacts for each of the various environmental impacts areas, refer to the "Cumulative Impacts" subheading under each of Sections IV.B. through IV.K of the Draft EIR.)

Alternatives

Concerns were raised regarding potential project alternatives including an alternative providing single-family or affordable housing on the site; an alternative that would lease access to Airport Avenue; an alternative providing airport uses consistent with the M1-1 zoning; and the various access alternatives/concerns suggested above, under "Transportation and Traffic/Parking." (For a detailed discussion of Alternatives, refer to Section VI of the Draft EIR.)

ISSUES TO BE RESOLVED

Issues to be resolved include identification of how to mitigate potentially significant environmental impacts related to the Master Plan to a level of insignificance, identification of any potentially significant environmental impacts that cannot feasibly be mitigated to a level of insignificance, identification of the Environmentally Superior Project Alternative, and consideration of whether one of the alternatives should be approved rather than the Master Plan. Specifically, one of the major issues to be resolved as part of the Master Plan is the selection of a long-term vehicular access solution for the Bundy Campus. A variety of access alternatives have been selected for study. These access alternatives are listed briefly below and are evaluated in detail in Section V (Alternatives to the Master Plan) of the Draft EIR.

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 Master Plan and could avoid or lessen one or more of the significant effects of the Master Plan. The following Alternatives were analyzed in the Draft EIR:

- No Project Alternatives:

- No Project Alternative (1). Under this Alternative, the Master Plan would not be constructed. The existing four-story West Building would remain on the Bundy Campus and continue to provide SMC classes within the existing 16 classrooms currently in use. Under this Alternative, the existing East Building would remain vacant and those programs slated to move to the New Building under the Master Plan would instead remain at SMC's Main Campus. No access, parking, or landscaping improvements identified under the Master Plan would occur under this Alternative.

- No Project Alternative (2). Under this Alternative, the Master Plan would not be constructed and SMC would sell the entire site (including the existing remodeled four-story West Building and vacant two-story East Building) to a commercial developer. Under this Alternative, the existing West Building and most of the existing landscaping and parking improvements on the Bundy Campus would be replaced with the development of 468,000 sf of office space within three new six-story buildings and 26,100 sf of office space within the renovated existing East Building, for a total of approximately 494,100 sf of office development and 2,000 parking spaces within a multi-level subterranean or above-grade parking garage. Under the No Project Alternative (2), all programs currently provided within the West Building would be moved back to the SMC Main Campus and those programs slated to move to the New Building under the Master Plan would remain at the SMC Main Campus.

- No Project Alternative (3). Under this Alternative, the Master Plan would not be constructed and SMC would sell the entire site (including the existing remodeled four-story West Building and vacant two-story East Building) to a multi-family residential developer. Under this Alternative, the existing West Building, existing East Building, and most of the existing landscaping and parking improvements on the Bundy Campus would be replaced with the development of 625 multi-family residential units and approximately 1,250 parking spaces, which would be provided within a multi-level subterranean or above-grade parking garage. Under the No Project Alternative (3), all programs currently provided within the renovated West Building would be moved back to the Main Campus and those programs slated to move to the New Building under the Master Plan would remain at the Main Campus.

- Renovated East Building Alternative. This Alternative would include the continued use of the renovated West Building and the renovation of the two-story East Building at the existing location to provide classroom uses. The Renovated East Building Alternative would increase the number of classrooms on the Bundy Campus from 16 to 23 classrooms, which is seven fewer classrooms than would be provided under buildout of the Master Plan (i.e., an approximately 23 percent reduction). As a result, based on maximum utilization of the Bundy Campus, this Alternative would provide approximately 672 students and 41 faculty and staff (i.e., 77 percent of the Master Plan's 876 students and 51 faculty and staff at buildout), for a total of approximately 713 persons on the campus at any given time. The Renovated East Building Alternative would

provide 609 surface parking spaces and would not provide any subterranean parking. Therefore, this Alternative would result in reduced landscaping and permeable surface area as compared to the Master Plan.

- Access Alternatives. The Traffic Study for the Master Plan involved an analysis of 16 potential Access Alternatives, including Access Alternatives A1 through A10, B1 through B4, C1, and C2, plus the No Project Access Alternative. Any one of these Access Alternatives could be paired with the Master Plan or any one of the Project Alternatives listed above, including the No Project Alternative (1), No Project Alternative (2), No Project Alternative (3), or Renovated East Building Alternative. The analysis of the 16 Access Alternatives is described in greatest detail in Section IV.J (Transportation and Traffic) of the Draft EIR.

- Environmentally Superior Alternative. As required pursuant Section 15126.6 of the State CEQA Guidelines, the Draft EIR includes selection of an "environmentally superior" alternative from amongst the Project Alternatives analyzed and discussion of the reasons for such selection. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts.

Section V (Alternatives to the Master Plan) of the Draft EIR includes a detailed description of each of the above-listed Alternatives, including the logic in choosing the Alternative and an analysis of the potential environmental impacts of each Alternative as compared to the impacts of the Master Plan.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table II-1 on the following pages summarizes the various environmental impacts associated with the construction and operation of the Master Plan. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
B. Aesthetics		
Views: There are no identified scenic vistas or views of particular value within the viewsheds facing north, south, or east towards the Bundy Campus. Views facing west towards and beyond the Bundy Campus would be opened and expanded with the implementation of the Master Plan, which would replace a large, conspicuous structure close to the street with a similarly sized structure farther from the street at a lower elevation. As such, impacts related to views would be less than significant. **Visual Character:** The buildout of the Master Plan would create a more coherent, centrally located, and pedestrian-friendly building arrangement on the Bundy Campus, which would enhance its visual and aesthetic appeal. Furthermore, the proposed New Building would be designed in a contemporary architectural style, analogous to the existing four-story West Building which underwent renovations in 2004/2005. Impacts related to visual character would be less than significant **Lighting/Glare:** The Master Plan would increase interior lighting, exterior security lighting, and headlights associated with motor vehicles; however, all exterior lighting fixtures would be directed towards the interior of the Bundy Campus and directed away from the neighboring land uses. The existing soundwall and landscaping along the south and west sides of the campus would also shield neighboring residences from lighting associated with vehicle headlights onsite. Overall, nighttime lighting and glare would not be out of character	(B-1) A Campus Lighting Plan shall be developed to ensure that lighting provided throughout the Bundy Campus minimizes the extent of spillover onto adjacent properties. (B-2) The proposed New Building on the Bundy Campus shall be constructed of glare-reducing materials that minimize glare impacts on motorists and other persons on and offsite.	The Master Plan would result in a less-than-significant impact associated with aesthetics with the implementation of identified mitigation measures.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
with the land uses surrounding the Bundy Campus. Implementation of the mitigation measure identified would ensure that the Master Plan would have a less-than-significant impact with respect to light and glare.		
C. Air Quality		
AQMP Consistency The proposed Master Plan would introduce approximately 18 faculty and staff members to the Bundy Campus, which would be well within the Southern California Association of Government's (SCAG) regional forecasts which indicate an increase in employment in the City of Los Angeles from approximately 1,800,766 persons in 2005 to 1,994,358 persons in 2010. Furthermore, the Master Plan would increase the student population of the Bundy Campus by approximately 467 new students on the campus at any given time. Nonetheless, many of these students are anticipated to be students who would otherwise be attending SMC classes at one of the other campuses, or students who are already residing in the region. Therefore, these additional classroom seats are not anticipated to encourage large numbers of students to relocate to the project area. Consequently, implementation of the Master Plan would be consistent with Air Quality Management Plan (AQMP) attainment forecasts, and this impact would be less than significant. **Construction Impacts** ***Regional Air Quality Impacts*** Emissions generated by the Master Plan's site demolition, grading/excavation, and building phases would not exceed the regional emissions thresholds recommended by the South Coast	(C-1) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and initial construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. (C-2) The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. (C-3) All loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. (C-4) All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. (C-5) Soil stabilizers shall be applied to inactive construction areas. (C-6) Ground cover in disturbed areas shall be quickly replaced. (C-7) All unpaved haul roads shall be watered twice daily. (C-8) All stock piles of debris, dirt, or rusty materials shall be covered with a tarp. (C-9) Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph). (C-10) All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour [mph]), so as to prevent excessive amounts of dust.	The Master Plan would result in a less-than-significant impact associated with regional air quality during construction and operation which would be further reduced through mitigation.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Air Quality Management District (SCAQMD) for any of the criteria pollutants (i.e., VOC, NO_x, CO, SO_x, and PM_{10}). Therefore, construction-related air quality impacts would be less than significant. In addition, implementation of identified mitigation measures would further ensure that construction-related air quality impacts would be minimized to the extent feasible during construction. ***Local Air Quality Impacts*** The daily construction emissions generated by the Master Plan were also analyzed against SCAQMD's Localized Significance Thresholds (LSTs) to determine whether the emissions would cause or contribute to adverse localized air quality impacts. On-site emissions generated at the Bundy Campus during the different phases of construction would not exceed the established SCAQMD localized thresholds for the applicable criteria pollutants (i.e., NO_x, CO, and PM_{10}). Therefore, the localized air quality impacts resulting from construction emissions associated with the Master Plan would be less than significant. **Operational Impacts** ***Regional Air Quality Impacts*** The Master Plan would introduce operational emissions generated by both stationary and mobile sources associated with the normal day-to-day activities on the Bundy Campus after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the Bundy Campus. Operational emissions associated with the proposed Master Plan would not exceed the established	(C-11) Santa Monica College shall require in the construction specifications for the Master Plan that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, are turned off when not in use for an extended period of time (i.e., 5 minutes or longer). (C-12) Santa Monica College shall require in the construction specifications for the Master Plan that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible.	

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
SCAQMD threshold levels for VOC, NO_x, CO, SO_x, and PM_{10}. Therefore, impacts associated with regional operational emissions from the Master Plan would be less than significant. ***Local Air Quality Impacts*** To determine whether operational emissions generated by the Master Plan would result in localized air quality impacts, the operational emissions of the Master Plan were analyzed against the SCAQMD's LSTs. Because the LST methodology is applicable to projects where emission sources occupy a fixed location, the LSTs would only apply to the emissions generated from stationary sources associated with the Master Plan (e.g., water and space heaters, landscaping equipment, etc.). By analyzing the daily operational emissions generated by stationary sources associated with the New Building under the Master Plan against the SCAQMD's localized operational emission thresholds, it was determined that the on-site operational emissions generated by the new Building under the Master Plan would not exceed the established SCAQMD localized thresholds for NO_x, CO, and PM_{10}. Thus, the localized air quality impacts resulting from operational emissions associated with the Master Plan would be less than significant. **Localized CO Impacts:** The Master Plan would introduce additional traffic in the Bundy Campus vicinity, with the potential to generate localized high levels of CO. Based on projected future traffic volumes and associated future CO concentrations at study intersections, future CO concentrations near the study intersections would not exceed national or State ambient air quality standards. Therefore, CO hotspots would not occur near any of the identified study		

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
intersections in the future with operation of the Master Plan and impacts related to local CO concentrations at these intersections would be less than significant.		
D. Hazards and Hazardous Materials		
Construction Construction of the Master Plan would involve the removal of the existing East Building, which contains friable and non-friable asbestos-containing material (ACM) in the sprayed-on acoustic ceiling, pipe elbow and hanger insulation (TSI), interior plaster on walls and in other insulated areas. As such, prior to mitigation, construction workers would have the potential to be exposed to airborne ACM during the removal of interior wall, floor, and ceiling coverings, resulting in a potentially significant impact. The East Building also likely contains Lead-Based Paint (LBP) beneath the fireproofing on "red iron" metal beams. As such, prior to mitigation, construction workers could be exposed to peeling or flaking LBP during wall demolition, resulting in a potentially significant impact. **Operation** The Master Plan would not expose students, faculty, staff, or other visitors to risks associated with ACM or LBP, which would be removed prior to the construction of the proposed New Building. During operation of the Master Plan, the Bundy Campus would use minor amounts of hazardous materials for routine cleaning, maintenance, and landscaping in small quantities that would not result in substantial risks due to accidental releases. Subsurface investigation at the Bundy Campus showed levels of tetrachloroethene (PCE), trichloroethene (TCE), and some of their	(D-1) Prior to demolition of the existing East Building, all asbestos-containing materials identified in Ellis Environmental Management, Inc.'s Asbestos Bulk Sampling for Asbestos, Lead East Building (2 Story), 3171 S. Bundy Drive, Santa Monica, California, prepared December 11, 2003, shall be abated in accordance with all applicable regulations. (D-2) Prior to demolition of the existing East Building, all lead-based paint identified in Ellis Environmental Management, Inc.'s Asbestos Bulk Sampling for Asbestos, Lead East Building (2 Story), 3171 S. Bundy Drive, Santa Monica, California, prepared December 11, 2003, shall be abated in accordance with all applicable regulations. (D-3) Implementation of the Master Plan shall not involve excavation to the depth of the underlying upper aquifer (approximately 67 to 68 feet below ground surface) or include wells or groundwater pumping of this aquifer. (D-4) Prior to demolition of the existing East Building, environmental concerns related to organochlorine pesticides from termiticides shall be investigated and, if necessary, mitigated, in accordance with Department of Toxic Substances Control's (DTSC) Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006.	The Master Plan would result in a less-than-significant impact associated with hazards and hazardous materials with the implementation of the recommended mitigation measures.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
breakdown products in groundwater beneath the existing clarifier that exceed then Title 22 levels and City goals; however, the Master Plan would not involve excavation to the depth of the groundwater level. Implementation of the mitigation measure identified would ensure that the Master Plan would not expose students, faculty, staff, visitors, and neighbors to the effects of contaminated groundwater and impacts would be reduced to a less-than-significant level.		
E. Hydrology and Water Quality		
Construction The Master Plan is anticipated to disturb between one and two acres of land during the demolition of the existing East Building, construction of the New Building, and excavation of the 230-space subterranean parking garage**.** The Master Plan would require a National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit, the filing of a Notice of Intent (NOI) with the State Water Resources Board (SWRCB), and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. As part of the SWPPP, construction activities for the Master Plan would be required to implement effective Best Management Practices (BMPs) to minimize water pollution to the Maximum Extent Practical (MEP). **Operation** Buildout and operation of the Master Plan would generate substances that could degrade the quality of water runoff. The Bundy Campus would continue to be classified as a non-point source for water pollution. The existing parking lot on the Bundy	**Construction** (E-1) All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site. (E-2) Leaks, drips and spills shall be cleaned promptly to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. (E-3) Hosing down of pavement at material spills shall be prohibited. Dry cleanup methods shall be used whenever possible. (E-4) Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or covered with tarps or plastic sheeting. (E-5) Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets. (E-6) All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.	The Master Plan would result in a less-than-significant impact with respect to hydrology and water quality with implementation of the recommended mitigation measures.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Campus currently generates various chemicals (i.e., metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids) that enter the storm drain system and this would slightly increase with the net increase of approximately 171 parking spaces that would be provided under the Master Plan. However, adverse effects related to additional contaminants would also be offset by the increase in permeable surfaces provided throughout the Bundy Campus. Mitigation measures are identified to reduce potentially significant impacts related to polluted runoff during construction and operation.	**Operation** (E-7) SMC shall implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard shall be required. (E-8) Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. (E-9) Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. (Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe.) Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain. (E-10) Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. (E-11) Storage areas shall be paved and sufficiently impervious to contain leaks and spills. (E-12) Storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area. (E-13) Runoff shall be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator; (2) filtration; or (3) infiltration. Dynamic flow separator uses	

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	hydrodynamic force to remove debris, and oil and grease, and is located underground. Filtration involves catch basins with filter inserts. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table. If utilized, filter inserts shall be inspected every six months and after major storms, cleaned at least twice a year. (E-14) Any new connection to the sanitary sewer shall require authorization from the City of Los Angeles Department of Public Works, Bureau of Sanitation.	
F. Land Use and Planning		
Land Use Plan/Zoning Consistency The Master Plan proposes uses and property development standards that are consistent with current City of Los Angeles land use regulations, including the Regional Comprehensive Plan and Guide (RCPG), AQMP, Congestion Management Program (CMP), General Plan Framework, Community Plan, Specific Plan, and Planning and Zoning Code. The Community Plan Map designates the Bundy Campus for limited industrial uses. However, the Community Plan also permits any land uses, such as educational institutions, to occur which are otherwise allowed in more restrictive zones. Therefore, the Community Plan would permit educational institutions, parks, parking, and interim office and community center uses on the Bundy Campus. The Bundy Campus is a State educational institution. As such, local land use regulations may be rendered inapplicable under certain circumstances (Government Code § 53094). The Master Plan would have a less-than-significant impact with respect to applicable land use plans and zoning. **Surrounding Land Use Consistency** The Master Plan would not change the current use of the Bundy	As the Master Plan would result in less-than-significant impacts with respect to land use and planning, no mitigation measures are required.	The Master Plan would have a less-than-significant impact with respect to land use and planning.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Campus as an educational institution (e.g., satellite community college campus). The Master Plan would demolish the existing East Building on the Bundy Campus, which is currently vacant and formerly provided office and laboratory uses for a defense contractor, and would replace this structure with a New Building closer to the existing West Building. The New Building would provide modern architecture, massing, and landscaping consistent with the remainder of the Bundy Campus. Overall, the Master Plan would improve the consistency of the land uses on the Bundy Campus with the surrounding residential and commercial land uses, and surrounding land use consistency impacts would be less than significant.		
G. Noise		
Construction Noise Under the proposed 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 an increase in ambient exterior noise levels exceeding 5 dBA Leq. In addition, the existing four-story West Building within the Bundy Campus would also likely experience an increase in ambient exterior noise levels by more than 5 dBA Leq during construction of the proposed New Building. Therefore, demolition and construction activities associated with the proposed Master Plan would generate a substantial temporary or periodic increase in ambient noise levels in the vicinity. **Construction-Related Groundborne Vibration** During demolition of the existing East Building, the vibration	**Construction** (G-1) The proposed Master Plan shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. (G-2) Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and prohibited on all Sundays and federal holidays. (G-3) Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses; (G-4) Two weeks prior to the commencement of demolition and construction at the Bundy Campus, notification shall be provided to the Santa Monica Airport administration, off-site residential uses to the south of the Bundy Campus, the Mar Vista Community Council,	The Master Plan would result in a less-than-significant impact with respect to construction-related vibration. In addition, the Master Plan would result in a less-than-significant impact with respect to operational noise with implementation of the recommended mitigation measures. The Master Plan's impacts to construction

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
levels experienced by the residential uses located to the east and south of the Bundy Campus and the existing four-story West Building located onsite would not exceed the Federal Railway Administration's (FRA's) vibration impact thresholds for residences and institutional buildings, respectively. During construction of the proposed New Building at the Bundy Campus, the vibration levels experienced by the residential uses located south of the Bundy Campus and the existing West Building would also not exceed the FRA's vibration impact thresholds for residences and institutional buildings, respectively. Furthermore, implementation of Mitigation Measure G-3, which serves to located groundborne vibration construction activities as far as possible from the nearest vibration-sensitive land use, would further reduce the less-than-significant vibration levels experienced at the existing residential uses located south of the Bundy Campus. Overall, impacts associated with groundborne vibration during construction would be less than significant. **Operational Noise** ***Traffic Noise:*** During the Master Plan's operational phase, noise would primarily be generated by traffic, on-site equipment operating, and parking. Based on an analysis of future noise levels associated with the Bundy Campus traffic at surrounding noise monitoring locations, the Bundy Campus would generate a maximum noise increase of 1.23 dBA at the intersection of Airport Avenue and Donald Douglas Loop South, which is considered to be barely perceptible to the human ear, and would generate lesser increases in noise levels at other analyzed locations. Therefore, the Master Plan's impacts associated with a permanent increase in ambient noise levels from mobile noise sources would be less than significant.	as well as on-site posting within the Bundy Campus, disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period. (G-5) An information sign shall be posted at the entrance to the Bundy Campus that identifies the permitted construction hours and provides a dedicated telephone number to receive information about the construction process and to report complaints regarding excessive noise levels. An ongoing log of calls received shall be maintained as part of the mitigation monitoring and reporting program. **Operation** (G-6) All new mechanical equipment associated with the proposed Master Plan shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 decibels.	noise would remain significant and unavoidable.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Equipment Noise The New Building would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the structure. Because the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under LAMC Section 112.02, which regulates noise from air conditioning, refrigeration, heating, pumping, and filtering equipment, this equipment would not introduce noise levels that could affect nearby noise-sensitive uses, which are located over 50 feet from the proposed New Building. With implementation of mitigation, potential noise impacts from such equipment would be less than significant. ***Parking/Airport Noise*** Implementation of the proposed Master Plan would call for the provision of a total of approximately 780 on-site parking spaces, of which approximately 550 would be surface parking spaces and approximately 230 would be subterranean parking spaces, resulting in a net decrease in surface parking spaces. As such, the Master Plan would not result in a substantial increase in noise levels generated by vehicles using the surface parking spaces and impacts would be less than significant. The Bundy Campus is located adjacent to and south of several commercial and airport-related facilities, followed by the Santa Monica Airport. As the nearest Santa Monica Airport runway is approximately 0.25 mile from Bundy Campus, north of Airport Avenue, the Master Plan could potentially expose students, faculty, staff, and other site visitors to noise associated with airport		

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operations. The Bundy Campus, however, does not fall within the Santa Monica Airport Runway Protection Zone (RPZ), or 70 Community Noise Equivalent Level (CNEL) noise contour as identified in the Los Angeles County Airport Land Use Commission (ALUC)'s Comprehensive Land Use Plan (CLUP). Furthermore, as the Bundy Campus is located over 500 feet from the nearest runway, the Bundy Campus would not be within the 60 CNEL noise contour of the Airport. As the "normally acceptable" community noise range for schools is 50-70 dBA CNEL, the noise levels generated by operation of the Santa Monica Airport would not adversely affect operation of the Bundy Campus. Furthermore, as no requested flight paths for arrival and departures at the Santa Monica Airport pass over the Bundy Campus, people residing or working in the project area would not be exposed to excessive noise levels. Therefore, this impact would be less than significant.		
H. Utilities		
Wastewater The Master Plan is expected to increase wastewater generation at the Bundy Campus by approximately 2,253 gallons per day (gpd) (0.002 million gallons per day (mgd)) above existing generation. Wastewater service would continue to be provided by the Bureau of Sanitation from the existing wastewater infrastructure on and surrounding the Bundy Campus, and would continue to be treated at the Hyperion Treatment Plant (HTP). The Master Plan would have a less-than-significant impact with respect to wastewater.	**Wastewater** As the Master Plan would result in a less-than-significant impact with respect to wastewater, no mitigation measures are required. Nonetheless, the Master Plan will incorporate water-efficient project design features, which would also reduce wastewater generation, discussed in detail in Section IV.H.2 (Utilities – Water).	The Master Plan would have a less-than-significant impact with respect to wastewater.
Water The Master Plan is expected to increase water consumption at the Bundy Campus by approximately 2,703 gpd (less than 0.003 mgd) above existing consumption. Water service to the Bundy Campus	**Water** As the Master Plan would result in a less-than-significant impact with respect to water, no mitigation measures are required. Nonetheless, the Master Plan will incorporate water-efficient project design features discussed in detail in	The Master Plan would have a less-than-significant impact with respect to water.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
would continue to be provided by the City of Los Angeles Department of Water and Power (LADWP) from existing water infrastructure on and surrounding the Bundy Campus, and existing regional water supply. The Master Plan would have a less-than-significant impact with respect to water.	Section IV.H.2 (Utilities – Water).	
Energy The Master Plan is expected to increase electricity and natural gas consumption on the Bundy Campus by approximately 441,268 kWh per year (1,209 kilowatt-hours (kWh) per day) of electricity and approximately 110,795 cubic feet (cf) per month (3,574 cf per day) of natural gas. Electricity and natural gas service would continue to be provided to the Bundy Campus via existing infrastructure on and surrounding the Bundy Campus, and existing regional energy supply. The Master Plan would have a less-than-significant impact with respect to electricity and natural gas.	**Energy** As the Master Plan would result in a less-than-significant impact with respect to energy, no mitigation measures are required. Nonetheless, the Master Plan will incorporate energy-efficient project design features discussed in detail in Section IV.H.3 (Utilities – Energy).	The Master Plan would have a less-than-significant impact with respect to energy resources.
I. Public Services		
Police The Master Plan would slightly increase the demand for police protection services at the Bundy Campus as a result of the increase in onsite student activity and parking. Nonetheless, the Santa Monica College Police Department's (SMCPD) ability to further service and accommodate the growth as a result of the Master Plan would not be expected to require substantial additional equipment, station space, or staff, and, as such, would not be expected to	**Police** As the Master Plan would result in a less-than-significant impact with respect to police protection, no mitigation measures are required. Nonetheless, the Master Plan will incorporate security-enhancing project design features discussed in detail in Section IV.I.1 (Public Services – Police).	The Master Plan would have a less-than-significant impact associated with police services.

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
require substantial supplemental police services from the City of Los Angeles Police Department (LAPD). The Master Plan would have a less-than-significant impact associated with police services.		
Fire The Master Plan would slightly increase the demand for fire protection services at the Bundy Campus with the increased student activity and vehicles onsite. Nonetheless, the Bundy Campus is expected to be adequately served by existing fire stations in the project area and existing fire flow and water pressure in fire service lines on the campus. One additional fire hydrant may be required to serve the 38,055 sf New Building. The Master Plan would have a less-than-significant impact associated with fire protection.	**Fire** As the Master Plan would result in a less-than-significant impact with respect to fire protection, no mitigation measures are required. Nonetheless, the Master Plan will incorporate fire-protection project design features discussed in detail in Section IV.I.2 (Public Services – Fire).	The Master Plan would have a less-than-significant impact associated with fire protection.
J. Transportation and Traffic		
Intersection Traffic The Master Plan would result in significant traffic impacts at four of the 27 study intersections during one or both of the analyzed peak hours under cumulative plus project 2010 conditions, under all Access Alternatives, and would result in significant impacts at two additional intersections under some of the Access Alternatives. Intersections that would be impacted under all Access Alternatives include the following: Bundy Drive and I-10 eastbound on-ramp; Bundy Drive and Ocean Park Boulevard; Bundy Drive and National Boulevard; and Bundy Drive and Airport Avenue.	(J-1) <u>Bundy Drive and Airport Avenue (Study Intersection 17)</u> – A potential mitigation measure to modify the striping on the eastbound approach to provide one left-turn lane and one shared left-turn/right-turn lane was investigated but found to only partially mitigate the Master Plan impact in the p.m. peak hour. Due to physical constraints, including the ongoing construction of a sidewalk and retaining wall in the southwest corner of the intersection, no other feasible measures were identified and the Master Plan impact would remain significant and unavoidable. Under Access Alternatives C1 and C2, these physical constraints would not be present and a measure to widen the eastbound approach to provide two left-turn lanes and one right-turn lane was tested but also not found to mitigate the	The Master Plan's impacts would be less-than-significant with respect to the regional transportation system, parking, impacts at 21 of the 27 intersections studied, and impacts at 20 of the 2 street segments studied. The recommended

Table II-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
The intersection of 23rd Street/Walgrove Avenue and Airport Avenue would be impacted under Access Alternatives A1, A5, A6, A9, A10, B1, B2, B4, and C2. The intersection of Bundy Drive and Bundy Driveway would also be impacted under Access Alternatives A1, A2, A3, A4, A5, A7, A8, A9, B10, B1, B3, and B4. **Neighborhood Street Segments** Under all Access Alternatives, the Master Plan would create a significant impact on two of the 22 studied neighborhood street segments, including 23rd Street north of Airport Avenue and Dewey Street between 21st Street and 23rd Street. The threshold of significance for these two street segments is one additional car trip per day. A significant impact would also be created on the street segment of Airport Avenue west of Centinela Avenue under Access Alternatives C1 and C2. **Regional Transportation System** The Master Plan's impacts with respect to CMP arterial monitoring locations, freeway monitoring locations, and transit service would be less than significant. **Parking** The Master Plan would provide approximately 780 on-site parking spaces on the site in a combination of surface and subterranean parking, which would be expected to exceed the estimated peak need of approximately 765 spaces. Furthermore, SMC programs will be scheduled to insure that adequate on-site parking will be provided at all times. Therefore, impacts related to parking would	Master Plan impact in the p.m. peak hour effectively. Nonetheless, this mitigation measure is recommended to partially reduce the impact at this intersection. (J-2) <u>23rd Street/Walgrove Avenue and Airport Avenue (Study Intersection 15)</u> – The most constrained movement at this intersection is the westbound right-turn (operating at LOS F in the a.m. peak hour and LOS C in the p.m. peak hour). The impact at this location is significant only in the a.m. peak hour, when the addition of Master Plan traffic there would result in a significant increase in delay. Therefore the mitigation measure that has been identified to address the impact at this location is to prohibit left turns out from the Bundy Campus at Donald Douglas Loop South onto Airport Avenue during the a.m. peak period (between 7:00 and 9:00 a.m.). (J-3) <u>Bundy Drive and Bundy Driveway (Study Intersection 18)</u> – For all Access Alternatives, it is proposed that the southbound approach be widened to provide two through lanes and a separate right-turn lane. In addition, for Access Alternatives A1, A2, A3, A4, A5 and B1, it is proposed to widen the eastbound approach to provide separate left-turn and right-turn lanes. Under the access alternatives where this location is proposed for signalization, it would also be linked to the City of Los Angeles' Automated Traffic Surveillance and Control System (ATSAC) system. (J-4) SMC shall continue to operate the SMC inter-campus shuttle between the Bundy Campus and the Main Campus as a means of reducing the number of college-related trips between these two campuses. (J-5) SMC shall coordinate with the Santa Monica Blue Bus system and, potentially, the Los Angeles Metropolitan Transit Authority (LAMTA) Metro system to ensure continued and potentially expanded bus service to the Bundy Campus in accordance with service needs. (J-6) The Master Plan will seek certification under the United States Green Building Council's (USGBC) Leadership and Energy and Environmental Design – New Construction (LEED-NC) Rating	mitigation measures would reduce impacts to less-than-significant at the intersections of Bundy Drive and the Bundy Driveway, and at 23rd Street/Walgrove Avenue and Airport Avenue. With these mitigation measures, impacts at 23 of the 27 study intersections would be less than significant. Impacts would remain significant and unavoidable at four intersections: Bundy Drive and I-10 eastbound on-ramp; Bundy Drive and Ocean Park Boulevard; Bundy Drive and National Boulevard; and Bundy Drive and Airport Avenue (although the Mitigation Measure J-1 would partially reduce the impact at this intersection).

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Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
be less than significant and no off-site parking impacts are anticipated under the Master Plan.	System or a more recently approved LEED rating system applicable to institutions. To obtain LEED certification, the Master Plan shall obtain a minimum of 26 points achievable through incorporation of various credits, such as, but not limited to the following transportation-related credits: • SS Credit 4.1: the Master Plan is currently located within 0.25 mile of two campus/public bus lines; and/or • SS Credit 4.2: the Master Plan may provide bicycle racks, showers, and changing rooms for 5 percent of peak period building users or 0.5 percent of full-time equivalent (FTE) occupants; and/or • SS Credit 4.3: the Master Plan may provide low-emitting or fuel-efficient vehicles and preferred parking for 3 percent of FTE occupants, provide low-emitting or fuel-efficient vehicles and preferred parking for 5 percent of total site parking capacity, or install alternative-fuel refueling stations for 3 percent of the total site parking capacity.	Impacts would remain significant and unavoidable at two street segments under all Access Alternatives: 23rd Street north of Airport Avenue and Dewey Street between 21st Street and 23rd Street. The threshold of significance for these two street segments is one additional car trip per day. Impacts would remain significant and unavoidable at one additional street segment on Airport Avenue west of Centinela Avenue under Access Alternatives C1 and C2.
K. Neighborhood Effects		
The Master Plan would result in less-than-significant neighborhood impacts with the implementation of recommended mitigation measures for Aesthetics; Air Quality; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and	Where mitigation measures have been identified to reduce the Master Plan's potentially significant environmental impacts, they are presented in each respective section of the EIR.	For a discussion of the level of significance after mitigation for each of the

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Planning; Utilities; Public Services. The Master Plan would result in significant and unavoidable impacts with respect to Noise (construction noise) and Transportation and Traffic (intersections and street segments). Overall, most of the Master Plan's neighborhood impacts would be less than significant.		environmental issue areas, refer to each respective section of this EIR.
Source: Christopher A. Joseph & Associates, January 2007.		