

BOARD OF TRUSTEES	ACTION
Santa Monica Community College District	February 12, 2007

MAJOR ITEMS OF BUSINESS

RECOMMENDATION NO. 26

SUBJECT: **PUBLIC HEARING – SANTA MONICA COLLEGE BUNDY CAMPUS MASTER PLAN**

SUBMITTED BY: Superintendent/President

REQUESTED ACTION: It is recommended that the Board of Trustees move to conduct a public hearing to receive input from the public on the Santa Monica College Bundy Campus Master Plan and the related environmental study.

Bundy Campus Master Plan

The Bundy Campus, a 10.4-acre satellite campus of Santa Monica College, opened in July 2005 with 16 classrooms. The proposed Bundy Campus Master Plan is a comprehensive land use plan that encompasses the existing educational program goals for the campus, identifies potential program improvements, identifies potential future uses, articulates planning principles to guide the physical development process, and establishes the building space required to achieve these goals. The Bundy Campus Master Plan will become part of the overall SMC Facilities Master Plan, adopted in 1998.

Bundy Campus Master Plan Goals

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

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

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

Bundy Campus Master Plan Development Process

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

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

Bundy Campus Master Plan Final Environmental Impact Report

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

STAFF REPORT on the Bundy Campus Master Plan and Final EIR is available electronically.

APPENDIX A, Proposed Site Plan for Bundy Campus Master Plan, Final Phase is available electronically.

MOTION MADE BY:

SECONDED BY:

STUDENT ADVISORY:

AYES:

NOES:

BOARD OF TRUSTEES	ACTION
Santa Monica Community College District	February 12, 2007

MAJOR ITEMS OF BUSINESS

RECOMMENDATION NO. 27

SUBJECT: **A RESOLUTION OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT ON THE BUNDY CAMPUS MASTER PLAN**

SUBMITTED BY: Superintendent/President

REQUESTED ACTION: It is recommended that the Board of Trustees adopt the following resolution certifying the Final Environmental Impact Report on the Bundy Campus Master Plan.

WHEREAS, a Notice of Preparation (“NOP”) of an Environmental Impact Report (“EIR”) on the Bundy Campus Master Plan (“Project”) was issued on September 26, 2005; and

WHEREAS, the EIR is both a program EIR and a project EIR, and the EIR was prepared to assess the potential environmental impacts of the Project and to identify, where feasible, ways to avoid, reduce or mitigate such impacts; and

WHEREAS, a Notice of Availability of the Draft EIR was filed with the Los Angeles County Clerk on September 29, 2006, and a Notice of Completion was mailed to all neighbors within a 1000-foot radius and to all NOP commenters, as well as other interested agencies, organizations and individuals; and both the Notice of Completion and Draft EIR were filed with the State Clearinghouse (SCH No. 2005091142) and were posted on the Internet and made available on four separate physical locations on September 29, 2006, in compliance with the California Environmental Quality Act (“CEQA”) and the State and Santa Monica College CEQA Guidelines; and

WHEREAS, the Draft EIR was available for public review and comment for a 45-day period; and

WHEREAS, the Final EIR, including comments received and responses thereto, has been completed and was made available to the public at four separate locations and via the Internet on January 26, 2007 and was filed with the State Clearinghouse on that same date; and

WHEREAS, a copy of the Final EIR was provided to all public agencies that submitted comments on the Draft EIR at least 10 days prior to certifying the Final EIR; and

WHEREAS, on February 12, 2007, the Santa Monica College Bundy Campus Master Plan, which is available to the public on the Internet and in the office of the College’s Superintendent/President, is being considered by the Board of Trustees for adoption and the EIR must be certified prior to the contemplated adoption of the Bundy Campus Master Plan; and

WHEREAS, the Board of Trustees, acting in its capacity as the Lead Agency pursuant to State CEQA Guidelines Section 15051(a), reviewed and considered the contents of the Final EIR in its decision-making process on February 12, 2007.

NOW, THEREFORE, THE BOARD OF TRUSTEES OF SANTA MONICA COLLEGE DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Board of Trustees has reviewed and considered the information contained in the Final EIR on the Bundy Campus Master Plan prior to acting on the Project.

SECTION 2. The Board of Trustees hereby certifies that the Final EIR for the Project was presented to the Board of Trustees, that the Final EIR for the project was completed in full compliance with CEQA and the State and College CEQA Guidelines, that there was adequate opportunity for public review of the Draft EIR, that the Board of Trustees has considered all comments on the Draft EIR and responses to comments, that the Final EIR adequately discusses all significant environmental issues of the Project, that the Final EIR reflects the independent judgment and analysis of the College, and that the Board of Trustees has reviewed and considered the information contained in the Final EIR in its decision-making process prior to approving the Project.

MOTION MADE BY:

SECONDED BY:

STUDENT ADVISORY:

AYES:

NOES:

BOARD OF TRUSTEES	ACTION
Santa Monica Community College District	February 12, 2007

MAJOR ITEMS OF BUSINESS

RECOMMENDATION NO. 28

SUBJECT: **A RESOLUTION OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT BOARD OF TRUSTEES MAKING CEQA FINDINGS NECESSARY TO APPROVE THE BUNDY CAMPUS MASTER PLAN, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING A MITIGATION MONITORING PLAN, AND APPROVING THE BUNDY CAMPUS MASTER PLAN**

SUBMITTED BY: Superintendent/President

REQUESTED ACTION: It is recommended that the Board of Trustees adopt the following resolution making CEQA findings necessary to approve the Bundy Campus Master Plan, adopting a statement of overriding considerations, adopting a mitigation monitoring plan, and approving the Bundy Campus Master Plan

WHEREAS, an Environmental Impact Report (“EIR”) has been prepared which analyzes the environmental effects of the Bundy Campus Master Plan; and

WHEREAS, the Board of Trustees of the Santa Monica Community College District reviewed the Final EIR in full compliance with the California Environmental Quality Act (“CEQA”) and the State and Santa Monica College CEQA Guidelines, while acting in its capacity as Lead Agency pursuant to State CEQA Guidelines Section 15051(a); and

WHEREAS, on February 12, 2007, the Board of Trustees certified that the EIR for the Bundy Campus Master Plan was prepared in full compliance with CEQA and the State and Santa Monica College CEQA Guidelines.

NOW, THEREFORE, THE BOARD OF TRUSTEES OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Final EIR Sections IV.A, IV.B, IV.C, IV.D, IV.E, IV.F, IV.G, IV.H, and IV.I, the Board of Trustees finds that the Bundy Campus Master Plan will have less than significant impacts on biological resources; cultural resources; geology and soils; aesthetics (post-project views and visual character); air quality (during construction and operation); hazards and hazardous materials (hazardous materials use, airport hazards, and emergency response); land use and planning; construction-related groundborne vibration; traffic noise, parking noise, operational noise and airport noise; public utilities (wastewater, water and energy); and public services (police services and fire protection). The Board of Trustees further finds that the Bundy Campus Master Plan will have less than significant adverse neighborhood effects in these same specific environmental categories.

SECTION 2. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, the Board of Trustees finds that most environmental impacts resulting from the project can be reduced to a level that is less than significant. More specifically, the potentially significant environmental effects, as identified in this Section 2, can

feasibly be eliminated or substantially reduced to below a level of significance. However, significant adverse environmental effects in the areas of noise (construction) and transportation and traffic (intersections and street segments) cannot feasibly be avoided or mitigated below a level of significance. Nor can the neighborhood effects in the areas of noise (construction) and transportation and traffic (intersections and street segments) feasibly be avoided or mitigated below a level of significance. Nevertheless, these impacts are found to be acceptable due to overriding considerations as discussed in Section 9 below.

(a) The Final EIR determined that without mitigation, the project could have a potentially significant effect on aesthetics with respect to night time lighting and glare. Specifically, the project would increase interior lighting, exterior security lighting and headlights associated with motor vehicles. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Section IV.B of the Final EIR, the Board of Trustees finds that the following mitigation measures have been required of the project, which will mitigate or reduce the impact of the project on night time lighting and glare to below a level of significance:

1. A Campus Lighting Plan shall be developed to ensure that lighting provided throughout the Bundy Campus minimizes the extent of spillover onto adjacent properties. (Mitigation B-1)
2. The proposed New Building on the Bundy Campus shall be constructed of glare-reducing materials that minimize glare impacts on motorists and other persons on and offsite. (Mitigation B-2)

(b) The Final EIR determined that without mitigation, the project could have a potentially significant effect on hazards and hazardous materials during construction and operation. Specifically:

- Construction of the Master Plan would involve the removal of the existing East Building, which contains friable and non-friable asbestos-containing material (ACM) in the sprayed-on acoustic ceiling, pipe elbow and hanger insulation (TSI), interior plaster on walls and in other insulated areas. As such, prior to mitigation, construction workers would have the potential to be exposed to airborne ACM during the removal of interior wall, floor, and ceiling coverings, resulting in a potentially significant impact.

East Building also likely contains Lead-Based Paint (LBP) beneath the fireproofing on “red iron” metal beams. As such, prior to mitigation, construction workers could be exposed to peeling or flaking LBP during wall demolition, resulting in a potentially significant impact.

- Subsurface investigation at the Bundy Campus showed levels of tetrachloroethene (PCE), trichloroethene (TCE), and some of their breakdown products in groundwater beneath the existing clarifier that exceed Title 22 levels and City goals.

Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Section IV.D of the Final EIR, the Board of Trustees finds that the following mitigation measures have been required of the project, which will mitigate or reduce the impact of the project on the above-referenced hazards and hazardous materials during construction and operation to below a level of significance:

1. Prior to demolition of the existing East Building, all asbestos-containing materials identified in Ellis Environmental Management, Inc.’s Asbestos Bulk Sampling for Asbestos, Lead East Building (2 Story), 3171 S. Bundy Drive, Santa Monica, California, prepared December 11, 2003, shall be abated in accordance with all applicable regulations. (Mitigation D-1)
2. Prior to demolition of the existing East Building, all lead-based paint identified in Ellis Environmental Management, Inc.’s Asbestos Bulk Sampling for Asbestos, Lead East Building (2

Story). 3171 S. Bundy Drive, Santa Monica, California, prepared December 11, 2003, shall be abated in accordance with all applicable regulations. (Mitigation D-2)

3. Implementation of the Master Plan shall not involve excavation to the depth of the underlying upper aquifer (approximately 67 to 68 feet below ground surface) or include wells or groundwater pumping of this aquifer. (Mitigation D-3)
4. Prior to demolition of the existing East Building, environmental concerns related to organochlorine pesticides from termiticides shall be investigated and, if necessary, mitigated, in accordance with Department of Toxic Substances Control's (DTSC) Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006. (Mitigation D-4)

(c) The Final EIR determined that without mitigation, the project could have potentially significant effects on hydrology and water quality (during construction and operation). Specifically:

- The Master Plan is anticipated to disturb between one and two acres of land during the demolition of the existing East Building, construction of the New Building, and excavation of the 230-space subterranean parking garage. The Master Plan would require a National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit, the filing of a Notice of Intent (NOT) with the State Water Resources Control Board (SWRCB), and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. As part of the SWPPP, construction activities for the Master Plan would be required to implement effective Best Management Practices (BMPs) to minimize water pollution to the Maximum Extent Practical (MEP).
- Buildout and operation of the Master Plan would generate substances that could degrade the quality of water runoff. The Bundy Campus would continue to be classified as a non-point source for water pollution. The existing parking lot on the Bundy Campus currently generates various chemicals (i.e., metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids) that enter the storm drain system and this would slightly increase with the net increase of approximately 171 parking spaces that would be provided under the Master Plan. However, adverse effects related to additional contaminants would also be offset by the increase in permeable surfaces provided throughout the Bundy Campus.

Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Section IV.E of the Final EIR, the Board of Trustees finds that the following mitigation measures have been required of the project, which will mitigate or reduce the impact of the project on hydrology and water quality (during construction and operation) to below a level of significance:

1. All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site. (Mitigation E-1)
2. Leaks, drips and spills shall be cleaned promptly to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. (Mitigation E-2)
3. Hosing down of pavement at material spills shall be prohibited. Dry cleanup methods shall be used whenever possible. (Mitigation E-3)

4. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or covered with tarps or plastic sheeting. (Mitigation E-4)
5. Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets. (Mitigation E-5)
6. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. (Mitigation E-6)
7. SMC shall implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard shall be required. (Mitigation E-7)
8. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. (Mitigation E-8)
9. Appropriate erosion control and drainage devices shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. (Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe.) Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain. (Mitigation E-9)
10. Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. (Mitigation E-10)
11. Storage areas shall be paved and sufficiently impervious to contain leaks and spills. (Mitigation E-11)
12. Storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area. (Mitigation E-12)
13. Runoff shall be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator; (2) filtration; or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and is located underground. Filtration involves catch basins with filter inserts. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table. If utilized, filter inserts shall be inspected every six months and after major storms, cleaned at least twice a year. (Mitigation E-13)
14. Any new connection to the sanitary sewer shall require authorization from the City of Los Angeles Department of Public Works, Bureau of Sanitation. (Mitigation E-14)

(d) The Final EIR determined that without mitigation, the project could have a potentially significant effect on noise (operational). Specifically, the New Building would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the structure. Because the design of these on-site HVAC units and exhaust fans

would be required to comply with the regulations under LAMC Section 112.02, which regulates noise from air conditioning, refrigeration, heating, pumping, and filtering equipment, this equipment would not introduce noise levels that could affect nearby noise-sensitive uses, which are located over 50 feet from the proposed New Building.

Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Section IV.G of the Final EIR, the Board of Trustees finds that the following mitigation measure has been required of the project, which will mitigate or reduce the impact of the project on noise (operational) to below a level of significance:

1. All new mechanical equipment associated with the proposed Master Plan shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 decibels. (Mitigation G-6)

SECTION 3. Consistent with Sections 1405(l), (m) and (n) of the Santa Monica College CEQA Guidelines and Sections 15091, 15092 and 15093 of the State CEQA Guidelines, and as detailed in the Final EIR at Sections IV.G, IV.J and IV.K, the Board of Trustees finds that the significant environmental effects identified below cannot feasibly be avoided or mitigated to below a level of significance. Nevertheless, their impacts are found to be acceptable due to overriding considerations as discussed in Section 9 herein.

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

The Final EIR identifies five mitigation measures to reduce construction and demolition-related noise. These mitigation measures are:

1. The proposed Master Plan shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. (Mitigation G-1)
2. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and prohibited on all Sundays and federal holidays. (Mitigation G-2)
3. Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. (Mitigation G-3)
4. Two weeks prior to the commencement of demolition and construction at the Bundy Campus, notification shall be provided to the Santa Monica Airport administration, off-site residential uses to the south of the Bundy Campus, the Mar Vista Community Council, as well as on-site posting within the Bundy Campus, disclosing the construction schedule, including

the various types of activities that would be occurring throughout the duration of the construction period. (Mitigation G-4)

5. An information sign shall be posted at the entrance to the Bundy Campus that identifies the permitted construction hours and provides a dedicated telephone number to receive information about the construction process and to report complaints regarding excessive noise levels. An ongoing log of calls received shall be maintained as part of the mitigation monitoring and reporting program. (Mitigation G-5)

The Board of Trustees hereby adopts the foregoing mitigation measures as part of this project, which will reduce its construction and demolition-related noise impacts. However, the Board of Trustees finds that these mitigation measures will not reduce construction and demolition-related noise below a level of significance, and construction and demolition-related noise will remain a significant and unavoidable impact.

(b) The Final EIR determined that without mitigation, the project would result in significant impacts on traffic. Specifically, the Final EIR identified significant adverse traffic impacts at four intersections under all of the vehicular access alternatives studied (Bundy Drive and the I-10 eastbound onramp; Bundy Drive and Ocean Park Boulevard; Bundy Drive and National Boulevard; and Bundy Drive and Airport Avenue) and significant adverse traffic impacts at two additional intersections under certain access alternatives (23rd Street/Walgrove Avenue and Airport Avenue; and Bundy Drive and Bundy Driveway). The Final EIR also identified significant adverse traffic impacts at two street segments (23rd Street north of Airport Avenue, and Dewey Street between 21st Street and 23rd Street) under all access alternatives studied.

The Final EIR identified mitigation measures for some of these intersections and street segments. Specifically, the Final EIR identified the following traffic mitigation measures:

1. Bundy Drive and Airport Avenue (Study Intersection 17) – A potential mitigation measure to modify the striping on the eastbound approach to provide one left-turn lane and one shared left-turn/right-turn lane was investigated but found to only partially mitigate the Master Plan impact in the p.m. peak hour. Due to physical constraints, including the ongoing construction of a sidewalk and retaining wall in the southwest corner of the intersection, no other feasible measures were identified and the Master Plan impact would remain significant and unavoidable. Under Access Alternatives C1 and C2, these physical constraints would not be present and a measure to widen the eastbound approach to provide two left-turn lanes and one right-turn lane was tested but also not found to mitigate the Master Plan impact in the p.m. peak hour effectively. Nonetheless, this mitigation measure is recommended to partially reduce the impact at this intersection. (Mitigation J-1)
2. 23rd Street/Walgrove Avenue and Airport Avenue (Study Intersection 15) – The most constrained movement at this intersection is the westbound right-turn (operating at LOS F in the a.m. peak hour and LOS C in the p.m. peak hour). The impact at this location is significant only in the a.m. peak hour, when the addition of Master Plan traffic there would result in a significant increase in delay. Therefore the mitigation measure that has been identified to address the impact at this location is to prohibit left turns out from the Bundy Campus at Donald Douglas Loop South onto Airport Avenue during the a.m. peak period (between 7:00 and 9:00 a.m.). (Mitigation J-2)
3. Bundy Drive and Bundy Driveway (Study Intersection 18) – For all Access Alternatives, it is proposed that the southbound approach be widened to provide two through lanes and a separate right-turn lane. In addition, for Access Alternatives A1, A2, A3, A4, A5 and B1, it is proposed to widen the eastbound approach to provide separate left-turn and right-turn lanes. Under the access alternatives where this location is proposed for signalization, it would also

be linked to the City of Los Angeles' Automated Traffic Surveillance and Control System (ATSAC) system. (Mitigation J-3)

4. SMC shall continue to operate the SMC inter-campus shuttle between the Bundy Campus and the Main Campus as a means of reducing the number of college-related trips between these two campuses. (Mitigation J-4)
5. SMC shall coordinate with the Santa Monica Blue Bus system and, potentially, the Los Angeles Metropolitan Transit Authority (LAMTA) Metro system to ensure continued and potentially expanded bus service to the Bundy Campus in accordance with service needs. (Mitigation J-5)
6. The Master Plan will seek certification under the United States Green Building Council's (USGBC) Leadership and Energy and Environmental Design – New Construction (LEED-NC) Rating System or a more recently approved LEED rating system applicable to institutions. To obtain LEED certification, the Master Plan shall obtain a minimum of 26 points achievable through incorporation of various credits, such as, but not limited to the following transportation-related credits:
 - SS Credit 4.1: the Master Plan is currently located within 0.25 mile of two campus/public bus lines; and/or
 - SS Credit 4.2: the Master Plan may provide bicycle racks, showers, and changing rooms for 5 percent of peak period building users or 0.5 percent of full-time equivalent (FTE) occupants; and/or
 - SS Credit 4.3: the Master Plan may provide low-emitting or fuel-efficient vehicles and preferred parking for 3 percent of FTE occupants, provide low-emitting or fuel-efficient vehicles and preferred parking for 5 percent of total site parking capacity, or install alternative-fuel refueling stations for 3 percent of the total site parking capacity. (Mitigation J-6)

The Board of Trustees hereby adopts the foregoing mitigation measures as part of this project. The Board of Trustees finds that these mitigation measures will reduce traffic impacts to less-than-significant levels at the intersections of Bundy Drive and the Bundy Driveway, and 23rd Street/Walgrove Avenue and Airport Avenue. However, the Board of Trustees finds that traffic impacts will remain significant and unavoidable at four intersections (Bundy Drive and the I-10 eastbound onramp; Bundy Drive and Ocean Park Boulevard; Bundy Drive and National Boulevard; and Bundy Drive and Airport Avenue) and at two street segments (23rd Street north of Airport Avenue and Dewey Street between 21st Street and 23rd Street). The Board of Trustees further finds that impacts will also remain significant and unavoidable at one additional street segment on Airport Avenue west of Centinela under certain access alternatives.

(c) The Final EIR determined that without mitigation, the Bundy Campus Master Plan would result in significant adverse neighborhood effects in the areas set forth in Sections 3(a) (construction related noise) and 3(b) (traffic). The Final EIR did not identify feasible mitigation measures to reduce these impacts below a level of significance as more fully explained in Sections 3(a) and 3(b) herein.

SECTION 4. In addition to the mitigation measures contained in the Final EIR that address potentially significant environmental effects, the Final EIR also contains measures identified as mitigation measures that are not required to reduce otherwise significant environmental impacts to less than significant levels. Rather, these mitigation measures are proposed in areas where the Final EIR determined the project would have less than significant impacts absent any mitigation. Nevertheless, the College will implement these mitigation measures as part of the Bundy Campus Master Plan. These mitigation measures consist of the following:

(a) The Final EIR includes the following air quality construction phase mitigation measures, notwithstanding the Final EIR's conclusion that the Bundy Campus Master Plan will have less than significant construction phase impacts on air quality absent any mitigation:

1. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and initial construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. (Mitigation C-1)
2. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. (Mitigation C-2)
3. All loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. (Mitigation C-3)
4. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. (Mitigation C-4)
5. Soil stabilizers shall be applied to inactive construction areas. (Mitigation C-5)
6. Ground cover in disturbed areas shall be quickly replaced. (Mitigation C-6)
7. All unpaved haul roads shall be watered twice daily. (Mitigation C-7)
8. All stock piles of debris, dirt, or rusty materials shall be covered with a tarp. (Mitigation C-8)
9. Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph). (Mitigation C-9)
10. All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour [mph]), so as to prevent excessive amounts of dust. (Mitigation C-10)
11. Santa Monica College shall require in the construction specifications for the Master Plan that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, are turned off when not in use for an extended period of time (i.e., 5 minutes or longer). (Mitigation C-11)
12. Santa Monica College shall require in the construction specifications for the Master Plan that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. (Mitigation C-12)

(b) The Final EIR includes the following wastewater, water and energy mitigation measures, notwithstanding the Final EIR's conclusion that the Bundy Campus Master Plan will have less than significant wastewater, water and energy impacts absent any mitigation:

1. The Master Plan will incorporate water-efficient design features which will also reduce wastewater generation.
2. The Master Plan will incorporate energy-efficient project design features.

(c) The Final EIR incorporates security-enhancing project design features, notwithstanding the Final EIR's conclusion that the project will have less than significant police impacts absent any mitigation.

(d) The Final EIR incorporates fire protection features, notwithstanding the Final EIR's conclusion that the Bundy Campus Master Plan will have less than significant fire safety impacts absent any mitigation.

SECTION 5. After completion of the Final EIR, the City of Los Angeles Department of Transportation ("LADOT") identified three additional potential traffic mitigation measures for the College's consideration. These potential mitigation measures consist of (1) installation of double southbound left turn only lanes on Bundy Drive onto the I-10 east; (2) installation of advanced loop detector(s) on Ocean Park Boulevard for the eastbound right turn only lane onto Bundy Drive (south); and (3) installation of a second northbound left turn only lane on Bundy Drive onto Ocean Park Boulevard (west).

The Board of Trustees finds that the first of these three potential mitigation measures does not have any relationship to the Bundy Campus Master Plan's traffic impacts and thus is not an appropriate project mitigation measure for the Bundy Campus Master Plan. Specifically, the Board of Trustees finds that the Bundy Campus Master Plan will not contribute significantly to southbound Bundy Drive traffic turning left onto I-10 (east) given that the Bundy Campus is located south of the I-10.

With respect to the second and third of these potential mitigation measures, the Board of Trustees agrees to include them as part of the Bundy Campus Master Plan as follows:

- SMC will make a fair-share contribution to the City of Los Angeles' cost of installing advanced loop detector(s) on Ocean Park Boulevard for the eastbound right turn only lane onto Bundy Drive (south) based upon SMC's proportionate impact on traffic conditions at the Ocean Park Boulevard/Bundy Drive intersection. (Mitigation J-7)
- SMC will make a fair-share contribution to the City of Los Angeles' cost of installing a second northbound left turn only lane on Bundy Drive onto Ocean Park Boulevard (west) based upon SMC's proportionate impact on traffic conditions at the Ocean Park Boulevard/Bundy Drive intersection. (Mitigation J-8)

The Board of Trustees finds that, notwithstanding these two additional mitigation measures, traffic impacts at the intersection of Bundy Drive and Ocean Park Boulevard will remain significant and unavoidable as set forth in the Final EIR and Section 3(b) herein.

SECTION 6. The Final EIR determined that the CEQA-mandated environmentally superior alternative is the Renovated East Building Alternative. As analyzed in Section VI.E of the Final EIR, the Renovated East Building Alternative would result in a reduction in operational impacts related to hazards and public services because this alternative would not provide a subterranean parking garage. Furthermore, impacts related to air quality, hazards, noise, hydrology, public services, utilities, transportation and traffic, and neighborhood effects would be reduced because this alternative would provide seven fewer classrooms resulting in an approximate 23% reduction in the number of persons on the campus and associated vehicle trips to and from the Bundy Campus.

The Renovated East Building Alternative is not feasible because it would not satisfy the Bundy Campus Master Plan objectives. These objectives include creation of a state of the art satellite campus that reflects SMC's commitment to providing the best possible educational environment in support of student success. This requires a more complete general education offering (including basic skills English and math courses) than is possible under the Renovated East Building Alternative to augment the course selection available to students currently taking career technical programs at the site. Providing this augmented course offering will improve site self-sufficiency (students can complete their program largely at the Bundy Campus) and will generate adequate student enrollments needed to meet minimum enrollment numbers in the sophomore year classes in the student's career major. Current programs at

the Bundy Campus provide courses in four of the five areas needed to meet all IGETC (Intersegmental General Education Transfer Curriculum) requirements. However, the course selection is limited in three of the four areas offered. IGETC is a general education program that provides community college students the ability to fulfill all lower division general education requirements prior to transfer to UC or CSU.

The Renovated East Building Alternative does not provide the necessary number of classrooms to accommodate these courses. Additionally, the Renovated East Building Alternative does not provide the necessary number of classrooms or office space to accommodate the new career and professional programs and support services as identified in the Bundy Campus Master Plan. Nor does the Renovated East Building Alternative provide the necessary number of classrooms to provide for specialized schedules and programs for area high school students taking college-level courses at the site.

Moreover, the Renovated East Building Alternative does not result in the creation of an organized and unified development plan for the Bundy Campus. The Board of Trustees finds that development of the new East Building in a quad-like setting, in close proximity to the existing West Building to facilitate easy pedestrian access between the two buildings, is essential to achieving SMC's educational objectives for the Bundy Campus Master Plan.

Moreover, the Renovated East Building Alternative would result in increased impacts related to aesthetics because this alternative would renovate the existing East Building but would not construct a new building closer to the West Building in the center of the campus and would not provide any subterranean parking. This alternative would also result in increased impacts related to hydrology and water quality because all parking would be provided in surface areas thus increasing the amount of stormwater and the potential for contaminated stormwater entering surrounding storm drains, as compared to the Bundy Campus Master Plan.

SECTION 7. The Final EIR studied three distinct No Project Alternatives.

(a) Under No Project Alternative (1), the Master Plan would not be adopted and implemented. Instead, the existing West Building would remain and continue to provide SMC classes within the existing sixteen classrooms currently in use. Under this No Project Alternative (1), the existing East Building would remain vacant and unused, and no access, parking or landscaping improvements would occur.

As summarized in Table VI-I of the Final EIR, No Project Alternative (1) is environmentally superior in comparison to the Bundy Campus Master Plan because it does not have significant and unavoidable impacts with respect to noise (construction) or traffic (intersections and street segments). However, the Board of Trustees finds that No Project Alternative (1) is not feasible because it would not satisfy SMC's educational goals including creation of a state of the art satellite campus that reflects SMC's commitment to providing the best possible educational environment and the objective of an organized and unified development plan for the Bundy Campus. Specifically, No Project Alternative (1) does not include any expansion of classroom or other facilities. The additional facilities included as part of the Bundy Campus Master Plan are necessary in order that the College may provide a more complete general education offering (including basic skills English and math courses) to augment the course selection available to students currently taking career technical programs at the site. Providing this augmented course offering will improve site self-sufficiency (students can complete their program largely at the Bundy Campus) and will generate adequate student enrollments needed to meet minimum enrollment numbers in the sophomore year classes in the student's career major. Current programs at the Bundy Campus provide courses in four of the five areas needed to meet all IGETC (Intersegmental General Education Transfer Curriculum) requirements, however the course selection is limited in three of the four areas offered. IGETC is a general education program that provides community college students the ability to fulfill all lower division general education requirements prior to transfer to UC or CSU. The Board finds that the existing sixteen classrooms at the Bundy Campus are inadequate to accommodate these courses, and further finds that the existing sixteen classrooms and office space are not sufficient to accommodate the

new career professional programs and support services identified in the Bundy Campus Master Plan. Additionally, the Board finds that the existing sixteen classrooms are inadequate to provide for specialized schedules and programs for area high school students taking college-level courses at the site.

(b) Under No Project Alternative (2), the Master Plan would not be adopted and implemented. Instead, the entire site would be developed with 494,100 square feet of commercial office development and a multi-level 2,000 space parking garage. The office space would be provided within three new 6-floor office buildings providing 468,000 square feet of office space, and the existing East Building would be renovated to provide 26,100 square feet of office space.

As summarized in Table VI-I of the Final EIR, this alternative is environmentally inferior to the Bundy Campus Master Plan. Specifically, No Project Alternative (2) would have significant impacts with respect to aesthetics, air quality, land use, noise (construction), traffic (intersections and street segments), and neighborhood effects. The Board of Trustees further finds that No Project Alternative (2) would not achieve any of SMC's objectives as set forth in the Bundy Campus Master Plan.

(c) Under No Project Alternative (3) the Master Plan would not be adopted and implemented. Instead, the entire site would be developed with 625 new multi-family residential units within several 6-story buildings and a multi-level 1,250 space parking garage.

As summarized in Table VI-I of the Final EIR, this alternative is environmentally inferior to the Bundy Campus Master Plan. Specifically, No Project Alternative (3) would have significant adverse impacts with respect to aesthetics, air quality, noise (construction), traffic (intersections and street segments), and neighborhood effects. The Board of Trustees further finds that No Project Alternative (3) would not achieve any of SMC's objectives as set forth in the Bundy Campus Master Plan.

SECTION 8. The Final EIR for the Bundy Campus Master Plan studied seventeen vehicular access alternatives for the Bundy Campus. These access alternatives are:

- Access Alternative A1 – The existing Bundy Driveway would have full access and would be signalized. There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A2 – The existing Bundy Driveway would have full access and would be signalized. There would also be left-in/right-out/right-in access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A3 – The existing Bundy Driveway would have full access and would be signalized. There would also be right-out only access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A4 – The existing Bundy Driveway would have full access and would be signalized. This would be the only access location for the site. There would be no access at the intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A5 – The existing Bundy Driveway would have full access and would be signalized. There would be no access at the intersection of Donald Douglas Loop South and Airport Avenue but full access between the site and Airport Avenue would be available at the Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway.
- Access Alternative A6 – The Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (that would not affect the movement of northbound through vehicles). There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.

- Access Alternative A7 – The existing Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (that would not affect the movement of northbound through vehicles). There would also be right-out only access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A8 – The existing Bundy Driveway would be configured to allow right turns and left turns into the site and right turns out of the site and would be controlled by a half traffic signal (that would not affect the movement of northbound through vehicles). There would also be right-out only access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A9 – The existing Bundy Driveway would have right-in/left-in/right-out access and would be unsignalized. There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A10 – The existing Bundy Driveway would have right-in/left-in/right-out access and would be unsignalized. There would be no access at the intersection of Donald Douglas Loop South and Airport Avenue. There would be no access at the intersection of Donald Douglas Loop South and Airport Avenue but full access between the site and Airport Avenue would be available at the Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway.
- Access Alternative B1 – This Access Alternative is similar to Alternative A1, except that the existing Bundy Driveway would be closed and a new driveway (i.e., Northeast Bundy Driveway) would be constructed at the northeast corner of the campus. The Northeast Bundy Driveway would have full access and would be signalized. There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative B2 – This Access Alternative is similar to Alternative A6, except that the existing Bundy Driveway would be closed and a new driveway (i.e., Northeast Bundy Driveway) would be constructed at the northeast corner of the campus. The Northeast Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (that would not affect the movement of northbound-through vehicles). There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative B3 – This Access Alternative is similar to Alternative A8, except that the existing Bundy Driveway would be limited to right-out only and a new driveway (i.e., Northeast Bundy Driveway) would be constructed at the northeast corner of the campus. The Northeast Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (that would not affect the movement of northbound through vehicles). There would also be right-out only access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative B4 – This Access Alternative is similar to Alternative B3, except that outbound only traffic at Donald Douglas Loop South would be permitted to turn either left or right onto Airport Avenue. The existing Bundy Driveway would be limited to right-out only and a new driveway (i.e., Northeast Bundy Driveway) would be constructed at the northeast corner of the campus. The Northeast Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (which would not affect the movement of northbound through vehicles).
- Access Alternative C1 – This Access Alternative is similar to Alternative A2, except that it envisions the realignment of Airport Avenue southward to run along the northern

edge of the campus near Bundy Drive. The existing full traffic signal at Bundy Drive and Airport Avenue would be relocated to this location and college-related traffic would have direct access to Airport Avenue. In addition, there would be left-in/right-out/right-in access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue. The existing Bundy Driveway would be closed under this Access Alternative.

- Access Alternative C2 – This Access Alternative is similar to Alternative A5, except that it envisions the realignment of Airport Avenue southward to run along the northern edge of the campus near Bundy Drive. The existing traffic signal at Bundy Drive and Airport Avenue would be relocated to this location and college-related traffic would have full access to Airport Avenue at the Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway. The existing Bundy Driveway would be closed under this Access Alternative.
- No Project Access Alternative – The existing Bundy Driveway would continue to provide right-in/left-in/right-out access and would remain unsignalized. There would be no access from the site to or from Airport Avenue through Donald Douglas Loop South, as was provided in Fall 2005.

The Final EIR determined that with the mitigation measures specified therein (and in Section 3 (b) herein), the various access alternatives would all have significant adverse traffic impacts at four of the 27 intersections studied and at two of the 22 street segments studied; provided, however, that Access Alternatives C1 and C2 would also have a significant adverse impact at one additional street segment on Airport Avenue west of Centinela Avenue.

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

The Bundy Campus Master Plan, as approved in this Resolution, addresses vehicular access for the Bundy Campus in the following manner:

- The final master plan phase includes an entry only driveway at the northeast corner of the property off Bundy Drive. Circulation of northbound Bundy Drive traffic will continue to be controlled by a street signal and left turn lane. With the removal of the existing 2-story building, adequate width is available on the north side of this site to support a pedestrian sidewalk and a 28 foot wide drive, which includes a dedicated bicycle lane.
- The existing driveway on the south will be modified to accommodate a dedicated bicycle lane and single exit lane onto Bundy Drive at the southeast corner of the site.
- The College intends to secure access from the site to Donald Douglas Loop South. Once access is secured, the two additional historical access points to Airport Avenue along the Bundy Campus' north edge would not be used on a regular basis.
- The Stewart Street gate shall remained closed except in an emergency or when necessary to perform routine maintenance activities on the wall or parkway west of the wall.

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

SECTION 9. As fully described in the Final EIR at Sections IV.G and IV.J, the Final EIR found that the Bundy Campus Master Plan would result in significant and unavoidable adverse impacts in the areas of noise (construction and demolition-related) and traffic. In addition, as fully described in Section IV.K, the Final EIR found that the Bundy Campus Master Plan would result in significant and unavoidable neighborhood impacts with respect to noise (construction and demolition-related) and traffic. Consistent with Section 15093 of the State CEQA Guidelines, the Board of Trustees hereby makes and adopts a Statement of Overriding Considerations and finds that the educational, social, cultural and economic benefits of the Bundy Campus Master Plan outweigh its unavoidable environmental impacts based upon the following reasons. Each benefit and consideration set forth below constitutes an overriding consideration warranting approval of the Bundy Campus Master Plan, independent of and separate and apart from the other benefits.

(a) The goals of the Bundy Campus Master Plan are to fulfill the adopted vision, mission, and goals of Santa Monica College; to guide future development of the Bundy Campus; to create a largely self-contained satellite campus; and to provide a renewed presence and image to the neighboring community. To meet these goals, the following objectives were applied to the Bundy Campus design:

- To advance the mission of SMC to create a learning environment that both challenges its students and supports them in achieving their educational goals.
- To advance the mission of SMC to prepare its students to contribute to the global community as they develop an understanding of their personal relationship to the world's social, cultural, political, economic, technological, and natural environments.
- To further SMC's adopted goals in the area of promoting student success, advancing academic excellence, developing community partnerships, and providing a supportive physical environment.
- To create a state-of-the-art satellite campus that conveys SMC's commitment to providing the best possible educational environment.
- To develop a campus plan that demonstrates the College's commitment to the use of sustainable resources and energy efficient building standards.
- To incorporate technology to support campus self-sufficiency, to exert a direct influence on traffic and parking mitigation, and to enhance learning and teaching opportunities.
- To create an organized and unified development plan that concentrates development in a manner that maximizes both educational space and open space.
- To create a campus that can accommodate all of its parking needs on-site.
- To manage the College's overall development by establishing and operating largely self-contained satellite campuses such as is envisioned for the Bundy Campus.

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

- The expanded Bundy Campus facilities are necessary to augment and support basic skills English and math programs for students embarking on career technical and professional programs offered at the site.
- The expanded Bundy Campus facilities are necessary to provide students attending classes at the Bundy Campus with a more complete general education offering to augment the course selection available to students currently taking career technical programs at the site. Providing this augmented course offering will improve site self-sufficiency (students can complete their program largely at the Bundy Campus) and will generate adequate student enrollments needed to meet minimum enrollment numbers in the sophomore year classes in the student's career major.
- The expanded Bundy Campus facilities are necessary to provide for specialized schedules and programs for area high school students taking college-level courses at the site.
- The expanded Bundy Campus facilities are necessary to accommodate the new career and professional programs and support services as identified in the Bundy Campus Master Plan.

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

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

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

(e) The Bundy Campus Master Plan incorporates a series of mitigation measures delineated in the Final EIR and Section 4 herein in the areas of air quality during construction, wastewater, water and energy, police services and fire protection services that are not required to mitigate otherwise significant environmental effects and yet will be implemented as part of this project. These mitigation measures will provide public benefits in these areas.

(f) In contrast to these extensive educational, social, economic, and environmental benefits, the Board of Trustees finds that this project's adverse environmental impacts are comparatively minor in nature. Specifically:

- The Final EIR’s finding of significant adverse noise impacts during construction are short-term impacts that will cease upon completion of demolition and construction. Moreover, this Resolution incorporates as part of the Bundy Campus Master Plan five construction-related noise mitigation measures designed to reduce construction-related noise to the maximum extent that is reasonably feasible, as determined in the Final EIR.
- The Final EIR’s finding of significant adverse traffic impacts at four of the 27 intersections and at two of the 22 street segments studied stems from a combination of existing traffic conditions, projected increases in area traffic unrelated to the Bundy Campus Master Plan, and the City of Santa Monica’s and City of Los Angeles’ sensitive thresholds for measuring significant traffic impacts. The additional traffic caused by this project will constitute a small percentage of both the overall traffic and the incremental additional traffic at the four impacted intersections and the two impacted street segments. Moreover, this Resolution includes as part of the Bundy Campus Master Plan all traffic mitigation measures that were determined to be feasible in the Final EIR. This Resolution also incorporates as part of the Bundy Campus Master Plan two additional traffic mitigation measures requested by the City of Los Angeles Department of Transportation (“LADOT”) after completion of the Final EIR.

SECTION 10. Consistent with Public Resources Code Section 21081.6 (a provision of CEQA), the Board of Trustees adopts the Mitigation Monitoring Program (“MMP”), which is attached to the Final EIR as Table VI-I and which is incorporated herein by this reference as Exhibit “A”, to mitigate or avoid significant effects of the Bundy Campus Master Plan on the environment and to ensure compliance during project implementation. The MMP incorporates all of the mitigation measures identified as feasible in the Final EIR and as set forth in Sections 2, 3 and 4 herein, which are hereby approved as part of this Resolution approving the Bundy Campus Master Plan.

SECTION 11. Consistent with Public Resources Code Section 21081.6(a)(2) (a provision of CEQA), the documents which constitute the record of proceedings for approving the Bundy Campus Master Plan are located in the office of the Superintendent/President of Santa Monica College, located at 2714 Pico Blvd., 3rd Floor, Santa Monica, CA 90405. The custodian of these records is Dr. Chui L. Tsang of Santa Monica College, who may be reached at (310) 434-4200.

SECTION 12. The Bundy Campus Master Plan is hereby approved. Based upon the record of the proceeding, the Board of Trustees finds that the Bundy Campus Master Plan advances the mission of Santa Monica College “to create a learning environment that both challenges our students and supports them in achieving their educational goals” and to “prepare our students to contribute to the global community as they develop an understanding of their personal relationship to the world’s social, cultural, political, economic, technological, and natural environments.” (Adopted Mission Statement.) The Bundy Campus Master Plan will also further Santa Monica College’s adopted goals in the area of advancing academic excellence and developing largely self contained satellite campuses. Therefore, in accordance with Government Code Section 53094 and in full compliance therewith, the Board of Trustees hereby renders the City of Los Angeles’ zoning regulations inapplicable to the Bundy Campus Master Plan. Notification of this action shall be communicated to the City of Los Angeles within 10 days of the date of adoption of this Resolution.

EXHIBIT “A” – Bundy Campus Master Plan Mitigation Monitoring Program is available electronically.

MOTION MADE BY:
 SECONDED BY:
 STUDENT ADVISORY:
 AYES:
 NOES: