
V. DRAFT EIR COMMENT LETTERS

The following pages include the written and electronic comment letters to the Draft EIR. Each of the comment letters has been included in text format in the previous Responses to Comments section. However, the individual comment letters and attachments are provided on the following pages for reference purposes.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

November 14, 2006

Don Girard
Santa Monica Community College District
1900 Pico Boulevard
Santa Monica, CA 90405

Subject: Santa Monica College Bundy Campus Master Plan
SCH#: 2005091142

Dear Don Girard:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 13, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1.1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script that reads "Terry Roberts".

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005091142
Project Title Santa Monica College Bundy Campus Master Plan
Lead Agency Santa Monica Community College District

Type EIR Draft EIR
Description The 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 campus. Buildout of the Master Plan calls for: (1) demolition of the existing two-story East Building with possible interim uses pending demolition; (2) construction a New Building of similar size (approximately 33,205 sf) to be located east of the existing four-story West Building; (3) provision of ~ 780 parking spaces (530 surface and 230 below-grade spaces); (4) access improvements including a new northeast driveway to access the campus; (5) provision of a pedestrian parkway along Bundy Drive; (6) landscaping/open space elements; (7) continued use for the West Building; and (8) miscellaneous general site improvements.

Lead Agency Contact

Name Don Girard
Agency Santa Monica Community College District
Phone (310) 434-4287 **Fax**
email
Address 1900 Pico Boulevard
City Santa Monica **State** CA **Zip** 90405

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets S. Bundy Drive/Centinela Avenue and Airport Avenue
Parcel No. 424-700-1900
Township 2S **Range** 15W **Section** Ballon **Base** SB

Proximity to:

Highways 10, 405
Airports Santa Monica Airport
Railways Union Pacific (abandoned)
Waterways
Schools Santa Monica College, various LAUSD and SSMUSD schools
Land Use Educational facility (satellite community college campus); Existing zoning=M1-1 (Limited Industrial), P-1 (Parking), [Q]CR-1 (Limited Commercial), and P-1VL (Parking); Existing GPD=Limited Manufacturing

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Drainage/Absorption; Growth Inducing; Landuse; Noise; Other Issues; Public Services; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Integrated Waste Management Board; Public Utilities Commission; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Aeronautics; Department of Toxic Substances Control; Department of Health Services; Santa Monica Mountains Conservancy

Date Received 09/29/2006 **Start of Review** 09/29/2006 **End of Review** 11/13/2006



Department of Toxic Substances Control



Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
1011 North Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor

October 10, 2006

Mr. Don Girard
Santa Monica Community College District
1900 Pico Boulevard
Santa Monica, California 90405

NOTICE OF PREPARATION FOR PROPOSED SANTA MONICA COLLEGE BUNDY
CAMPUS, LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA
(SCH 2005091142)

Dear Mr. Girard:

The Department of Toxic Substances Control (DTSC) has reviewed the Notice of Preparation (NOP), dated September 26, 2005, for the subject project. Although the due date to submit comments was October 25, 2005, DTSC would like to provide the following comment:

1. If demolitions of old structures will occur, lead based paint and organochlorine pesticides from termiticides may be potential environmental concerns at the site. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's *"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."*

2.1

If you would like to discuss this matter further, please contact Ms. Andrea Juarez at (714) 484-5340 or me at (818) 551-2860.

Sincerely,

For: Ken Chiang
Senior Hazardous Substances Scientist
School Property Evaluation and Cleanup Division

cc: Next page

Mr. Girard
October 10, 2006
Page 2

cc: State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 222
Sacramento, California 95814

Mr. Guenther W. Moskat
CEQA Tracking Center – Sacramento HQ

Mr. Ken Chiang
School Property - Glendale

Ms. Andrea Juarez
School Property - Cypress

Ms. Michele Foster
School Unit - Glendale

SPECD Reading File - Glendale

CEQA Reading File - Glendale

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net



November 3, 2006

Mr. Don Girard, Assistant to the President
Santa Monica Community College District
 1900 Pico Boulevard
 Santa Monica, CA 90405

Re: SCH#2005091142; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Santa Monica Community College Bundy Campus Master Plan; Los Angeles County, California

Dear Mr. Girard:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact, particularly the contacts of the on the list.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

3.1

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

3.1

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse
Attachment: List of Native American Contacts

**Native American Contacts
Los Angeles County
November 3, 2006**

Beverly Salazar Folkes 1931 Shadybrook Drive Thousand Oaks , CA 91362 805 492-7255	Chumash Tataviam Fernandeño	Fernandeno Tataviam Band of Mission Indians Randy Guzman-Folkes, Dir. Cultural and Environmental Department 601 South Brand Boulevard, Suite 102 San Fernando , CA 91340 ced@tataviam.org (818) 837-0794 Office (818) 581-9294 Cell (818) 837-0796 Fax	Fernandeno Tataviam
Julie Lynn Tumamait 365 North Pole Ave Ojai , CA 93023 jtumamait@hotmail. (805) 646-6214	Chumash	Patrick Tumamait 992 El Camino Corto Ojai , CA 93023 yanahea2@aol.com (805) 640-0481 (805) 216-1253 Cell	Chumash
LA City/County Native American Indian Comm Ron Andrade, Director 3175 West 6th Street, Rm. 403 Los Angeles , CA 90020 (213) 351-5324 (213) 386-3995 FAX		Kitanemuk & Yowlumne Tejon Indians Delia Dominguez 981 N. Virginia Covina , CA 91722 (626) 339-6785	Yowlumne Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Sec. 7050,5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2005091142; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Santa Monica Community College Bundy Campus Master Plan; Los Angeles County, California.

**Native American Contacts
Los Angeles County
November 3, 2006**

Gabrieleno/Tongva Tribal Council

Anthony Morales, Chairperson

PO Box 693

San Gabriel , CA 91778

(626) 286-1632

(626) 286-1758 - Home

(626) 286-1262 Fax

Randy Guzman - Folkes

Gabrielino Tongva 3044 East Street

Simi Valley , CA 93065-3929

randyfolkes@sbcglobe.com

(805) 579-9206

(805) 501-5279 (cell)

Chumash

Fernandeño

Tataviam

Shoshone Paiute

Yaqui

Gabrielino Tongva Indians of California Tribal Council

Robert Dorame, Tribal Chair/Cultural Resources

5450 Slauson, Ave. Suite 151 PMB

Culver City , CA 90230

gtongva@earthlink.net

562-761-6417 - voice

562-920-9449 - fax

Gabrielino Tongva Indians of California Tribal Council

Mercedes Dorame, Tribal Administrator

Gabrielino Tongva 20990 Las Flores Mesa Drive

Malibu , CA 90265

Pluto05@hotmail.com

Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Sec. 7050.5 of the Health & Safety Code, Sec. 5097.94 of the Public Resources Code and Sec. 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2005091142; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Santa Monica Community College Bundy Campus Master Plan; Los Angeles County, California.

DEPARTMENT OF TRANSPORTATION
 DISTRICT 7, OFFICE OF PUBLIC
 TRANSPORTATION AND REGIONAL PLANNING
 IGR/CEQA BRANCH
 100 SOUTH MAIN STREET
 LOS ANGELES, CA 90012
 PHONE (213) 897-3747
 FAX (213) 897-1337



*Flex your power!
 Be energy efficient!*

November 30, 2006

IGR/CEQA DEIR CS/061002
 City of Santa Monica
 Santa Monica College
 Bundy Campus Master Plan
 Bundy Dr./Airport Ave.
 Vic. LA-10-4.51, SCH# 2005091142

Mr. Don Dirard
 Assistant to the President
 Santa Monica College
 1900 Pico Boulevard
 Santa Monica, CA 90405

Dear Mr. Girard:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed program-level document. Based on the information received, we have the following comments:


The net increase in average daily trips (ADT) to the Bundy Campus is anticipated to be approximately 2877 ADT, with 121 trips occurring during the Am peak hour and 203 trips occurring during the PM peak hour. On Page 17 and Figure 4, Page 44, the trip distribution assigns 32 PM peak hour project trips to northbound I-405 Freeway and 53 PM peak hour project trips to eastbound I-10 Freeway. We would like to mention that both of these freeway facilities currently operate at poor level-of-service (LOS) conditions, LOS F for northbound I-405 and eastbound I-10 during the PM peak period. LOS is a measurement of operating conditions with LOS F conditions indicating that traffic is flowing at less than 35 MPH and LOS F-1 indicates that congestion lasts for 1 hour, LOS F-2 indicates that congestion lasts for 2 hours and LOS F-3 indicates that congestion lasts for 3 hours. Furthermore, the cumulative project plus related project trips will add more traffic on these already congested freeway facilities.

4.1

There are No I-10 Freeway improvements projects scheduled for the near term. I-405 Freeway improvements project is currently being studied.

If you have any questions, you may reach me at (213) 897-3747 and please refer to our record number 061002/CS.

Sincerely,

for 
 CHERYL J. POWELL
 IGR/CEQA Program Manager
 Office of Regional Planning



Office of the City Manager
1685 Main Street
PO Box 2200
Santa Monica, California 90407-2200

City of
Santa MonicaSM

November 9, 2006

Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Subject: Comments on Draft Environmental Impact Report
Project Title: Santa Monica College (SMC) Bundy Campus Master Plan

Dear Mr. Lawson:

Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the Santa Monica College Bundy Campus Master Plan. As you know, we have been working together with SMC and the City of Los Angeles to find ways to ensure the successful integration of the Bundy Campus with its neighbors, including the Santa Monica Airport, Airport Park, Sunset Park and Mar Vista. While this has been a complex matter, it is made possible when all participants are committed to doing what is best for our residents, our students and the diverse users of the Santa Monica Airport. The following comments are offered in the spirit of cooperation, identifying potential challenges and issues early so that thorough analysis can be completed to ensure appropriate design and operation of the proposed project. In this way, the City of Santa Monica hopes that responses to our comments will ensure a harmonious, long-term integration of the Bundy Campus with the airport and surrounding neighborhoods.

5.1

The City of Santa Monica has the following comments regarding the Draft EIR:

Project Description

Our first group of comments relate to the Project Description, which contains several factual errors that must be corrected in order to facilitate proper analysis and review of the project. These comments include:

5.2

1. Figure II-2 should be changed to accurately portray the location of Santa Monica Boulevard and the Emeritus College.
2. In the second paragraph of page II-4, it should be noted that the Santa Monica City Council cooperated with the College to approve the current right-turn-only egress driveway through an interim license agreement that will expire in early 2007. Permanent access has not been granted. The Council is scheduled to review continued use of this access point in the coming months. The limited access way is not Donald Douglas Loop South (DDL S), but a driveway that leads from the Bundy Campus through the parking lot behind 3200 Airport Avenue out to DDL S and then to the "T" intersection of Airport Avenue and DDL S coming from the north. It is not a full intersection. The driveway connects to Airport Avenue, a private street that allows drivers to connect to the public roadway system at Bundy Drive to the east. This distinction and related impacts should be addressed.

5.3

3. Figure II-3 includes the proposed site plan. Please show pedestrian, bicycle and transit access in addition to vehicular access. It is unclear how pedestrians will access the site. This should also be referenced in the "Pedestrian and Bicycle Circulation" section later in the EIR.

5.4

Randal Lawson
November 9, 2006

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| 4. The project baseline should take into account modifications to the roadway at Bundy and Airport Ave which are being done as part of the Airport Park project. | 5.5 |
| 5. On Page II-9, there are inaccurate descriptions of "historical access points" at the Spitfire Grill driveway and 3400 Airport Avenue Building. The SMC campus has never had access at these locations on either a regular or temporary basis. Reference to these access points should be removed and analysis of alternatives based on the premise of acquiring access at these locations should likewise be removed (see Transportation, below). | 5.6 |
| 6. Both a Bundy Driveway and a Northeast Bundy Drive are discussed on Page II-9. The Bundy Driveway is described as having two options. This, along with the multiple access options analyzed, is not clearly or consistently described. The project description should clearly describe the proposed access and then these options should be clearly identified in the transportation analysis of the multiple transportation alternatives. | 5.7 |
| 7. While Comment #2 above identifies that we do not agree with the characterization of the driveway connecting to Airport Avenue as Donald Douglas Loop South on Page II-9, it does accurately describe the right-turn egress-only at this location. Please clarify the operation of this driveway as assumed in the project description. | 5.8 |
| 8. The EIR should note under "Discretionary Actions" that approval of any connection to Airport Avenue, a private street running through the Santa Monica Airport, requires approval by the Santa Monica City Council. | 5.9 |
| 9. As the EIR includes a baseline assumption of free parking, this project element cannot be reversed without further environmental analysis. It is noted that providing free parking reduces the pressure on Airport Park parking, which will also be provided free to the general public. However, as discussed below, parking management should be comprehensively designed to meet goals as opposed to stating specific measures. | 5.10 |
| 10. The project description states that the Bundy Campus will be occupied by programs that function as primarily stand-alone programs (although it is noted that a Career Opportunity Center is not really a stand-alone program – see page II-7). The EIR should describe how the campus will be self-contained. Currently students attending classes at satellite campuses have a need to go to the Main Campus for registration, financial aid assistance, library services, book purchases, etc. Given the typical pattern of college operations, which are historically adjusted based upon enrollment, the EIR should disclose the maximum capacity on the site in terms of classroom and class size, account for student need to use main campus facilities, and analyze associated transportation impacts accordingly. | 5.11 |
| 11. The City of Santa Monica is pleased to see that SMC intends to apply for LEED certification for the Bundy Campus. As concern is expressed regarding the applicability of LEED to educational institutions, SMC should also consider guidelines being developed for High Performance Schools, including many universities and community colleges. Extensive and updated information is available at http://www.ciwmb.ca.gov/GreenBuilding/Schools/ . | 5.12 |
| 12. The Land Use and Zoning description (page III-9) does not mention that the property is adjacent to the area governed by the Santa Monica Airport Master Plan, although it is acknowledged that the airport is outside of the Master Plan boundaries. However, due to the proximity to the Airport and proposed transportation connections, the project's environmental setting should include the Master Plan, which might lead to additional analysis in the Land Use and Zoning Section (IV, F). | 5.13 |
| 13. Inaccuracies in the project description may reflect that the EIR preparers do not appear to have consulted City of Santa Monica officials in preparation of this document (See Section VII: <i>Preparers of the EIR and Persons Consulted</i>). In responding to these comments, please do not hesitate to seek clarifications on important matters from City staff. | 5.14 |

Randal Lawson
November 9, 2006

Page 3

Air Quality

1. The Air Quality (C) conditions did not relate to the project's specific construction impacts, given that activity will take place so close to both residents and park users. Construction dust in the air would be particularly hazardous to children playing on the playing fields at Airport Park that are expected to be heavily utilized, especially on the weekends. All of the requirements in the SCAQMD Rule 43 handbook should be specified in the construction mitigation requirements, and a higher standard should be invoked in Mitigation Measure C-10 for stopping work on weekends during periods of peak park use.

5.15

Noise

1. The EIR has determined that construction noise impacts are significant and unavoidable. Considering this determination, it is not clear that sufficient mitigation measures have been identified. Mitigation Measure G-2 simply restates the City of Los Angeles's construction hours restrictions, and does not offer any further mitigation of the project's impacts. It is suggested that the following, which is a Code requirement in the City of Santa Monica, be added to mitigate the impacts on nearby residents and airport tenants: "Noise exceeding 90dBA** shall be limited to 10 am to 3 pm (**Such as jack hammering, pile driving, or pavement breaking)." The project consultants are also encouraged to investigate more mitigation measures that might reduce construction noise, even if such measures do not completely mitigate all project construction impacts.
2. Mitigation Measure G-4, which requires two weeks notice prior to demolition and construction, should be extended to include notice to the Santa Monica Airport administration and to neighbors to the south on Rose Avenue and Stewart Street, as noise and other inconvenience will also impact those locations.

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5.17

Transportation/Circulation Analysis

1. Thank you for using the HCM methodology for the analysis of intersections within Santa Monica. However, the City of Santa Monica's full methodology was not followed, as we evaluate projects from a community-wide count of information so that projects can be compared to one another. In addition, the City of Santa Monica analyzes data over a ten year horizon, not five years as done in this analysis.
2. Airport Avenue is analyzed as a collector street. As described above, this characterization is inaccurate as it is not a public street. For purposes of analysis, it would be most appropriate to consider this street a local street.
3. Big Blue Bus Line #8 does not serve this site well, at best it serves the site indirectly. The stop on Ocean Park Boulevard is nearly a half mile from the entrance to campus buildings. As such, this line should not be included on Page IV J-2.
4. New data for study intersections was collected from 7:00 a.m. to 9:00 a.m. and then from 4:00 p.m. to 6:00 p.m. The City of Santa Monica analyzes data from a longer period of time. We find that the peak period of traffic for either a project or the adjacent street can be as heavy an hour before or after the times analyzed in this study.
5. Please note that the level of service (LOS) calculated from the counts taken for this project for the Santa Monica intersections differs from the LOS calculated by the City of Santa Monica for similar time frames at these locations.
6. Baseline street improvements include modifications to the traffic signal at 20th Street and Pico Boulevard. Please clarify what project, initiative or development this change is associated with.

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Randal Lawson
November 9, 2006

Page 4

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|--|------|
| 7. As mentioned above under Project Description, Alternatives A-5, A-10 and C-2 should be removed from consideration as they utilize access points that do not exist. | 5.24 |
| 8. Table III-1 (Related Projects) does not list the SMC Madison Campus. | 5.25 |
| 9. The description of "Parking Management" describes a specific policy of providing free parking. As the way parking is managed and operated will affect the demand for parking and may change over time, a comprehensive Parking Management plan for the Bundy Campus must be prepared in order to ensure that parking and traffic impacts on adjacent neighbors are minimized. In order to analyze these impacts, the Project Description must identify goals for the Parking Management plan and must identify a requirement to reach agreement with the City of Santa Monica, and possibly other relevant agencies, on the components of that plan prior to beginning additional construction on the campus and in the event that the agreed-upon plan requires amending. In addition to the currently stated goals, such as preventing spillover, the goals should include providing parking for students participating in programs at the Bundy campus, and addressing the management of parking for students going primarily to the main campus. The Parking Management plan should relate to SMC's plans for shuttling students to the main campus for administrative, library and other uses. It is noted that, as part of a comprehensive strategy to reduce SMC generated traffic and parking demand in the City, the College and the City's Big Blue Bus are currently working together to explore providing an Eastside Community shuttle, which is conceptualized as a public transit shuttle service that would connect residents of the eastern half of the City with the SMC Bundy Campus and the nearby Airport Park currently under construction. Although it may be premature to describe this shuttle in the project description, it is suggested that it be identified in concept as part of an overall Parking Management plan. | 5.26 |
| 10. Please indicate how traffic generation was calculated for BAE Systems, the time period it was calculated for, and the relevance to EIR analysis. | 5.27 |
| 11. We understand that zip code data was used for the trip generation assumptions for the analysis. Please consider using a subset of this data, including parking permit holders by zip code. How will the distribution of full-time versus part-time students at the Bundy Campus compare to students at the Main Campus? Full-time and part-time students may have different trip generation rates. Additionally, it appears as though no trips were assigned as coming from other satellite campuses or the Main Campus. It seems likely that some trips of this sort will be made on a regular basis. | 5.28 |
| 12. Any proposed access option between the Bundy Campus and Airport Avenue must fully analyze potential impacts on Airport Avenue businesses and on Airport Park operations including park-related traffic circulation, parking, drop-off and pick-up and the movements associated with park users. | 5.29 |
| 13. Before making any decisions on a more permanent access option between the Bundy Campus and Airport Avenue, a comprehensive study will be required to analyze potential impacts – including traffic, pedestrian and parking impacts - on Airport tenants, users and business especially for 3400, 3300, 3200, and 3100 Airport Avenue leaseholds. It should also be noted that the airport will need to retain the ability to close this access point in situations of emergency or high security. | 5.30 |
| 14. Several of the circulation plans call for the proposed half-signal at a new driveway near the northeast corner of the Bundy Campus. The proposed Master Plan states that the new driveway could not be installed until the existing building is demolished. This means that the proposed signal would not be realistically installed at this location until several years in the future at the earliest. The analysis using these configurations should address that fact and subsequent impacts that would occur prior to the availability of such a signal as well as the impact of its delay. | 5.31 |

Randal Lawson
November 9, 2006

Page 5

- 15. Analysis of the impacts of Airport access permitting westbound traffic to 23rd and Walgrove needs to address not only the number of projected vehicle trips, but also the safety of that intersection in terms of elevation, curvature/uneven alignment and sight line factors. Additionally, the mitigation measure (J-2) that prohibits left turns from the SMC driveway to Airport Avenue only in the a.m. peak period is inadequate from two perspectives: 1) It presumes that a left turn will be allowed from this driveway, although this has never been permitted; and, 2) between 7:00 and 9:00 a.m., students and faculty arrive at the campus and the number of cars exiting should be minimal. Campus users are more likely to be exiting in the p.m. peak hour, yet the impact from this activity is not considered significant and is not addressed by the mitigation measure (with an assumption that a left turn is allowed at all). The EIR must specifically address the volume of traffic at the Walgrove/Airport Avenue intersection in the evening time period when it is highly congested.

5.32
- 16. The analysis of the intersection of 23rd Street/Walgrove Avenue and Airport Avenue analyzes this as a two-way stop-controlled intersection. Although this is standard, this type of analysis may not accurately reflect conditions at different times of the day. Perhaps vehicles entering the intersection from Airport Avenue have a difficult time entering the flow of traffic because it is so fast in the a.m., perhaps in the p.m. vehicles can enter more easily since the vehicles traveling north-south are traveling so slowly.

5.33
- 17. The EIR needs to provide more analysis of the impact of traffic generated by turning south on Bundy Drive from the Campus and then turning west onto Rose Avenue or Palms Boulevard.

5.34
- 18. Unless the EIR imposes mitigation measures that specifically limit the maximum occupancy potential of the campus including students, faculty, staff, analysis should be based on a highest use scenario (this concern is also noted above under "Project Description" Comment #10).

5.35
- 19. The closure of the Stewart Street gate except for emergency or maintenance uses, as stated in the description, should also be listed as a mitigation measure, because a change in operation would produce severe impacts that have not been analyzed.

5.36
- 20. The Transit analysis uses an estimate of 3.5 percent of trips to and from the campus that may use transit. Please explain your use of this estimate and indicate why this is reasonable as opposed to using real data from the Main Campus or from the existing Bundy Campus.

5.37
- 21. Mitigation Measure J-3 includes making changes to the lanes on Bundy Drive at Bundy Driveway. Please include information on the feasibility of how the southbound approach can be 'widened.' Please ensure that the feasibility of such a mitigation measure includes consideration of whether this will be widened within the public right-of-way or through the use of private property. Will alignment of striping on the street, including transitions, need to be changed? How will this affect pedestrian access and access to and location of transit stops?

5.38
- 22. The Parking Impacts discussion describes the parking for uses on site. If parking is free, what would deter people headed for the Main Campus from using this site as a de-facto park-and-ride lot? Please include this in the analysis.

5.39
- 23. Mitigation Measure J-1 should indicate any possible secondary impacts of pedestrian access to the site and Airport Park. What equipment and what is the scope of work that would be necessary to implement this mitigation measure?

5.40
- 24. Mitigation Measure J-2 describes a condition that should be part of the project description, but it is unclear, as previously noted. Vehicles exiting the driveway at Airport Avenue are only allowed to turn right. Thus, this cannot be a mitigation measure. Please describe how effective this mitigation might be.

5.41

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- 25. Please explain why you have included an assumption that vehicles going to or from the Bundy Campus are using Dewey Street west of 23rd Street. 5.42
- 26. Mitigation Measure J-4 is problematic from the perspective that it requires a shuttle that may not be necessary after introduction of the Eastside Shuttle. Furthermore, J-4 is a mitigation measure that requires its own environmental analysis, in that an expanded shuttle from the airport to other SMC campuses will impact the number of trips to the Bundy campus, in contradiction to the project description of the Bundy campus as a stand-alone operation, and may have a detrimental effect on Airport Park's ability to provide available parking for its users. J-4 should be removed and the concept should instead be integrated as part of the Parking Management Plan suggested above. 5.43
- 27. Mitigation Measure J-5 should be worded more strongly to require not only "coordination" with Big Blue Bus, but also to require that SMC contribute to funding of a shuttle system that is primarily being introduced in order to meet the needs of SMC students. 5.44
- 28. Mitigation Measure J-6, the pursuit of transportation points for LEED certification is not a legitimate mitigation measure in that LEED certification is not an action that mitigates impacts identified in the project, but rather bestows an award for other actions that improve a project. Furthermore, Credit 4.1 simply recognizes the presence of bus lines that already exists (see also Transportation Comment #3, above) and Credits 4.2 and 4.3 are non-committal and address the small number of project users who are employees as opposed to students. 5.45

Public Utilities

- 1. The analysis of impact on public services focused on Los Angeles Police and Fire, but did not take into account impacts on City of Santa Monica's police services that will be needed to address the use of Airport Avenue by motor vehicles that are moving at excessive speeds; performing illegal traffic maneuvers, including illegal left turns onto Airport Avenue and improper "extra" turns into and out of Airport Avenue parking lots to circumvent the no left turn restriction. The City of Santa Monica believes that there will be an impact and a proper mitigation measure should be identified to compensate the City for anticipated expenses. 5.46

Comments from the City of Santa Monica Airport Commission

The Airport Commission reviewed and discussed the Draft EIR at its October 23, 2006 meeting and requested to forward the following comments and concerns:

- 1. The section on Air Quality does not adequately address air pollution from traffic generated by the project because it does not accurately describe the extent of the shuttle service, including students from other campuses parking at the Bundy campus and using the SMC shuttle, and therefore the expected number of trips that the project generates. 5.47
- 2. The EIR does not discuss airport security issues generated by having many more people going through the Santa Monica Airport. 5.48
- 3. It is not appropriate to use as a project base line the traffic generated by the previously existing College Shuttle Program because that shuttle has not been in place for two years. Thus the EIR analysis of traffic impacts is inaccurate because it has taken "credit" that masks the project's impacts. 5.49
- 4. There are concerns about potential use of Airport Park parking by students either attending the Bundy Campus or using the SMC shuttle. The EIR did not address these potential impacts on parking, drop off and general circulation at Airport Park and did not include appropriate mitigation measures. 5.50

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- 5. The EIR has not sufficiently and adequately addressed existing parking shortages at other SMC campuses and how spillover might affect traffic and air quality at the Bundy campus through use of the shuttle system.
- 6. The Commission would like to see the project description more specifically commit to stand alone programming at Bundy Campus.
- 7. The assumption that allowing a left turn through the airport to 23rd Street would not have a significant impact on that intersection is flawed. Further analysis based on more accurate assumptions is needed. Furthermore, more realistic assumptions might result in different results showing potentially significant impacts at other intersections such as Walgrove/Rose, 23rd St./Pico, 23rd St./Pearl, Ocean Park/28th St., Ocean Park/23rd St.

5.51

5.52

5.53

The Commission also generally conveyed its preference for Alternatives A-3, B-3 & A-4, based on the information presented to them.

5.54

Thank you for your careful consideration and response to the above comments. Should you have any questions or need additional information from the City of Santa Monica, please do not hesitate to contact Elizabeth Bar-EI, AICP, Senior Planner, at (310) 458-8341.

Sincerely,



P. Lamont Ewell
City Manager

CITY OF LOS ANGELES
CALIFORNIA

GLORIA JEFF
GENERAL MANAGER



Antonio R. Villaraigosa
MAYOR

DEPARTMENT OF
TRANSPORTATION
100 S. MAIN ST, 10TH FLOOR
LOS ANGELES, CA 90012
(213) 972-8470

November 8, 2006

Mr. Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

**SANTA MONICA COLLEGE BUNDY CAMPUS MASTER PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT**

Dear Mr. Lawson,

The City of Los Angeles Department of Transportation (LADOT) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed Santa Monica College Bundy Campus Master Plan at 3171 S. Bundy Drive. The proposed development would demolish the existing 33,055 square-foot building on the east end of the campus, would construct a new two-story 38,205 square-foot building next to the existing 64,000 square-foot building, and would provide approximately 780 on-site parking spaces. Thirty total classrooms would be provided in the Santa Monica College (SMC) satellite campus on Bundy Drive with this proposed expansion.

6.1

LADOT has worked with SMC's staff and traffic consultants in reviewing and designing the project's access and circulation elements. However, during the preparation of the traffic impact analysis, LADOT involvement has been limited. After initial input regarding study intersections, future roadway network and related land use project assumptions, no further consultation with LADOT was sought during the preparation of the project's traffic impact study (Appendix G of the DEIR) nor in the identification of traffic mitigation measures - a customary step prior to public circulation of the environmental documents. The traffic impact study assumptions and results, as presented in Appendix G of the DEIR, were not concurred by LADOT prior to publication.

6.2

LADOT offers the following comments on the SMC Bundy Campus Master Plan Project DEIR:

Comments on the Traffic Study (Appendix G)

6.3

1. Trip Generation

The proposed SMC Bundy Campus Master Plan project is expected to generate approximately 5,317 trips per weekday, 360 trips during the weekday a.m. peak hour,

and 452 trips during the weekday p.m. peak hour. The report indicates that the existing 64,000 square-foot building was surveyed in late February and early March 2006 to determine the amount of vehicle trips generated by this satellite campus. Since this existing building houses sixteen classrooms, a trip generation rate was derived that estimates the total number of vehicle trips per classroom. Then, this rate was applied to the proposed new two-story 38,205 square-foot building expected to house an additional fourteen classrooms. Since the DEIR was released without LADOT review of the results of the traffic study, there was no independent review or verification conducted by LADOT of these trip generation estimates, so the results were never validated.

6.3

Is enrollment and class attendance higher during the start of the school's Fall semester? If the answer is yes, then it is recommended that a new survey of the existing campus be conducted at the start of the Fall semester to derive the trip generation rates. Doing so would ensure that the rates reflect the true worst-case conditions in terms of project trip generation. The counts used to derive the trip generation rates were taken in February and March, which may reflect lower class attendance rates due to dropped classes, student transfers, Spring vacations, etc.

6.4

2. Neighborhood Street Traffic Analysis

The traffic study includes an analysis of the potential for adverse project impacts on residential streets. However, the analysis only evaluates the impacts expected of the traffic associated with the new two-story building and not of the traffic generated by the entire SMC Bundy Campus. The traffic from the existing 64,000 square-foot building was never evaluated for potential neighborhood traffic impacts prior to its construction.

6.5

With many of the area's major arterials operating at gridlock conditions during peak commute hours, the potential for commuter cut-through traffic through neighborhood streets should be evaluated. Neighborhood residents surrounding the project site have notified City of Los Angeles officials of the problem of commuter cut-through traffic through their streets. The preparation of a residential street impact analysis would attempt to identify residential streets that may be impacted by the project's traffic or by the redistribution of existing traffic due to the presence of the project traffic. It is recommended that the residential street impact analysis be revised to measure the potential impacts resulting from the traffic generated by the overall SMC Bundy Campus. If it is expected that the project may lead to increased commuter cut-through traffic along residential streets, then SMC is encouraged to work with LADOT, with City of Los Angeles Council District 11, and with affected neighborhood groups to develop a neighborhood traffic management plan.

6.6

3. Traffic Mitigations

Of the 27 intersections studied, the report indicates that the project will result in significant traffic impacts at the following six study intersections:

- Bundy Drive & I-10 Freeway Eastbound On-ramp

6.7

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- Bundy Drive & Ocean Park Boulevard
- Bundy Drive & National Boulevard
- 23rd Street/Walgrove Avenue & Airport Avenue
- Bundy Drive & Airport Avenue
- Bundy Drive & SMC Bundy Campus Driveway

6.7

On page 23 of Appendix G, the report discusses potential traffic mitigations at two intersections but then immediately dismisses these mitigations as infeasible. Also, mitigations are proposed at two other intersections that would not fully mitigate the project's impacts. At no time was LADOT consulted with during the evaluation of potential mitigation measures. No mitigation drawings were presented to LADOT for review. Therefore, it recommended that SMC work with LADOT to develop a comprehensive and meaningful traffic mitigation plan that could potentially include intersection and roadway improvements, freeway access improvements (specifically at Bundy Drive and the I-10 Freeway eastbound on-ramp), transit enhancements, trip reduction elements, and/or traffic signal upgrades.

6.8

The proposed mitigation at 23rd Street/Walgrove Avenue and Airport Avenue is to restrict left-turns from Donald Douglas Loop South onto westbound Airport Avenue from 7 a.m. to 9 a.m. Since the impact at this study intersection is estimated to occur only during the morning peak hours, this turn restriction would restrict project traffic from heading west on Airport Avenue to 23rd Street/ Walgrove Avenue. However, rerouting this traffic away from 23rd Street/ Walgrove Avenue and toward Bundy Drive would result in increased delays along Bundy Drive. These potential increased delays should be evaluated and discussed in the project's environmental report. LADOT cannot support this proposed mitigation until the secondary impacts resulting from this turn restriction are evaluated.

6.9

4. Project Access and Circulation

Although historically the primary project access to the site has been provided via the existing traffic signal at Airport Avenue and Bundy Drive, due to objections from the City of Santa Monica who has jurisdiction over the use of Airport Avenue, the City of Los Angeles and SMC have been required to investigate a new access to the SMC Bundy Campus via an ingress-only driveway on Bundy Drive south of Airport Avenue rather than using the Airport Avenue access. If this option, which is similar to the DEIR access option B-4, is pursued, it is recommended that the inbound-only driveway on Bundy Drive be located up to 100-feet north of the existing driveway. Relocating this driveway to the north would allow DOT to design a northbound left-turn lane into the driveway while preserving southbound left-turn access from Bundy Drive onto Stanwood Drive. To safely accommodate motorists destined for the campus from northbound Bundy Drive, a new half signal may be necessary and is currently being evaluated.

6.10

LADOT has been working with SMC on the proposed half traffic signal. While a final traffic signal warrants analysis has not yet been completed by LADOT, SMC's traffic consultant (Kaku Associates, Inc.) has prepared a traffic signal microsimulation to

6.11

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evaluate how an additional signal would impact traffic flow along Bundy Drive. The results reveal that a new "half" traffic signal on Bundy Drive and the project driveway can be designed and timed in coordination with the existing signal at Airport Avenue and Bundy Drive with minimal impacts to traffic flow. The "half" traffic signal would provide a northbound left-turn arrow from Bundy Drive into the Campus driveway. Northbound through traffic would not be controlled by the signal at the driveway. With a left-turn arrow provided for northbound motorists destined for the campus, southbound through traffic would be stopped only when the northbound left-turn arrow is green. Sensors embedded in the roadway would trigger the need for the northbound left-turn green arrow. The exact placement of the driveway, the timing and coordination of the two traffic signals, and the configuration of the lane assignments for both intersections (Bundy Drive/SMC Driveway and Bundy Drive/Airport Avenue) are currently being evaluated.

6.11

5. Level-of-Service Worksheets

The report does not include the level-of-service (LOS) worksheets that should have been prepared and included in the DEIR for the "Future with Project with Mitigations" scenario. Therefore, the effectiveness of any proposed traffic mitigations could not be reviewed. It is recommended that these worksheets be submitted, along with any other revisions to the traffic study, to LADOT for review.

6.12

6. Programmed Infrastructure Improvements

The identified list of planned roadway improvements did not include the planned intersection improvement at Inglewood Boulevard and Venice Boulevard. This improvement will widen the south leg of the intersection to provide one left-turn lane, one through lane, and one right-turn lane in the northbound direction. The assumed lane configuration at this intersection for all future scenarios should be revised. This revision is not expected to result in any significant changes to the project findings.

6.13

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Conclusion

With much of the area's infrastructure already fully built and with the high level of congestion experienced daily by commuters in this area, it is not expected that the project can fully mitigate all of its negative traffic impacts. Nonetheless, it is recommended that SMC work with LADOT and with the City of Santa Monica to develop a comprehensive and meaningful traffic mitigation plan that can reduce the overall traffic impacts and delays resulting from the project. Also, it is recommended that SMC work with LADOT to revise the residential street impact analysis. Since the report identifies a significant traffic impact at the intersection of Bundy Drive and the I-10 Freeway eastbound on-ramp but does not propose a mitigation, it is recommended that SMC meet with Caltrans to discuss and evaluate improvement options at this key freeway access point.

6.14

6.15

If you have any questions, please contact me or Tomas Carranza of my staff at 213-972-8476 and 310-642-1624, respectively.

Sincerely,



Jay W. Kim

Senior Transportation Engineer

c: Councilmember Bill Rosendahl, District 11
Norman Kulla, CD 11
Len Nguyen, CD 11
Haripal Vir, LADOT
John Fisher, LADOT
Tomas Carranza, LADOT

From: ZinaJosephs@aol.com [mailto:ZinaJosephs@aol.com]
Sent: Monday, November 13, 2006 8:41 AM
To: LAWSON_RANDAL
Cc: TSANG_CHUI; FINKEL_DAVID; Walzer_Andrew@smc.edu; QUINONES_MARGARET; GREENSTEIN_NANCY; Jaffe_Louise@smc.edu; AMINOFF_SUSAN; RADER_ROB; ZinaJosephs@aol.com
Subject: FOSP comment on Bundy Campus Master Plan EIR

November 10, 2006

To: Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Blvd.
Santa Monica, CA 90405

From: Board of Directors
Friends of Sunset Park
P.O. Box 5823
Santa Monica, CA 90409

Re: Public Comment re Bundy Campus Master Plan and EIR

The Board of Friends of Sunset Park, a city-recognized neighborhood organization which represents residents in the area of Santa Monica bordered by Pico Blvd. on the north, Lincoln Blvd. on the west, the south city limits, and the east city limits (Centinela Ave.), has the following comments regarding the Bundy Campus Master Plan and EIR.

In spring 2005, the FOSP Board took a position to oppose all large developments unless traffic impacts on our residential neighborhoods could be mitigated. While supporting the educational mission of Santa Monica College, the FOSP Board took the position in October 2005 that

7.1

- 1) parking on the Bundy Campus should be limited to the then-current **609** parking spaces, and that
- 2) any access to Airport Avenue be "**egress only**," with permanent "**right-turn-only**" restrictions to prevent cars from turning west toward 23rd St.

The new Bundy Campus Master Plan and draft EIR document shows an additional 2-story classroom, **780** parking spaces, **5,317 daily car trips** in 2010, and recommends "**full access**" ("in-an-out" and "right-and-left-turns-allowed") for the Bundy Campus at Donald Douglas Loop South and Airport Ave.

7.2

The college's summary, presented at the Nov. 2nd meeting, shows the following:

- 1. The draft EIR analysis concludes that there would be no air quality or public safety impacts from completing the Master Plan.

Comment: How can the college **double daily car trips** (from 2,768 in the Kaku June 2005 memorandum to 5,317 in the new draft EIR) and not impact **air quality** in the surrounding residential neighborhoods? Residents who already need to keep windows closed due to the fumes from cars idling in front of their homes can attest to the impact that increasing traffic has on air quality in Sunset Park.

7.3

How can the college recommend increasing the volume of traffic into the **Airport/Walgrove/Dewey/23rd intersection** and claim that it will not impact **public safety**? This is a dangerous intersection located at the bottom of a steep grade on 23rd St., with two sharp, blind S-curves. That is why Traffic Management departments have already installed at least 6 guard rails, both along the curbs and along the center median, to keep cars from crashing into homes and into each other. Increasing the number of cars on southbound 23rd making left-turns onto Airport Ave. would be especially dangerous, as the center median guard rails prevent the southbound drivers from seeing on-coming northbound cars on Walgrove.

7.4

An FOSP member, Bill Follett, who has worked as a licensed professional driving instructor and has lived in New York City and San Francisco, as well as Santa Monica, describes this as "**one of the most dangerous intersections I have ever encountered anywhere.**"

7.5

2. The analysis of the 16 alternative traffic access plans shows that the number of significant environmental impacts for vehicle circulation after mitigations are **identical**.

Comment: The traffic access alternatives which allow "in-and-out" and/or "left-and-turns-allowed" at Donald Douglas Loop South and Airport Ave. have environmental impacts that are significant for Sunset Park residents, in terms of both air quality and public safety. The impacts of all the alternatives are certainly **not identical**.

7.6

Alternatives that allow full access onto Airport Ave. from either Donald Douglas Loop South, the Spitfire Grill Driveway, or the 3400 Building Driveway, would bring more traffic through Sunset Park.

Isn't it true that alternatives A4, A7, A8, and B3 would have less impact on Sunset Park residents than the other alternatives?

3. Two streets in Sunset Park (Dewey between 21st and 23rd, and 23rd between Airport and Ocean Park Blvd.) will be significantly impacted by increased traffic.

Comment: Doesn't this conclusion ignore the fact that any increased traffic on 23rd also impacts traffic on east-west residential streets such as Navy, Marine, Pier, Ashland, Hill, and Oak Streets, as well as Dewey?

7.7

When traffic is congested on 23rd, drivers try to find alternative routes and zoom along the east-west side streets trying to find another north-south route, such as 25th, 21st, 20th, 18th, 17th, 16th, etc.

4. Alternative B-4 will add only 165 car trips per day to 23rd St. and 18 car trips per day to Dewey.

Comment: Figure 7 in the Kaku November 2004 Site Access and Circulation Plan shows 12% of students traveling to and from the northwest via surface streets, and 7% of students traveling to and from the southwest via surface streets. That adds up to 19% traveling to and from the west. **19% of 5,317 daily car trips (the Kaku estimate for 2010 for the Bundy Campus) is 1010 daily car trips.** It is difficult to understand how the college could recommend full access to Airport Ave., and then come up with a resulting increase of 165 plus 18, rather than 1010 daily car trips.

7.8

23rd St. north of Airport had **23,948 daily car trips** in May 2004, according to the Kaku November 2004 Site Access and Circulation Report.

This is **9,000 more than the maximum of 15,000** daily car trips on collector streets, such as 23rd, recommended by City of Santa Monica guidelines.

The S.M. City Council voted that the "significance criteria" for collector streets with average daily car trips greater than 13,500 is one or more car trips per day. Therefore, the college **adding even 1 car trip per day, let alone 165 car trips, or 1010 car trips, would have, by definition, a "significant impact."**

Kaku also has failed to rate all the intersections, such as such as 23rd and Pico, and Ocean Park Blvd. and 28th, that would be affected by campus traffic. The ones it has rated seem to change in a way that defies logic.

For example, the November 2004 report, in Table 5, showed the LOS ("level of service") at Airport and 23rd to be **"F"** in the AM, with "oversaturated conditions" so that the actual "delay cannot be calculated, and **"D"** in the PM. The footnote [a] stated that the "intersection is two-way stop controlled, "which implies that Kaku only considered east-west traffic on Airport, not north-south traffic on 23rd/Walgrove, which is the real problem for residents.

The Kaku June 2005 memorandum changed that rating to **"A"** in the AM and **"B"** in the PM. (No explanation was given for that dramatic improvement, and it certainly didn't correspond to the real-world experience of residents.)

7.9

In the Draft EIR, 23rd/Walgrove and Airport is variously described as **"E"** and **"F"** in the AM, and **"B"** and **"C"** in the PM.

Walgrove and Rose, one block south, is always described as **"F"** in the AM and PM.

23rd and Ocean Park Blvd. is described as **"D"** in the AM, and **"F"** in the PM.

If 23rd/Walgrove and Airport were studied from the north-south 23rd/Walgrove aspect, we think the rating would be

"F in the AM and PM," just like Walgrove and Rose.

7.9

[See Tables IV.J-5, J-7, and J-8]

Peak college-related traffic is estimated by Kaku to occur from 9 to 10am, and from 5:45 to 6:45pm. This is when southbound traffic on 23rd/Walgrove tends to back up from Washington Blvd. to Pico Blvd.

7.10

In the "Mitigation" section, the impact on 23rd St. and Dewey St. is considered significant and unavoidable under all Access Alternatives. We disagree. We think that **Access Alternatives A4, A7, A8, and B3 would mitigate traffic impacts on 23rd and Dewey.** [See page IV. J-23]

7.11

5. Traffic comparison to "previous uses" showing 33% less traffic in the AM and 9% more traffic in the PM.

Comment: Whatever the number of Bundy Campus daily car trips turns out to be, it will be on top of traffic from:

* The SMC Airport Arts Campus (239 parking spaces generating about 1142 daily car trips on Airport Ave.),

* An estimated 1,000 daily car trips on Airport Ave. from the new Airport Park,

* Airport staff, pilot, and maintenance crew traffic on Airport Ave.

7.12

* Leased properties on the non-aviation land at the Airport. (Since the non-aviation land is not zoned, all current leases expire in 2015, and since S.M. Planning staff has not included Airport property in the General Plan update, we may see some tremendous increases in traffic from possible future development of that land.)

* Playa Vista Phases I and II, increasing traffic congestion on Lincoln, 23rd/Walgrove, and Centinela/Bundy

* Increased development in Marina del Rey (in addition to Costco on Washington Blvd. one block west of Walgrove), especially on Redwood and Glencoe just south of Washington Blvd., which is increasing traffic congestion on Washington Blvd., Walgrove Ave., and 23rd St.

The understanding of the FOSP Board is that the Santa Monica City Council granted the college "temporary access" to Airport Ave. at Donald Douglas Loop South in order for students to have a safe way to exit the Bundy Campus onto northbound Bundy/Centinela, but **only** until the City of Los Angeles installs a traffic signal at a campus driveway on Bundy. Why is SMC now considering "full access" onto Airport Ave. at DDLS, and additional access next to the Spitfire Grill and the 3400 Building, on a **permanent basis**?

7.13

Lastly, we've been told by various SMC officials that they are not bound by any Master Plan:

* SMC official Don Girard during a summer 2005 meeting with FOSP Board members Tom Cleys, Eric Gabster, and Lorraine Sanchez;

* Bundy Campus Provost Marvin Martinez in a conversation with Zina Josephs and Bob Fitzpatrick (Mar Vista Community Council member) on August 5, 2005;

* SMC Board of Trustees Chair Carole Currey in a phone conversation with Zina Josephs on October 9, 2005.

7.14

So we really have no way of knowing what the future Bundy Campus traffic impacts on Sunset Park might be, if campus traffic is allowed to pass freely through our neighborhood.

Therefore, the Board of Friends of Sunset Park, while supporting the educational mission of Santa Monica College, but in order to mitigate traffic impacts from the Bundy Campus on our residential neighborhoods, strongly recommends that:

1) Parking on the Bundy Campus be limited to the current 609 parking spaces, and that

2) Any access to Airport Ave. be limited to "egress only" with permanent "right-turn-only" turn restrictions to prevent cars from turning west toward 23rd St.

7.15

- Zina Josephs, FOSP Board President
- Tom Cleys, FOSP Vice President
- Charlie Donaldson, FOSP Secretary
- John Reynolds, FOSP Treasurer
- Eric Gabster, FOSP Board Member
- Susan Hartley, FOSP Board Member
- Emmmalie Hodgkin, FOSP Board Member
- Gail Myers, FOSP Board Member
- Lorraine Sanchez, FOSP Board Member

Subject: Responce to Draft EIR
Date: Mon, 13 Nov 2006 15:34:10 -0800
From: "Keith Lambert" <keith@relist.net>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>
Cc: <Rob@marvista.org>

Attached is my response to the Draft EIR on the Bundy Campus.

Sincerely,
Keith Lambert

310-754-8116 - Boardwalk Realty - MDR
www.REList.net

reply via keith@marvista.org

Responce to EIR Letter.doc

Keith Lambert
12618 Everglade St.
Mar Vista CA 90066

December 1, 2006

Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Blvd.
Santa Monica CA 90405

Response to Draft EIR for Santa Monica College Bundy Campus Master Plan
As per the November 13, 2006, 5 pm deadline

Dear Mr. Randal Lawson:

I would like to respond to the Draft Environmental Impact report for the Bundy Campus Master Plan dated September 29th 2006. My response is for myself as a concerned and impacted neighbor as well as being an elected member of the Mar Vista Community Council as the Director for Zone 6. Zone 6 is the most heavily impacted residential area by this Bundy Campus Master Plan.

The previous Zone 6 Director Mr. George Chung has been working tirelessly to get the MVCC included in the formation of the understandings between the City of Los Angeles and the College and the City of Santa Monica. If the two cities issues were worked out in open dialogue with input from Mr. Chung and the MVCC ad hoc committee on the Bundy Campus many of the deficiencies of the Draft EIR would possibly have been avoided.

It is appreciated that the benefits to the community by the community college are great and that the investment in the site will be substantial, yet there are still more items that can be addressed and measures taken to protect the community and mitigate the definite adverse impacts that will be felt. Many of my stakeholders have expressed these issues to me. For two years prior they expressed the problems to Mr. George Chung while he was the Zone 6 Director.

The Draft EIR is not addressing the Mar Vista Community Council resolution on the SMC Bundy Campus. This resolution stipulates a series of items that the local community and this city government arm feels must be addressed. These Items are important. They need to be addressed and possibly need specific mitigating measures prior to the approval of the EIR. The failure to address the points in this Draft EIR is a definite problem that must not be overlooked in the final EIR.

Each of the issues and sections covered by that resolution by the Mar Vista Community Council needs to be specifically discussed in the EIR and responded to in a way that sets out to review where it will be met or where it will not be met. Each of the places where the items will not be met needs to have an offsetting benefit and as many mitigation measures as possible to offset those extra impacts

8.1

8.2

that the community surrounding the Santa Monica Bundy Campus will have to endure because of this new master plan.

8.2

In order to address the enlarging and changing of the use of the site the closing of the Stewart Street gate must be a specific mitigating measure as per this EIR. The City of Los Angeles residential streets are going to take an inordinate amount of new and repetitive traffic in order for this new use to be accommodated. The new use must mitigate the impact to the residential streets where possible and use major arteries wherever possible. Therefore the Stewart Street Gate must be specifically addressed by the EIR as an agreed to mitigating measure and not used henceforth.

8.3

In section III B. related projects number 113 reviews the Airport Park. This is a significant change to the amount of activity in the local flow of people in and around the area. The finished park with it's new traffic must be included in the EIR numbers. The City of Santa Monica may need to cooperate better with the City of Los Angeles and the College to enable the interaction of the two complimentary uses to work better together. The pedestrian vehicular transitions between these two sites are not sufficiently discussed in the Draft EIR. The City of Santa Monica had allowed more interaction with this site for the past users. Now the driveways are being closed off and the Draft EIR refers to them at length even though it is clear that some of them will not be accessible unless the City of Santa Monica makes new access. This must be revisited in the Final EIR to state what access points on the north side are to be opened and what ones are going to remain closed. If these access points are to remain closed then additional mitigation measures will be needed to offset the amount of traffic that will be forced to only use the Bundy and Donald Douglas Loop exit points.

8.4

Noise during demolition and construction will not be an insignificant item to the homes immediately to the South of the property. If this property were in Santa Monica would not more sound protection be afforded the homes affected? As the Santa Monica College endeavors to be a good neighbor it would be better if it mitigated its' sound and nuisance with the same level of mitigation as if it were in the City of Santa Monica.

8.5

Demolition dust and particulate fouling the air will likely be born down wind in significant amounts to be a health hazard to the residences east of the property. The mitigation measure of just watering to reduce dust is insufficient to protect the health of those who are sensitive to elevated particulate. Especially when that particulate could have lead pant and other potentially dangerous material in it. Therefore as an additional mitigation measure the residences down wind could be notified of the specific Day(s) and Times that the work will take place so that they can further protect themselves by closing windows and/or relocating for the day(s) of higher dust and debris in the air.

8.6

The New Driveway has a health impact not covered. The environmental impact of the long uphill driveway is not fully examining the heavy intensity of exhausts as the new light turns green and long lines of cars accelerate up a hill. The new and concentrated environmental impacts of the fumes will severely and adversely

8.7

impact the homes and lives of those immediately to the East. Downwind residents of the airport are subject to severe impacts of the jet and airplane fumes. These impacts include severe health concerns for their eyes and lungs. Similarly the long line of cars chugging at the same time up the long steep driveway will send concentrated plumes of auto and bus exhaust into the back yards and windows of those homes. This new driveway will be a new funnel point that they will have to accept with no Mitigation being offered. There must be more effort to reduce the environmental impact for the homes on the East side of the project.

8.7

Traffic lanes for Deceleration and Acceleration on Bundy have not been sufficiently described in the Draft EIR and may make a big difference in the safety and flow of traffic. The design for the entrance and exit from the Bundy campus onto Bundy/Centinela is insufficient and definitely needs more input from DOT before the final EIR can be created.

8.8

The Los Angeles city DOT has a response to the Draft EIR with it's concerns. These are very important and I am very interested in seeing them responded too. Where my responses and the DOT responses overlap I hope you take extra precaution to clearly mitigate and cooperate to reduce the adverse impacts.

Traffic from the Bundy Campus onto Airport at Donald Douglass Loop may need to allow freer turning options or else the drivers who want to go west will go to Rose and Woodbine and Dewey and Palms to reach Walgrove and 23rd Street anyway. Still eventually passing through the intersection at Airport and 23rd but first having to circumnavigate though the residential areas of Mar Vista. Such cut-through traffic is very troublesome for the residences in the area as it is. The Draft EIR does not cover the Palms and Centinela or Palms and Beethoven intersections sufficiently. No sufficient mitigation measure is being offered at this time. Therefore with Centinela at peak times already at close to a stand still, forcing most of the Bundy Campus traffic out onto Centinela is an insufficiently addressed problem.

8.9

The Traffic Paths and area studied are failing to study the impacts of the "loop back" traffic that the right turn only situation at present is causing. This is applicable to both the Airport and Centinela exits.

8.10

It is not likely that both Bundy driveways will be needed if the new main one (that is anticipated to have the new light) will be sufficient. The input from LA DOT is definitely needed on the design and placement of this crucial part of the traffic and pedestrian flow. This may require some redesigning of the parking and roads on the front of the site. Therefore the Draft EIR does not show the details that many in the community are looking for.

8.11

There may be a way to alleviate the problems with other severely impacted points such as (intersection 5) Bundy and I-10 . That may be the most important choke point. Why is no mitigation measure offered? (page IV.J-2) It is insufficient to offer no effort at all to alleviate the problem.

8.12

December 1, 2006

● Page 4

The EIR needs to address the above points. The level of impact to the community will be significant even after the currently offered mitigations. Therefore changes to the EIR are needed before it can be approved. I look forward to the project moving forward at that time.

8.13

If further clarification of the parts of the Draft EIR I am responding to is needed you may contact me for further information. Please use keith@MarVista.org as a good way to contact me.

Sincerely,

Keith Lambert
Zone 6 Director
Mar Vista Community Council

Eddie A. Arias
2388 Dewey Street
Santa Monica CA 90405-6038
310.584.8191 * 4someone@gmail.com

October 29, 2006

Randal Lawson, Executive Vice President
Santa Monica College – Academic Affairs
1900 Pico Blvd
Santa Monica CA 90405

RE: Draft EIR for Santa Monica Bundy Campus

Dear Mr. Lawson,

According to the Kaku traffic study, 19% of the 5317 car trips will come and go to the southwest and northwest, and the plan includes alternatives with full access to Airport Ave. That would bring about 1,000 additional daily car trips into the Airport//Walgrove/23rd intersection. That is unacceptable to me.

This intersection already has 24,000 cars per day (9,000 over the maximum of 15,000 for feeder streets such as 23rd).

I strongly urge that we maintain the current "exit only, right-turn only" Bundy Campus access to Airport Ave. (directing traffic to 4-lane Centinela/Bundy, rather than 2-lane 23rd).

9.1

Sincerely,



Eddie Arias

Subject: Master Plan & EIR for the Bundy Campus
Date: Sun, 12 Nov 2006 11:01:12 -0800
From: "Eddie Arias" <eddiearias@ca.rr.com>
To: "LAWSON_RANDAL" <Lawson_Randal@smc.edu>
Reply-To: "Eddie Arias" <4someone@gmail.com>

TO: Randal Lawson, Executive Vice President, Santa Monica College

I support the educational mission of Santa Monica College. However, in order to mitigate traffic impacts from the Bundy Campus on our residential neighborhoods, I strongly recommend that:

- 1) Parking on the Bundy Campus be limited to the current 609 parking spaces
- 2) Any access to Airport Ave. be limited to "egress only" with permanent "right-turn-only" turn restrictions to prevent cars from turning west toward 23rd St.

10.1

Thank you.

Eddie Arias
Resident at "one of the most dangerous intersections"
Dewey St/Walgrove/23rd/Airport

-----Original Message-----

From: elainebecker@verizon.net [mailto:elainebecker@verizon.net]

Sent: Friday, November 03, 2006 2:46 PM

To: LAWSON_RANDAL

Subject: Bundy Campus

Dear Mr. Lawson,

While I enjoy the advantages of Santa Monica College and am a graduate of the nursing program, I cannot support the Bundy Campus traffic access from Airport Avenue to Walgrove/23rd Street. That street is already severely and negatively impacted with traffic.

Please do not further contribute to the declining lifestyle of the Sunset Park community.

Sincerely,
Elaine Becker

11.1

Subject: RE: FOSP: Nov. 13th deadline to comment on Bundy Campus EIR
Date: Mon, 13 Nov 2006 05:04:45 -0800
From: "Johnny S. Beyers" <johnnybeyers@hotmail.com>
To: <ZinaJosephs@aol.com>
Cc: "LAWSON_RANDAL" <Lawson_Randal@smc.edu>

What a horrendous mistake Mr. Lawson is making for this community.
Thank-You for your Updates.
As far as I know . . . A L L of Sunset Park is against this
huge mistake of the Bundy Expansion and traffic demons
it will unleash.



12.1

Johnny

Get FREE company branded e-mail accounts and business Web site from
Microsoft Office Live
<http://clk.atdmt.com/MRT/go/mcrssaub0050001411mrt/direct/01/>

From: MWBLOCK@aol.com [mailto:MWBLOCK@aol.com]
Sent: Sunday, November 12, 2006 10:50 AM
To: LAWSON_RANDAL; TSANG_CHUI; Council@smgov.net; Lamont.Ewell@smgov.net
Cc: ZinaJosephs@aol.com; Rod.Merl@smgov.net
Subject: Protect Our Children From Increase Traffic - Close Airport Avenue to the College

To: Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Blvd.
Santa Monica, CA 90405

cc: Friends of Sunset Park
City Council, Santa Monica
SM Airport Staff

From: Mitchell Block

re: **Do Not Permit Access to SMC from Airport Avenue it Endangers Children**

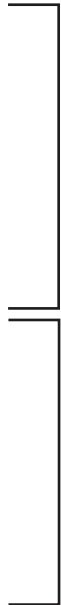
Summary: Because of the use of the Airport by both tenants, cut through traffic and the pending park for children's sports we are OPPOSED to ANY USE of AIRPORT AVENUE by Santa Monica College since this will increase traffic on the Airport Access Road (Airport Ave) which is already more than the service road can accomodate.

We believe that "any access to Airport Avenue be '**egress only**,' with permanent '**right-turn-only**' restrictions to prevent cars from turning west toward 23rd St." does not address our concern about traffic, traffic flow and traffic speed, since this plan will increase traffic in the park area of the Airport and **needlessly endangers children and their parents using our new park.**

We believe that the SMC purchasing the site in LA City (next to the Airport) for a college facility was ill advised from the start because of the traffic the site would generate and the inability of the area to absorb MORE traffic in a safe manner. Had the college done their purchase in public, the public would have advised them that this use of the site was not acceptable in terms of traffic. (Housing would have been a preferred use.) A smaller "better" college would be preferred.

We urge the City to insist that the College access this parcel ONLY from Bundy Avenue (and Stuart Avenue) and insist that the City of LA provide a traffic light for safe access as far from the Airport Avenue/Bundy traffic light as possible.

Sincerely,
Mitchell Block
PO Box 10003
Santa Monica, CA 90410
P 310.636.8200



13.1

13.2

From: Phyllis Chavez [mailto:phyllis@phyllischavez.com]
Sent: Sunday, November 12, 2006 6:09 PM
To: LAWSON_RANDAL
Subject: Public comment Re: Bundy Campus Master Plan and EIR

Dear Mr. Randal,

As a resident of Sunset Park I am very concerned about the growing traffic issues in our neighborhood. We already have a serious traffic problem at the Airport/Dewey/23rd intersection. It is not just a matter of additional cars on our streets but also the public safety issues and environmental issues this additional traffic contributes to.

I do support the educational mission of Santa Monica College. I also support the environment, public safety and our need to have less traffic in our neighborhood. With this in mind I must strongly recommend:

1. Parking on the Bundy Campus be limited to the current 609 parking spaces, and that
2. Any access to Airport Ave. be limited to "egress only" with permanent "right-turn-only" restrictions to prevent cars from turning west toward 23rd St..

14.1

Sincerely,

Phyllis Chavez
2112 Ocean Park Bl., #5
Santa Monica, CA 90405
phyllis@phyllischavez.com

Subject: Bundy Campus
Date: Wed, 1 Nov 2006 18:19:26 -0800
From: <Mystreee5@aol.com>
To: "LAWSON_RANDAL" <Lawson_Randal@smc.edu>

The current restrictions seem to be working well, but increasing the number of cars as proposed in the master plan, and allowing free access to Airport Avenue will make an already badly congested Walgrove Avenue into a traffic nightmare. I hope this will be taken into consideration as your plan progresses.

15.1

Please keep the access to Airport Avenue as it is now.

Marion Clark
2350 Pier Avenue
Santa Monica, CA 90405

13213 Warren Avenue • Los Angeles, California 90066

November 3, 2006

Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Blvd.
Santa Monica, CA 90405

Dear Mr. Lawson:

I would like to express my concern about the plan that would, according to the Kaku study, bring about 1,000 additional daily car trips into the already crowded Airport/Walgrove/23rd Street intersection. As you know, all of these, unlike Bundy, are two-lane streets.

We have lived about a block and a half from this intersection for 53 years and have used it almost daily during that time. We have been watching--with growing dismay--the traffic on 23rd Street south of Pico and at this intersection grow to the point where, on some days, it slows almost to a standstill.

For the past year, my trip between home and office, which takes less than 10 minutes at about 8:30 a.m., now takes nearly 30 minutes for the return trip at anytime between 5:00 p.m. and 7:00 p.m. I have tried a number of different routes and a number of different going-home times to avoid the heavy traffic, all without much success. I have become somewhat resigned to the current traffic level but I am appalled at the thought that it could get worse.

I hope that anyone who proposes adding traffic to the Airport/Walgrove/23rd Street intersection will be willing to spend some time there on an afternoon or two to see for themselves what it is really like.

Sincerely,



Carlos A. Cuadra

16.1

From: Jane Dempsey [mailto:janedempsey@earthlink.net]
Sent: Sunday, November 12, 2006 2:04 PM
To: LAWSON_RANDAL
Cc: 'Jane Dempsey'
Subject: RE: comment on Bundy Campus EIR

My comment on the EIR is that parking on the Bundy Campus should be limited to the then-current **609** parking spaces, and that any access to Airport Avenue be "**egress only**," with permanent "**right-turn-only**" restrictions to prevent cars from turning west toward 23rd St.

Jane Dempsey
Santa Monica resident

17.1

From: MEby@aol.com [mailto:MEby@aol.com]
Sent: Monday, November 13, 2006 9:22 PM
To: LAWSON_RANDAL
Subject: Bundy Campus Plan

Dear Mr. Lawson -

I would like to voice my concern about the Bundy Campus EIR / traffic plan. We live on Navy Street and have suffered the effects of the traffic from the Bundy campus. We find it difficult to believe the survey that said that neighbors were not concerned about traffic - we were not surveyed and traffic is a serious concern in our neighborhood.

I am concerned that not even a year after the agreement with the neighborhood, city and college, the college is already trying to change the terms of the agreement. Right turn only on Airport Ave. should be maintained and not changed. The half light agreed upon by the college and city of Los Angeles has not even been installed and you are already looking to make changes.

Please live up to your end of the agreement to be a good neighbor and respect the wishes of the residents in the neighborhood.

Thank you.

Marla Eby
2112 Navy Street
meby@aol.com



18.1

Subject: Traffic
Date: Thu, 2 Nov 2006 07:36:40 -0800
From: "Cheryl Finney" <Finneyfam@adelphia.net>
To: "LAWSON_RANDAL" <Lawson_Randal@smc.edu>

We would like to keep the campus access to Airport Ave. with its current "exit-only, right-turn-only" status.

19.1

Thank you for your consideration.

**William & Cheryl Finney
2404 Cloverfield Blvd.
Santa Monica, CA 90405**

Subject: Bundy Campus Master Plan Environmental Impact Report
Date: Mon, 13 Nov 2006 15:17:34 -0800
From: <trface@aol.com>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>

November 13, 2006

Mr. Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Re: Bundy Campus Master Plan Environmental Impact Report

Dear Mr. Lawson:

This email is in response to your Notice of September 29, 2006 inviting comments on the Draft EIR for the Bundy Campus of Santa Monica College.

I first incorporate by reference as though fully set forth herein the comments of Otis L. Hubbard in his undated letter which was provided to you on November 13, 2006 and the comments of Glen Howell as set forth in his letter to you dated November 10, 2006 and his Comments on Bundy Campus which were emailed to you on November 13, 2006.

20.1

Any use of the Stewart Avenue Gate for other than emergency vehicles in an emergency would cause significant and irreversible adverse impacts to the nearby neighborhoods which cannot be mitigated. Thus, the Stewart Avenue Gate must remain permanently closed except for use by emergency vehicles in an emergency. A deed restriction providing for such closure so long as Santa Monica College or an affiliate owns the Bundy, Campus Site must be provided to ensure such permanent closure. Such a deed restriction is in accord with what the representatives of SMC have on many occasions promised the community, but have recently used such promised closure as a hostage to force the installation of a new signal on Bundy Drive. SMC has failed to provide for the promised permanent closure of the Stewart Avenue Gate. If SMC would live up to its promises to the community there would be less resistance to the implementation of the Bundy Campus.

20.2

Respectively submitted,

T. Robert Fitzpatrick

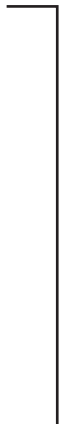
12650 Dewey St.
Los Angeles, CA 90066

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From: Bill Follett [mailto:billfollett@adelphia.net]
Sent: Saturday, November 11, 2006 12:27 PM
To: LAWSON_RANDAL
Cc: TSANG_CHUI
Subject: FW: Bundy Campus Traffic Issues

The attached letter was originally addressed and sent to Dr. Thomas Donner, then the Interim Superintendent/President at Santa Monica College, on October 24th of last year. I have readdressed it to you for your consideration now. Nothing has changed regarding the extreme hazards of the 23 St./Airport Ave. intersection in the past year. Thankfully, Santa Monica College decided a year ago to have a "right turn only" exit from the Bundy campus parking lot onto Airport Avenue. As you know, that remains the case now. This has helped and continues to help protect the safety of the students of SMC. It also helps protect the safety of the many travelers winding their way up and down and around 23 St. at that hilly, complex s-bend intersection with Airport and Dewey.

Please read the attached letter, and please continue to put safety first by keeping the Bundy campus traffic directed only towards Bundy, and away from the dangerous 23 St./Airport Ave. intersection. Thank you. wf



21.1

SM College Letter.doc

11/11/06

Randal Lawson
 Executive Vice President
 Santa Monica College
 1900 Pico Blvd.
 Santa Monica, Ca 90405

I am a 20 year + resident of Santa Monica. I live between the main Santa Monica College campus and the Bundy campus. I have paid thousands of additional real estate tax dollars for Santa Monica College improvements, and continue to pay additional tax dollars every year in support of the college. Though many of the applicants to the college do not live in Santa Monica, and the school does not really specifically benefit us directly in that way, homeowners here continue to support the school. We would not like to see our financial support used in any way that is detrimental to our lives.

22.1

Living near the intersection of Airport and 23 St, I have a great deal of experience with that particular intersection. I have read that it was recently reclassified from an F safety rating to a B rating. This is preposterous. I have lived in New York City (where I was a licensed professional driving instructor for five years), San Francisco, and here in the LA area. This is one of the most dangerous intersections I have ever encountered anywhere. If the accident incident statistic there has been low, it is only because few people dare to use Airport Ave at 23 St. With the cars coming down the steep hill and around the bend in one direction, and around the same S bend and up the hill in the other direction, the very existence of Airport intersecting 23 St. there is questionable. Adding a substantial number of additional users to Airport Ave. will result in catastrophe. Any proponent for increase use of this intersection will be responsible for the inevitable carnage and the death and injury that will ultimately result. It's manslaughter in the making. Please do all possible to prevent any traffic going to and from that intersection and the school. I know that your options may be somewhat limited, but this must not be considered one of them. It's just way too dangerous. It requires great vigilance and even more patience, and then still some risk taking. Even with my professional driving background and years of experience carefully using the 23 St./Airport Ave. intersection, it is still scary to me every time. The thought of many additional drivers, many relatively young and inexperienced drivers, negotiating the complexities of turning in and out of Airport Ave. at 23 St. is truly a nightmare. PLEASE DON'T LET THIS HAPPEN. Thank you.

22.2

Sincerely,
 William Follett
 1808 Navy St.
 Santa Monica, CA 90405
billfollett@adelphia.net
 310-399-5653

Subject: Bundy Campus EIR
Date: Mon, 13 Nov 2006 16:55:04 -0800
From: "Eric Gabster" <outridinghorses@verizon.net>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>

Vice President Lawson,

This email will be followed by hard copy to arrive by US mail, but the data will be in your office by the 11/13/06 cut off.

The Master Plan and EIR for the Bundy Campus revisits issues that have been discussed and analyzed now for years in assorted public meetings before the Airport Commission, the Santa Monica City Council, neighborhood groups such as The Friends of Sunset Park and the EIR's first effort at gathering public comment.

23.1

It is regrettable that the current plan once again raises dead issues that have occupied hundreds of hours of public, recorded discourse and suggests them once again as alternatives. These matters have already been settled in votes by the City Council, and should remain in their current configuration. Growing the Bundy Campus adding parking, facilities, more people and traffic only underscores the need for certain conditions to remain as they are:

THERE MUST BE NO EGRESS TO THE WEST ON AIRPORT AVENUE in any alternative selected for the final plans.

23.2

Traffic study methodologies filling enormous space in the two-thousand page EIR are highly suspect and DO NOT include traffic generated by the current addition of Airport Park.

23.3

PLEASE ANSWER THE FOLLOWING QUESTIONS IN THE FINAL ENVIRONMENTAL IMPACT REPORT:

Explain how the 2004 KAKU traffic study (Table 5) can show the intersection at 23rd St. and Airport Avenue to have a Level of Service "F" rating in the AM, and a "D" rating in the PM while the current draft EIR shows the same intersection to HAVE IMPROVED to a rating of "E" in the AM, and "B" in the PM -- while just a few yards to the south on 23rd/Walgrove at Rose the same traffic creates "F" ratings AM and PM peak? Any person who drives that street will say that stretch of road has gotten worse in the last two years.

23.4

Further, please explain how the 2010 projection for the 23rd/ Airport Avenue intersection WITH MITIGATION is rated "F" -- and yet continues to be considered as an alternative egress for some part of the estimated 5317 daily car trips? This analysis makes no sense at all.

23.5

How can a proposal be offered that clearly flies in the face of reason?

We currently stand against any traffic being dumped to the west, regardless of which driveway it traverses, and will continue to support the City Council and Airport Commission's rejection of any alternative that suggests doing so.

23.6

Sincerely,
Eric Gabster
Board Member
Friends of Sunset Park

From: Christine Hardin [mailto:chardin@pickettdesigns.com]
Sent: Monday, November 13, 2006 6:45 AM
To: LAWSON_RANDAL
Cc: ZinaJosephs@aol.com
Subject: Bundy Campus Building Project Comment

To: Randal Lawson

I am writing to you regarding the further expansion and development of the Santa Monica College on the Bundy Campus. My only concern is the traffic problem in the area and even after attending the recent meeting held for the community, it isn't clear to me how the problem is going to be handled. I live on the other side of the airport on Pier Avenue which is a street running parallel to Airport Avenue. Several times during the day (without this additional development) I can not make a left turn onto 23 Street even after waiting for the traffic to subside for over 10 minutes. I have to back up and pull a U-turn and go the long way around to get to the same place. If the traffic is moving almost slower than I can walk then how will more cars in the area be possible? It will be absolute grid lock! If this happens, then what difference does it make that the buildings are beautiful and that they meet a LEED rating or that the landscaping is sustainable? The quality of life for the local residents is being compromised to a degree that without a traffic solution we would be foolish to support the project. No additional cars in our neighborhood is the goal. How can we achieve this goal? If you don't live in the immediate vicinity then you don't know the extent of the challenge. The EIR does not adequately address this issue and it is the one major issue that the community is concerned about. The neighborhood is PRO higher education but not without a solution to the immobilizing traffic on the surrounding streets. Please do what you can to address this problem and I am confident that the community will happily support your current and future plans for the school.

24.1

Christine Hardin, CID, LEED AP
 Principal
Pickett Design Associates
 9020 Lindblade Street
 Culver City, CA 90232
 t: 310.558.5500 ext.106
 f: 310.841.6285
chardin@pickettdesigns.com

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From: Becky Harshberger [mailto:BHarshberger@EntertainmentPartners.com]
Sent: Thursday, November 09, 2006 12:02 PM
To: LAWSON_RANDAL
Cc: ZinaJosephs@aol.com
Subject: keep the campus access to Airport Ave. to its current "exit-only, right-turn-only" status,

Hi Randal,

I live near Ocean Park and am frustrated by the increasing amount of traffic caused by spread of SMC. Opening Airport Ave is not appropriate given this would bring about 1,000 additional car trips into the Airport/Walgrove/23rd intersection, bringing that intersection up to 25,000 cars per day, **10,000 more than recommended by Santa Monica's own Traffic Management department.**

I took a class at SMC this summer (at the Pico campus), I walked. The instructor tried to let the class out early every night so they could beat the traffic out of the parking structure. I heard numerous complaints from students about it taking over 30 minutes to get out of the parking structure and another 30 to get to the freeway. Cars sitting in long lines are adding to the air pollution. Pico, Ocean Park and Pearl air quality at certain times are thick with exhaust. Children live here, they walk to school. Opening Airport Ave is NOT the answer to these issues.

I am aware that there may be strong pressure from residents in Mar Vista to allow "full access" to Airport Ave., while keeping the Stewart St. gate to the SW corner of the Bundy Campus closed. The college has agreed to keep the Stewart gate closed, to protect that neighborhood, but is again advocating for more college traffic on Airport Ave.

Please keep the campus access to Airport Ave. to its current "exit-only, right-turn-only" status.

Regards,
Becky Harshberger

Disclaimer - November 9, 2006

This email and any attachments are confidential and intended solely for **Lawson_Randal@smc.edu, ZinaJosephs@aol.com**. If you are not a named addressee you are prohibited from reviewing, printing, disseminating, distributing, copying or altering this email or any part of it. If you have received this communication in error, please notify the sender of the error immediately, do not read or use the communication in any manner, destroy all copies, and delete it from your system if the communication was sent via email. Warning: Although Entertainment Partners has taken reasonable precautions to ensure no viruses are present in this email, the recipient is responsible for checking for and deleting viruses. Entertainment Partners does not accept responsibility for any loss or damage arising from the use of this email or attachments.

25.1

12607 Rose Ave.
Los Angeles, Ca. 90066
Nov. 10, 2006

Randal Lawson
Executive Vice-President
Santa Monica College
1900 Pico Boulevard
Santa Monica, Ca. 90405

Subject: SMC Bundy Campus DEIR

Dear Mr. Lawson,

The Transportation and Traffic portion of the environmental analysis is seriously flawed. The most significant environmental impact of the SMC Bundy Campus Master Plan is traffic. The traffic impact of this project is unacceptable without mitigation.

The most glaring error in the Kaku study is the failure to include traffic from Santa Monica Airport Park in the analysis. Kaku did the traffic study for Airport Park, so there is no excuse for their ignoring the traffic this park will generate. This is a known project that must be considered in the Bundy Campus EIR. The traffic estimate in the Airport Park EIR was:

- city park --- 205 trips per day
- dog park ---225 trips per day
- soccer fields ---198 trips per day

The total traffic generated by Airport Park is therefore, 628 car trips per day.

26.1

Without considering the impact of either the Bundy Campus or Airport Park, Bundy Drive has a Level of Service rating of "F" based on measuring actual traffic flow for both intersections and street segments. The "F" rating for Bundy and Centinela intersections means that the backups on cross streets may restrict, or prevent movement of vehicles out of the intersection approaches, and tremendous delays with continuously increasing queue lengths. It means that the ratio of actual traffic volume to street capacity greater than 1.

The Bundy Campus EIR shows that 12 of 20 intersections in Los Angeles are currently operating at a LOS of "E" or "F" during one or both peak hours.

Although the EIR says that no mitigations are possible, a simple intersection mitigation would be to prevent right turns at Airport Ave and Bundy Drive., when the light at Airport is red. When traffic is stopped at Airport, the acceleration lane on Bundy becomes a deceleration lane for traffic entering the campus driveway. Without preventing right turns on a red light this lane becomes simultaneously an acceleration lane for traffic turning onto Bundy, and deceleration lane for cars entering the campus driveway, an unacceptable situation.

26.2

There is no consideration in the study on the impact of queue lines on northbound Bundy traffic waiting to turn left into the driveway blocking Stanwood Drive. This is the primary reason for considering relocating the driveway to the north.

26.3

The concept of exiting Bundy on a steep northern driveway with a sharp right turn at the bottom is ignoring safety issues. This internal driveway would drop 11 feet in a distance of 50 feet, with a sharp left turn at the bottom. This road into the campus is called the "Interim Phase" in the EIR. As this interim phase appears to be unacceptable, why not eliminate it?

26.4

Where ever the driveway enters Bundy/Centinela, the problem of merging is the same.

26.5

During heavy traffic hours the exiting cars add to the existing gridlock. During light traffic hours cars must merge with traffic moving at up to 60 miles per hour. A mitigation possibility is to prevent U-turns for the cars leaving the campus going south out of a right turn only driveway that really want to go north. A No U-turn sign at Rose would mitigate this traffic hazard. Also there should be no U-turn allowed at Stanwood Drive, and an adequate barrier on Bundy is needed to prevent illegal left turns out of the driveway. The current traffic flow at the Bundy driveway is totally unsafe.

26.5

Of the alternatives suggested for campus access, Alternative C1 should be given serious consideration. This would eliminate the safety concerns associated with traffic using the driveway to get to Bundy. Of course from a safety standpoint, the best alternative is C2. Alternatives C1 and C2 require no additional traffic signal on Bundy.

26.6

The traffic study ignores the fact that when BAE was in the facility there were two gates from the parking lot to Airport Ave., and there was no driveway from the parking lot to Bundy.

26.7

Table IV.J-14 Master Plan Trip Generation Estimations, makes no sense. According to this table the number of cars entering the campus is greatest during the evening peak traffic hours. It shows that more cars enter the campus in the evening than in the morning. This is supposedly based on actual data. Where is the data? Is it possible that the "in" and "out" data is reversed? The data shows that 2.4 times as many cars are going into the campus during the PM Peak Hour than are leaving.

26.8

The conclusion in the EIR that the Master Plan will reduce traffic by 34% compared with the previous BAE use is totally flawed. There is no way that the Bundy Campus, as described in the Master Plan, will reduce traffic on Bundy.

26.9

Subtracting the traffic associated with shuttle parking on the north side of Airport Ave. is totally wrong. Shuttle parking and Bundy Campus parking moved across the street. It didn't disappear.

26.10

Table IV.J-16, item 15 is curious. Isn't all of Airport Ave. west of Centinela. On page IV.J-41, the first sentence says; "The segment of Airport Avenue east of Centinela Avenue --- " Where is there a segment of Airport Ave. east of Centinela? There is an Airport Ave. east of Centinela, but its in Inglewood.

26.11

The EIR suggest moving the bus stop to the north. This would require that students using the Big Blue Bus to walk across Airport Avenue. What is to be gained by moving the bus stop north of Airport Avenue? Have the obvious trade-offs been evaluated?

26.12

On page IV.J-41 there is a discussion of the intersection of Venice Boulevard and Centinela Avenue which states; "Therefore, based on the CMP guidelines described previously in this Section, further CMP analysis is required at this intersection". Is this going to be done before the EIR is approved?

26.13

Page IV.J-45, talks about impacts associated with the Master Plan combined with cumulative development in Los Angeles and Santa Monica. Why isn't Airport Park considered as an associated City of Santa Monica development?

26.14

Under "Mitigation Measures at Intersections", the EIR states that "The traffic study determined that the Master Plan would result in significant traffic impact". It goes on to say that mitigation measures were developed "where feasible", and finally concludes that "the Master Plan impact would remain significant and unavoidable under all access alternatives".

26.15

How will this disturbing fact be handled in evaluating the EIR and the project? Approving this EIR as written will be most upsetting to people in both Los Angeles and Santa Monica.

26.15

Page IV.J-47 talks about speed bumps as calming measures that are "typical on neighborhood streets such as Rose Avenue east of Bundy". There are no speed bumps on Rose Ave. in the vicinity of the SMC Bundy Campus. It appears that KAKU people have not seen Rose Ave. How can we believe their traffic study? Rose Ave. does continue east of Bundy on a driveway to Little League fields and a community garden. Has traffic to and from North Venice Little League and Ocean View Farms been considered in the traffic study? Saying that there are existing speed bumps on Rose Ave. is a good example of the misinformation in the traffic analysis.

26.16

As SMC has not done a good job of informing the Bundy Campus neighbors about the serious impact on our neighborhood I feel compelled to inform them of this flawed EIR and its poorly done traffic section. Surely Kaku could have done a better job. The blatant error of excluding Airport Park is unforgivable.

26.17

Approval of this EIR by SMC Board of Trustees without going back to the drawing board would be unthinkable. In order to provide a correct traffic analysis, SMC might consider hiring different traffic consultant.

Sincerely yours,



Glen Howell
Mar Vista Stakeholder

Subject: Comments on Bundy Campus EIR
Date: Mon, 13 Nov 2006 12:47:46 -0800
From: "Nancy and Glen Howell" <nghowell@verizon.net>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>

Randal Lawson,

I have submitted my detailed comments on the Bundy Campus EIR in a letter. I thought it might be useful to send something less detailed to summarize and prioritize my thoughts on the EIR. My primary issue with the EIR is traffic, and its mitigation. My main problem with the EIR is failure to provide mitigation for serious traffic impacts on the neighborhood.

27.1

I fault the SMC for continuing to compare the traffic impact of the Bundy Campus with the prior BAE usage. BAE's primary parking lot access was Airport Avenue. There was no Bundy Driveway, hence no access from the parking lot to Bundy Ave. The traffic impact of the Bundy Campus at full planned build out is unacceptable.

27.2

SMC failed to coordinate their planning with LADOT. LADOT has clearly stated their position relative to adding a full traffic signal on Bundy. They will not allow it. Yet the EIR ignores the well documented position of LADOT by including 6 traffic options with full traffic signals on Bundy. The reason for LADOT's position is simple. The impact of having three full traffic signals in a distance of less than 1000 feet would compound the current gridlock during the morning and evening heavy traffic hours. Typically traffic signals are placed no closer than 1000 ft. apart.

27.3

The Bundy Campus EIR, which provides no traffic mitigations and does not comply with LADOT traffic requirements, is unacceptable.

27.4

Glen Howell

Subject: EIR draft
Date: Mon, 13 Nov 2006 15:46:53 -0800
From: "Nancy and Glen Howell" <nghowell@verizon.net>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>

I am a resident of Mar Vista and attended the DEIR meeting. I want to voice my serious objection to this document. More study is needed. Much of the Kaku report is flawed.

1. Perhaps one of the most glaring flaws is the omission of the increased number of cars projected by the addition of the Santa Monica Airport Park. This omission is inexcusable since Kaku prepared this report. Since the entrance and exit of this park solely rests on Airport Ave. and Bundy/Centinela and Airport and 23rd/Walgrove this most certainly should have been included in the Santa Monica Bundy Campus EIR.

28.1

2. Only the origin and final destination was considered in determining the number of cars entering and leaving the Bundy campus. In reality, due to the numerous addition of classes, students will need to enter and exit the campus more than one time. Originally the Mar Vista stake holders were told that this would be a self contained campus with only a School of Nursing and an Early childhood education program. This has changed immensely with numerous classes being offered. The increase of traffic has not been addressed. Also the total number of cars for both buildings should be addressed.

28.2

3. Certain statements in the Kaku document are completely inaccurate which makes the credibility of the entire report questionable. For example: on Page IV, J-47; Rose Avenue east of Centinela does not have speed bumps. This is a driveway entrance to North Venice Little League and Ocean View Farms. In fact there are no speed bumps on Rose Ave west of Centinela.

28.3

There are some serious concerns relating to traffic in the EIR with no mitigation.

1. There is a mention of a possible driveway to be built at the north side of the campus at Bundy. On page IV J-19, there is a description of what I understood to be an interim driveway. There is no description of the permanent driveway in the EIR although it is indicated in a diagram. I cannot see any possibility that the interim driveway could be approved by the City of Los Angeles on the basis of safety. There would be a sharp right turn by those going south on Bundy in order to enter the campus. Within 15 feet there is a drop of 11 feet and then another sharp left turn. Within a few more feet there is a sharp right turn in order to join the present south driveway. This appears extremely unsafe to me. No 1/2 signal should be installed until the West building is at least partially demolished so that a safe straight entrance can be constructed.

28.4

2. The exit from the south driveway is also a severe hazard. There is a sign which indicates right turn only which is rarely observed. Those that do turn right frequently do one of three things. Make a U-turn at Stanwood Drive, make a dangerous and illegal U- turn in the middle of Centinela, or else go to Rose Avenue and wait in the left hand turn lane in order to make a U- turn in the driveway which is the entrance to the Little League and garden. I personally would like to see the South driveway closed. Those students wishing to obey the law and return to main campus will go down Rose Avenue and through our neighborhood and ultimately get to 23rd Street and go through Sunset park. The no left turn on Airport Avenue does not protect Sunset Park residents from additional traffic. It only causes cars to first go through residential Mar Vista before ending up on 23rd Street. If the south driveway stays in operation, there must be some type of barrier in the center of the highway between the Bundy South driveway and Rose avenue to prohibit any attempt of a U-turn. There

28.5

also must be a sign at Stanwood Drive and at Rose Avenue stating no U-turn.

28.5

There is absolutely inadequate mitigation for the traffic, noise, and pollution which the community of Mar Vista will endure.

28.6

Most importantly, LADOT should have been involved in the preparation of this report. The Bundy campus seriously affects the City of Los Angeles and for this EIR to be drafted without the approval of LADOT is disturbing.

28.7

I am hoping you will reconsider and begin this process again and include input from Los Angeles.

Nancy Howell

Subject: Response to EIR, Master Plan
Date: Mon, 13 Nov 2006 13:12:25 -0800
From: <OtisLHubbard@aol.com>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>

Dear Mr. Lawson,

I am including and attaching (as a Word document) my comments to the EIR and the Bundy Master Plan under consideration. I am a 30 year resident of Rose Avenue, and I am replying as a neighborhood stakeholder.

Yours very truly,

Otis L. Hubbard

Otis L. Hubbard
12547 Rose Avenue
Los Angeles, California 90066
Otish13144@aol.com

Mr. Randall Lawson Executive Vice President
Santa Monica College
1900 Pico Boulevard
Santa Monica, California 90405

Re: Santa Monica College Bundy Campus Master Plan and Draft
Environmental Impact Report (hereinafter, "Master Plan")

Dear Mr. Lawson:

Introduction

The draft Master Plan provides insufficient mitigating measures as follows:

- A. If it is assumed that the plan is to be implemented as set forth, it provides insufficient mitigating measures including, but not limited to, those measures specifically addressed below.
- B. The draft plan sets forth several alternative uses for the SMC Bundy Campus, rejecting all but the one proposed in the Master Plan. The "no project alternative" is dealt with in a seriously flawed manner. It assumes that the property would be sold and converted to commercial or other purposes that would cause a more significant environmental impact than the proposed Master Plan. This is nonsense.

As to B, immediately preceding, if the Master Plan is not implemented, there is no reason why the Bundy campus cannot continue to operate, but with limitations on usage of the property which will not impact the surrounding neighborhoods, traffic flows, and the general environment. *This* is a viable alternative. The Master Plan assumes that some more invasive usage would necessarily occur. That is not the case.

Your attention is invited to Section 15126 of the California Environmental Quality Act (hereinafter "Ceqa"), wherein it mandates several aspects of the environmental impact of a project be considered. It mandates a table is to be prepared and each alternative to be discussed, including,

29.1

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29.4

(b) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented.

(c) Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented.

(d) Growth-Inducing Impact of the Proposed Project.

(e) The Mitigation Measures Proposed to Minimize the Significant Effects.

29.4

The Master Plan, on its face, displays significant impacts which are concededly beyond mitigation. See Master Plan, IV J, pp. 45-49.

29.5

Please note: Those who prepared the Master Plan *assume that the Master Plan must be implemented*, hence the phraseology “*significant and unavoidable.*”

This is a patent error. One of the alternatives that is *always* available is simply to discard the Master Plan, abandon the project, or devise a use for the property that does not result in “significant” impacts on the environment.

29.6

A more reasonable terminology for impacts of the plan which result in significant impacts would be “significant and unacceptable.”

It is also disingenuous to argue that alternative uses of the property would necessarily result in even more significant impacts on the neighborhoods, e.g., VI pp. 6-7. It is specious to suggest an alternative of commercial use that would result in 2000 parking spaces, significant increase of usable square footage, etc. There is no reason whatever to assume that such a use would pass muster in a fair EIR or be tolerated by the City of Los Angeles or the surrounding neighborhoods.

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29.8

One viable alternative would be to discontinue the Master Plan and construct a new one which avoids the significant impacts of the proposed Master Plan.

29.9

Specific Deficiencies

It important to note at the outset the legislative intent of CEQA. The intent of the Legislature overrides any specific provision of the act and no provision of the act should be interpreted so as to violate that intent. Section 21000 of that Act provides in relevant part:

29.10

...

(b) It is necessary to provide a high-quality environment that at

all times is healthful and pleasing to the senses and intellect of man. *(Think residential neighborhoods surrounding the Bundy Campus.)*

...

(e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment. ("Every citizen", of course, includes all members of government and state and local agencies and whatever preeminence the SMC District may enjoy as a state agency is overridden by this provision.

And,

...

(g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies ... shall regulate such activities so that major consideration is given to ... providing a decent home and **satisfying living environment** for every Californian. (Edited and emphasis added.)

In short, the Santa Monica College District, its Board, and the Santa Monica College administration and faculty are all bound to assure that the surrounding neighborhoods be provided with, inter alia, a "satisfying living environment."

Please turn to the Master Plan, at page IV J-10: The face of the Master Plan reveals, incontrovertibly, that the current traffic condition in and around the SMC Bundy campus verges on dysfunctional. It needs not one more automobile whatever thrust into the mess that it is. In the following pages, time and time again, the phrase "significant and unavoidable" occurs, as though, it is predetermined that the surrounding neighborhoods bear this burden.

The obvious conclusion to draw from the current conditions in traffic is that use of the Bundy campus should be so limited that only a de minimus introduction of additional traffic be permitted.

The Master Plan, Section V, General Impact Categories, provides insufficient reasons for proceeding with the plan notwithstanding the "significant and unavoidable" impacts. The suggestion that the Plan might improve growth cites neither studies nor other basis and is based on mere speculation. If growth is to be used as a basis for approval of this plan, the EIR must be rewritten with a statement of some basis for the contention.

It should be obvious to all that *growth* is the last thing needed on this overdeveloped, gridlocked Westside. Growth is fine and it is laudable to provide jobs and economic progress, but that must be weighed against the well justified statement of the CEQA statute which mandates a "satisfying living environment."

29.10

29.11

29.12

29.13

I wish to direct your attention specifically, to Section J, pp. 45-49 and cite each and every use of the phrase “significant and unavoidable” as instances in which the Master Plan provides insufficient mitigating measures and, hence, should not be approved without eliminating these deficiencies. Specifically, pages,

J-45, Bundy and Ocean Park

J-46, Bundy and National

J-46, Bundy and Airport

J-47, 23d Street

J-48, Dewey Street

All significant and unavoidable areas mentioned the section entitled “Level of Significance After Mitigation.”

29.14

Finally, the Master Plan did *not* include a study of one of the most important intersections to be affected, i.e., *Rose and Centinela*. Traffic at this intersection and on Rose and the other streets immediately south of the Bundy Campus must be studied and discussed in detail as this neighborhood will receive all the traffic diverted from westbound Airport Avenue if the City of Santa Monica refuses to accept westbound traffic (their students trying to get home.) All of this traffic will eventually end up on 23d Street in any event, but, without solving the 23d Street problem it will gratuitously subject the Rose Avenue neighborhood with additional, completely unnecessary, traffic.

29.15

The Master Plan fails, without consideration of any other aspect, by its failure to address and provide for sufficient mitigation of this easily foreseen problem.

Without a solution to the certain inundation of Rose and nearby streets and a provision for sufficient mitigation, the entire traffic aspect of the Plan must be scrapped. This flow of traffic will violate and stand on its head the requirement of CEQA of “satisfying living environment.”

In addition to my comments, above, I hereby incorporate by reference as though fully set forth herein, all comments, objections, and conclusions set forth in Jay W. Kim’s letter to you of 8 November 06 on behalf of the Los Angeles Department of Transportation.

I further contend that the failure of those who prepared the Master Plan to consult with the Los Angeles Department of Transportation (Section 21000 et seq, CEQA) is, in and of itself, grounds which requires rejection of the Master Plan.

29.16

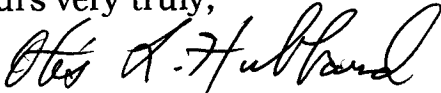
I respectfully ask that, because the Master Plan provides insufficient mitigation of numerous significant and unacceptable environmental impacts on the surrounding area, that it be rejected as in patent violation of the legislative intent and the specific provisions of the California Environmental Quality Act and for the further reason that common sense and a sense of responsibility on the part of the SMC

29.17

District demands that the Master Plan be scrapped and alternative non-invasive use be put to the Bundy Campus property.

29.17

Yours very truly,



Otis L Hubbard
Rose Avenue (30 Years)
OLH/ms

For your convenience and easy reference, I have included below several provisions of CEQA adverted to in my letter.

§ 21000. Legislative intent

The Legislature finds and declares as follows:

- (a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
- (b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- (c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- (d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- (e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- (f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
- (g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

29.18

15126. Consideration and Discussion of Environmental Impacts

All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation. The subjects listed below shall be discussed as directed in Sections 15126.2, 15126.4 and 15126.6, preferably in separate sections or paragraphs of the EIR. If they are not discussed separately, the EIR shall include a table showing where each of the subjects is discussed.

- (a) Significant Environmental Effects of the Proposed Project.
- (b) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented.
- (c) Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Project Should it be Implemented.
- (d) Growth-Inducing Impact of the Proposed Project.
- (e) The Mitigation Measures Proposed to Minimize the Significant Effects.
- (f) Alternatives to the Proposed Project.

29.18

§ 21100. Environmental impact report on proposed state projects; significant effect; cumulative impact analysis

- (a) All lead agencies shall prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on any project which they propose to carry out or approve that may have a significant effect on the environment. Whenever feasible, a standard format shall be used for environmental impact reports.
- (b) The environmental impact report shall include a detailed statement setting forth all of the following:
 - (1) All significant effects on the environment of the proposed project.
 - (2) In a separate section:
 - (A) Any significant effect on the environment that cannot be avoided if the project is implemented.
 - (B) Any significant effect on the environment that would be irreversible if the project is implemented.
 - (3) Mitigation measures proposed to minimize significant effects

on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.

(4) Alternatives to the proposed project.

(5) The growth-inducing impact of the proposed project.

(c) The report shall also contain a statement briefly indicating the reasons for determining that various effects on the environment of a project are not significant and consequently have not been discussed in detail in the environmental impact report.

(d) For purposes of this section, any significant effect on the environment shall be limited to substantial, or potentially substantial, adverse changes in physical conditions which exist within the area as defined in Section 21060.5.

(e) Previously approved land use documents, including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis.

(Emphasis added.)

From: ZinaJosephs@aol.com [mailto:ZinaJosephs@aol.com]
Sent: Monday, November 13, 2006 4:59 PM
To: LAWSON_RANDAL
Cc: ZinaJosephs@aol.com
Subject: Bundy Campus EIR comment

Dear Mr. Lawson,

Regarding the Bundy Campus EIR, I have a personal comment, not on behalf of the FOSP Board.

The document states that peak college-related traffic is estimated to occur from 9 to 10am and from 5:45-6:45pm.

Here is an anecdotal account of what traffic is currently like on 23rd Street:

On November 2, 2006, the date of the Community Meeting at the Bundy Campus, I tried to go to the grocery store at 5:00pm. I live on 23rd St. north of Ocean Park Blvd., and traffic was already at a standstill in front of my home. I had planned to drive to Gelson's, about 2 blocks SW of Walgrove and Washington Blvd.

30.1

After 3 signal sequences, when I had not yet reached Ocean Park Blvd., I gave up on Gelson's, cut through an alley, and went instead to Bob's Market on OPB and 17th.

That evening, I picked up Lorraine Sanchez at 6:45pm to go to the Community Meeting. She lives on Pier, east of 23rd. She suggested that we go south on 23rd, east on Airport Ave., and south on Centinela to get to the Bundy Campus. But we couldn't do that because southbound traffic on 23rd was **still at a standstill** south of Pier.

Residents in this neighborhood already have difficulty leaving and returning to our homes during rush hour. We don't blame all of this on the college. We realize that development in Santa Monica and in West Los Angeles and Marina del Rey all affect the increase in traffic cutting through our neighborhood.

But when the college recommends Access Alternative B4 for the Bundy Campus, which includes permanent "full access" to Airport Ave., the message to Sunset Park residents is that:

30.2

1) SMC administrators evidently think the Santa Monica City Council was joking when it voted to give the college only "temporary access" to Airport Ave., until the City of L.A. installs a traffic signal at the Bundy Driveway, and

2) SMC administrators evidently have no intention of taking into consideration the impact of continued enrollment growth and the resulting increase in traffic on the surrounding community.

30.3

Why didn't the document recommend an Access Alternative in line with the position taken by the Santa Monica City Council?

30.4

The Los Angeles Community College District, with 9 campuses spread across a city of **4,000,000**, had a total enrollment in Fall 2005 of **114,701**.
(http://www.laccd.edu/about_us/fast_facts.htm)

The Santa Monica Community College District, which consists of Malibu and Santa Monica (combined population ca. **100,000**) had a total enrollment on September 20, 2006 of **29,960**. (<http://www.smc.edu/research/>) 83% of SMC students live in Los Angeles and could just as easily attend classes at West L.A. or one of the other L.A. campuses, if the LACCD advertised as aggressively as SMC does.

30.5

Many of us are willing to make sacrifices for the ca. 12,500 students in our local K-12 schools, because they serve primarily local students.

But for the college to continue to expect us to quietly accept more and more students, and more and more traffic, negatively impacting the quality of life in our neighborhoods, when **only 17% of SMC students live in Santa Monica or Malibu**, I feel is above and beyond the call of duty.

Respectfully,

Zina Josephs

From: Rob Kadota [robkadota@yahoo.com]
Sent: Monday, November 13, 2006 11:04 AM
To: LAWSON_RANDAL
Cc: ponton@marvista.org; Keith@web-coyote.com
Subject: Comments and Questions re: SMC Bundy Campus Master Plan - Draft EIR

November 13, 2006

Randal Lawson
Executive Vice President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Subject: Comments on Draft Environmental Impact Report, SMC Bundy Campus Master Plan

Dear Mr. Lawson:

Thank you for the opportunity to comment on the Draft EIR Report for the SMC Bundy Campus Master Plan. While the Mar Vista Community Council (MVCC) has a formal SMC Bundy Campus Committee, and many of its representatives were in attendance at the November 2, 2006 meeting, the timing of the hearing and deadline to comment were too short for us to be able to convene a meeting of the committee or the Mar Vista Community Council Board of Directors as a whole. Therefore my following comments reflect my personal point-of-view versus a statement by the Chair of Mar Vista Community Council or the MVCC Board of Directors .

31.1

1. The EIR needs to be upfront in the project description about potential programs that may take place over time at the Bundy Campus. It is hard to predict future enrollment needs, and I suspect that once the campus is completely built out, SMC will adjust classes and purposes over time as enrollment needs evolve. Also, I suspect that students attending classes at the Bundy campus will always have some reasons to go to the Main Campus (such as for the library, registration, financial aid, bookstore and more), so the DEIR should use a "highest use scenario" and disclose the maximum number of students and faculty that might use the campus. Additionally, I believe there are existing parking shortages at other SMC campuses and the Bundy campus will again become a major relief valve if another SMC shuttle system or a Big Blue Bus shuttle begins operation as mentioned at the November 2 meeting. It might be more realistic to study an alternative that looks at the campus as a higher use facility with a shuttle system, and study the impacts accordingly, than to pose the highly unlikely alternative of a large commercial development, which the surrounding community and neighborhood associations would likely oppose strenuously and which I do not personally think could realistically ever be built at this site.

31.2

2. I am concerned that construction noise has been determined to be significant but unavoidable, and yet, don't believe that much thought was put into proposing mitigation measures to reduce the impacts as much as possible before giving up on complete reduction. Mitigation Measure G-2 is just the regular construction hours that the City of Los Angeles requires. It is not really a specific project mitigation. The City of Santa Monica has a more restrictive noise ordinance, and Santa Monica College should at least employ their standard noise restrictions and not treat its

31.3

Los Angeles neighbors as if they have less of a right to noise reduction as Santa Monica neighbors. To begin with, I ask that construction begin later, as permitted in Santa Monica, and that noise exceeding 90 dBA** (**Such as jack hammering, pile driving, or pavement breaking) be limited to the hours between 10:00 am and 3:00 pm. Additionally, a noise expert should be consulted to think up additional possible mitigation measures.

31.3

3. Mitigation Measure G-4 does not require notification of enough of our neighborhood. Two weeks notice should be given prior to demolition and construction to neighbors as far south as Rose Avenue and to the first block west of Stewart, as they will also be inconvenienced by the college's construction. I also request that a copy of this notice be sent to the Mar Vista Community Council so that they are aware of construction activity.

31.4

4. As mentioned at the community meeting on November 2, the DEIR has not properly analyzed the scenario that already takes place and will increase with imposition of a right-turn only lane from the campus to Donald Douglas Loop of drivers turning south on Bundy Drive from the Campus and then turning west onto Rose Avenue or Palms Boulevard. Trips will be generated by this activity and it needs to be included in the description for the Transportation section and then analyzed.

31.5

5. Although I thank SMC for its stated commitment to keeping the Stewart Street gate closed except for emergency or maintenance uses, I would feel more secure if this closure was included as a mitigation measure, because the community has not received any legally binding assurance from the college of this condition remaining forever. If future administrations allowed the Stewart gate to be used, it would have disastrous impacts on our neighborhood, and the EIR has not analyzed these impacts at all.

31.6

6. Mitigation Measure J-3 includes making changes to the lanes on Bundy Drive at Bundy Driveway. Please include information on the feasibility of how the southbound approach can be widened. Please ensure that the feasibility of such a mitigation measure includes consideration of whether this will be widened within the public right-of-way or through the use of private property. Will alignment of striping on the street, including transitions, need to be changed? How will this affect pedestrian access and access to and location of transit stops?

31.7

7. Because of the uphill driveway exits to Bundy, when classes get out (or a shuttle brings students back at the end of the day) and many cars are waiting to turn right, a tremendous amount of exhaust is released by those cars as they wait their turns to go up the hill. The EIR has not considered this situation and has therefore not sufficiently and adequately addressed its air quality impacts.

31.8

Again I want to thank you for the opportunity to comment on the Draft Environmental Impact Report for the SMC Bundy Campus Master Plan. I've appreciated the willingness of your staff to work with the stakeholders and Board of the Mar Vista Community Council. In fact we had the installation ceremony of our new officers in the SMC Bundy Campus multipurpose room this past June. I look forward to your response to my comments and questions.

31.9

Sincerely,

Rob Kadota
3759 Barry Ave

Los Angeles, CA 90066
rob@marvista.org
(310) 391-1004

Subject: Bundy Campus traffic
Date: Wed, 1 Nov 2006 18:27:20 -0800
From: "Michael S. Klein" <aq873@lafn.org>
To: "LAWSON_RANDAL" <Lawson_Randal@smc.edu>

Dear Mr. Lawson,

As Santa Monica residents who live near the campus, we support SMC, but are also very concerned about the amount of traffic generated by the college in general and, specifically by your new Bundy Campus.

32.1

Currently, 23rd Street/Walgrove is often gridlocked at rush hour. This is very disruptive to our neighborhood and our safety. We worry not only about daily travel and the health and safety of our children and neighbors, but also about emergency access, including fire trucks, police cars, ambulances or, the necessity for evacuation in the event of a disaster.

We supported your expansion to the Bundy campus with the conditions that:

1. Parking on the Bundy Campus was to be limited to the current 609 parking spaces, and
2. Any access to Airport Avenue was to be "egress only," with permanent turn restrictions to prevent cars from turning west toward 23rd St.

32.2

With those limitations, things have seemed to work at least reasonably well for residents and students.

Now, if we understand correctly, the college has developed a Bundy Campus Master Plan and a draft EIR that shows:

- *an additional 2-story classroom building,
- *780 parking spaces,
- *5317 daily car trips in 2010, and
- *recommends "full access" (in-and-out, right-and-left-turns) to Airport Ave."

32.3

As we understand it, this would bring about 1,000 additional car trips into the Airport/Walgrove/23rd intersection, bringing that intersection up to 25,000 cars per day, 10,000 more than recommended by Santa Monica's own Traffic Management department.

What gives here? Is this going to be like the camel's nose in the tent? Pretty soon, are we going to have the whole camel? I hope not. That is not what we expect from SMC.

32.4

We think that the conditions #1 and #2 mentioned above should both continue to be effective. In other words, you should limit the parking to the current number of spaces and continue to have access to Airport Avenue as egress only.

Thanks!

Very truly yours,

Michael, Julie, Rachel, and Lyla Klein

Cc: City Council

-----Original Message-----

From: KP KUNSTLER [mailto:kkunstler@msn.com]

Sent: Monday, November 13, 2006 5:47 PM

To: LAWSON_RANDAL

Subject: Traffic problems in Santa Monica

I live on Pier Ave. and oppose full access onto Airport Ave. from or to SMC airport campus.

33.1

Thank you,
Karen Kunstler

From: jeannelaurie [jeannelaurie@msn.com]
Sent: Monday, November 13, 2006 11:42 AM
To: LAWSON_RANDAL
Subject: Master Plan & EIR for the Bundy Campus.

This matter has already been addressed. The intelligent decision as already been made to eliminate cars exiting the campus using the Airport Blvd/23rd Street exit.

SMC has an enormous amount of power. It does not have the moral obligation to abuse that power. There are thousands of people with different objectives in the City of Santa Monica. All entities should keep in mind the damage that can be caused by taking a one-sided view.

Whatever is convenient for SMC is not necessarily what is good for all the people of Santa Monica. Even with the large number of people involved with SMC, it is not a fraction of all the people who live or work in Santa Monica. It is not good PR for SMC or good for the neighborhood to overburden the already overburdened streets with additional traffic and air pollution.

College students are not known for their patience and good judgment. Each car crash and injury will be attributable to the people at the college making any decision to open traffic on 23rd Street. The lawsuits will come when there is such clear evidence that it was a willful choice of the college decision makers to create such a dangerous and harmful situation having known the potential danger.

34.1

Therefore, I echo the recommendations of the Friends of Sunset Park.

Therefore, the Board of Friends of Sunset Park, while supporting the educational mission of Santa Monica College, but in order to mitigate traffic impacts from the Bundy Campus on our residential neighborhoods, strongly recommends that:

- 1) Parking on the Bundy Campus be limited to the current 609 parking spaces, and that***
- 2) Any access to Airport Ave. be limited to "egress only" with permanent "right-turn-only" turn restrictions to prevent cars from turning west toward 23rd St.***

***Jeanne Laurie
Santa Monica Resident***

From: Catherine McCabe [catherinemccabeis@hotmail.com]
Sent: Wednesday, November 01, 2006 5:49 PM
To: LAWSON_RANDAL
Subject: SMC Bundy Campus traffic

Dear Mr. Randal:

The traffic north and south on 23rd/Walgrove approaching Airport Avenue is ALREADY a living NIGHTMARE!

It is bad enough that residents in the neighborhood (and let me remind you - this IS a residential neighborhood!) have to contend with existing vehicle traffic, increasing air traffic and the risks and noise pollution they bring - now SMC wants to use Airport Avenue westbound to worsen an already dangerous and unacceptable situation in the neighborhood.

35.1

Please sir, I ask that you heed the recommendation of Santa Monica's OWN Traffic Management Division. It seems we are waging a day-to-day war here in Sunset Park to preserve our quality of life - and it feels like we're getting hit from ALL sides! I urge you to help us - please do not allow this to happen!

Thank you for your consideration.

Sincerely,

Catherine McCabe
home: (310) 450-3881
cell: (818) 388-7092

1900 Pico Boulevard
Santa Monica CA 90405
November 13, 2005

Randal Lawson
Executive Vice-President
Santa Monica College
1900 Pico Boulevard
Santa Monica CA 90405

Dear Mr. Lawson:

This is a comment regarding the adequacy and completeness of the Environmental Impact Report (EIR) for the Bundy Campus Master Plan.

I believe that the EIR is incomplete because it fails to address three related possibilities that have been discussed previously at meetings of the Board of Trustees and other college groups. The cost savings to the college of addressing these possibilities up front are potentially very large.

36.1

First, the EIR should discuss what the impact would be of building a four-story building rather than a two-story building next to the existing four-story building. The college has a history of adding floors to buildings. Using the same footprint but with additional floors would reduce the college's need for additional buildings around the District, each of which generates traffic and has other environmental impacts.

Second, the EIR should discuss the impact of using the new two-story building proposed by the EIR to provide a new location for the back-office functions currently performed at 2714 Pico Boulevard. This possibility of consolidating functions onto fewer sites has been raised at Board of Trustee meetings. Consolidation would reduce automotive traffic between sites, increase the efficiency of intra-district bus services, and reduce energy demand for heating and cooling multiple buildings, among other benefits. Using Bundy for full-time staff would also reduce in-and-out traffic at the Bundy site as employees tend to park for eight hours at a time.

36.2

Third, in a combination of the first two ideas, the EIR should discuss the impact of building a new four-story building next to the existing four-story building, but with classrooms and student services on the lower two floors and back-office functions currently performed at 2714 Pico on the upper two floors. Since the official name for the 2714 Pico Boulevard Building is the "Temporary Administration Building", it can reasonably be concluded that the District intends to sell the 2714 site at some point. Selling the 2714 building would generate one-time revenue as well as the on-going benefits of site consolidation. Using two floors of a new 4-story building for classrooms would presumably increase the student population to that required to minimize student traffic District-wide plus provide for an educational program that would generate revenue sufficient to cover district expenses in a more economical manner.

36.3

Sincerely,



Lee Peterson

From: Grace Phillips [mailto:gracesadye@gmail.com]
Sent: Sunday, November 12, 2006 1:37 PM
To: LAWSON_RANDAL
Subject: Bundy EIR

I oppose full access from the Bundy Campus onto Airport Ave. The traffic burden from SMC is already unbearable. If you aren't responsive to community concerns the next election will bring in a spate of candidates who will shrink enrollment in order to ameliorate traffic. Please listen to us - stay with the current "exit-only" and "right-turn-only" system.

37.1

Thank you-
Grace Phillips

From: Sharon Polito [sharonpolito@mac.com]
Sent: Monday, November 13, 2006 11:33 AM
To: LAWSON_RANDAL
Subject: Airport

Dear Mr. Lawson,

I am a concerned Sunset Park resident who doesn't want to see any more unnecessary traffic routed into the Airport Avenue area. Changing the SMC traffic flow in this area will have a huge impact on the already terrible safety of this area. Our neighborhood has endured continual encroachment of traffic and parking problems from your college, but this is the first time I've ever taken the time to write a letter about it. That intersection is too dangerous already, and adding traffic to the area is just wrong. Please find another place to route your traffic.

38.1

Sharon Polito

From: Johanna Rogers [johannakrogers@yahoo.com]
Sent: Thursday, November 02, 2006 9:19 AM
To: LAWSON_RANDAL
Subject: SMC - Bundy Campus parking issue

Hi Lawson,

I am a resident of Sunset Park, and wanted to provide my feedback concerning the proposed changes in parking at the Bundy Campus. I support the following requests that FOSP has submitted :

1. Parking on the Bundy Campus be limited to the current 609 parking spaces, and
2. Any access to Airport Avenue be "egress only," with permanent turn restrictions to prevent cars from turning west toward 23rd St.

The proposed changes in parking would bring about 1,000 additional car trips into the Airport/Walgrove/23rd intersection, bringing that intersection up to 25,000 cars per day, **10,000 more than recommended by Santa Monica's own Traffic Management department. - We can not and should not be forced to bear this additional burden. It presents a nuisance and danger to the families that have chosen this neighborhood as their home. We already have to pay exorbitant property taxes on the school, and deal with the loud music and traffic made by students in transit...this is one more thing we should not be forced to endure.**

39.1

Thanks for your consideration,

Johanna Rogers
310-699-3782

Subject: SMC Bundy Campus traffic
Date: Fri, 3 Nov 2006 11:20:50 -0800
Message-ID: <9679096.1364001162581650513.JavaMail.root@vms071.mailsvcs.net>
From: <siobhan.schenz@verizon.net>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>
Cc: <catherinemccabeis@hotmail.com>,
<aaronfurlong@sbcglobal.net>,
<ahellwarth@earthlink.net>,
<aagrs@aol.com>,
<catherinemccabeis@hotmail.com>,
<cherylbayerbrady@yahoo.com>,
<darcinator@mac.com>,
<meghanhudson@aol.com>,
<deefitz@verizon.net>,
<iunger@yogagardenstudios.com>,
<abellordre@windwardschool.org>,
<jsilberman@khpblaw.com>,
<jimsus@dslextreme.com>,
<bradyoil@yahoo.com>,
<michael@themword.biz>,
<ndlieberman@verizon.net>,
<Nicoledy@aol.com>,
<pkimatian@verizon.net>,
<rhodat@hotmail.com>,
<richard.herman@mercer.com>,
<rglake@speakeasy.net>,
<stephaniefurlong@sbcglobal.net>,
<apetriella@marcusmillichap.com>

Dear Mr. Randal:

The traffic north and south on 23rd/Walgrove approaching Airport Avenue is unbearable.

This residential neighborhood already contends with an excessive amount of SMC and pass-through vehicle traffic, increasing air traffic and the air and noise pollution they bring - now SMC wants to use Airport Avenue westbound to worsen already inhospitable and dangerous circumstances.

Please heed the recommendation of Santa Monica's Traffic Management Division and do not allow this to happen.

Our quality of life in Sunset Park is under constant assault from many places. Please do not make things worse for this family-oriented, residential neighborhood.

Thank you for your consideration.

Sincerely,

Siobhan Schenz
310-581-2212
2302 26th Street
Santa Monica

40.1

**HELEN L. SPAULDING
533 LINCOLN BOULEVARD
SANTA MONICA, CA 90402
(310) 393-1564 FAX (310) 395-8250**

November 10, 2006

Mr. Randal Lawson
Executive Vice President
1900 Pico Blvd.
Santa Monica, CA 90405

Dear Mr. Lawson

We were out of town when the public meeting was held regarding the environmental impact of the Bundy campus on the neighborhood and the city of Santa Monica. Therefore we wish to make our thoughts known in writing.

41.1

We believe that college traffic should be restricted to exit Airport Avenue by way of Bundy Drive only. Bundy Drive is classified by the city of Los Angeles as a major highway. It is two lanes in either direction. The campus is located in Los Angeles close to Bundy Drive.

Walgrove/23rd Street is one lane in either direction. It is already impacted by commuter traffic, carrying far more cars than it can manage. In addition, the speed limit, as cars approach the schools that line Walgrove Avenue before Venice Blvd, is 25 miles an hour, whether or not school is in session.

41.2

We have read that the traffic impact study projects that less than 200 cars will enter or exit the Bundy Campus lots during commuter hours. That strains credibility, since you are planning to provide 780 on site parking spaces. Staff normally enters and leaves the campus during regular commuter hours. Students arriving for 8 o'clock classes have similar driving patterns. In addition, we have read that you plan to add more programs, and students, and faculty and staff than now exist.

41.3

We fail to see how this will not have a major impact on Santa Monica traffic.

And it's hard not to notice that the Madison campus which once provided plenty of parking, has been torn up for construction of yet another auditorium (in addition to the new one on the Pico campus) for more than a year, providing no parking, even on the street.

41.4

Thank you for taking time to read our objections.


Tony and Helen Spaulding

From: Eileen Tunick [mailto:eileenet@earthlink.net]
Sent: Monday, November 13, 2006 9:05 PM
To: LAWSON_RANDAL
Subject: Access to Walgrove/Marine from Bundy Campus

As a resident homeowner of Sunset Park and a frequent user of the already over-crowded Walgrove Ave, I am strongly **against** the **changing** of the right turn only law for the Bundy campus which directs the traffic flow to Centinela instead of the already jammed Walgrove.
Thank you for attending to this urgent need of the residents of Sunset Park.

Sincerely, Eileen Tunick

42.1

Subject: Bundy Campus EIR
Date: Sun, 12 Nov 2006 10:00:41 -0800
From: "Bruce Weiller" <bruce_weiller@yahoo.com>
To: "LAWSON_RANDAL" <Lawson_Randal@smc.edu>

Dear Mr. Lawson:

As a resident of Sunset Park and neighbor of SMC, I fully support the position of the Friends of Sunset Park regarding the Bundy Campus.

Namely:

- 1) Parking on the Bundy Campus be limited to the current 609 parking spaces, and that
- 2) Any access to Airport Ave. be limited to "egress only" with permanent "right-turn-only" turn restrictions to prevent cars from turning west toward 23rd St.

This is mainly due to the impacts it will have on traffic, air quality and quality of life for the residents of Sunset Park.

Sincerely,

Bruce H. Weiller

43.1

Subject: Please continue to restrict traffic out of the SMC Airport campus
Date: Wed, 1 Nov 2006 17:31:53 -0800
From: "Wholey, Karin \ (HBO\)" <Karin.Wholey@hbo.com>
To: "LAWSON_RANDAL" <lawson_randal@smc.edu>
Cc: <zinajosephs@aol.com>

To Whom It May Concern;

I live on Hill Street and 18th. We are already choked with traffic on 23rd street to the point that it is very difficult to cross that street with my children to walk to Clover Park from our house. Drivers do not slow or stop for Pedestrians, and frustrated by traffic, they turn off and zoom down the residential streets at high speeds. Unfortunately, college age students are sometimes the worst offenders, ignoring stop signs and talking on their cell phones, making it a very dangerous street.

I will continue to support restrictions that divert rushed student commuter traffic out of my neighborhood.

Sincerely,

Karin Wholey

Karin Wholey
Manager of Post Production
HBO Films
2500 Broadway, Suite 400
Santa Monica, CA 90404
(310) 382-3453
karin.wholey@hbo.com

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copies of the e-mail. Thank you.



44.1