

APPENDIX B

RESPONSES TO THE NOP

Complete List of SMC Bundy Campus Scoping Commenters (68 total):

Oral and Written Comments from Scoping Meeting:

1. Stan Lampert, 12555 Brooklake Street, Los Angeles 90066 (oral only)
2. George Kometani, 12429 Stanwood Place, Los Angeles 90066 (oral and written)
3. David Nelson, Vice-Chair of Mar Vista Community Council (oral only)
4. Marla Eby, 2112 Navy Street, Santa Monica 90405 (oral only)
5. George Chung, 11671 National Boulevard, Los Angeles 90069 (oral only)
6. Shari Davis, 348 14th Street, Santa Monica 90402 (oral only)
7. Louise Jaffe, 1121 Grant Street, Santa Monica, 90405 (oral only)
8. Lorraine Sanchez, 2344 Pier Avenue, Santa Monica 90405 (oral only)
9. Zina Josephs, P.O. Box 5823, Santa Monica 90409 (oral only)
10. Edith Spain, 1900 Pico Boulevard, Santa Monica 90405 (oral only)
11. Eric Gebster, Friends of Sunset Park (oral only)
12. Linda Sullivan, 2921 Virginia Avenue, Santa Monica 90404 (oral only)
13. Bob Fitzpatrick, 12650 Dewey Street, Los Angeles 90066 (oral only)
14. Maritza Przekop, 3966 Berryman Avenue, Los Angeles 90066 (oral and written)
15. Andrew Walzer, 2257 28th Street, Santa Monica 90405 (oral and written)
16. Betsy Hitesheau, 1127 22nd Street, Santa Monica 90403 (oral and written)
17. Heywood Sobel, 3250 Wade Street, Los Angeles 90066 (oral and written)
18. John Reynolds, 3217 17th Street, Santa Monica 90405 (oral and written)
19. Jeff Jensen, Associated Students of Santa Monica College (oral only)
20. Sadia Afolabi, Associated Students of Santa Monica College (oral only)
21. James Massey, 2461 Santa Monica Avenue #700, Santa Monica 90404 (oral and written)
22. Janelle Tucker, Associated Students of Santa Monica College (oral and written)
23. Y. Tal, 2222 Marine Street, Santa Monica 90405, (oral and written)
24. Judy Abdo, Judy Abdo, 2802 4th Street, Santa Monica 90405 (oral and written)
25. Bill Shedding, 12301 Clover Avenue, Los Angeles 90066 (oral and written)
26. Belinda Phillips, 1500 Pico Boulevard, Santa Monica 90405 (oral and written)
27. William Jacobs, 3416 Wade Street, Los Angeles 90066 (written only)
28. Joseph Shinnerl, 12531 Stanwood Place, Los Angeles 90066 (written only)
29. Karen Heard/Stuart Shurmann, 2030 Marine Street, Santa Monica 90405 (written only)
30. Thomas Elias, 1720 Oak Street, Santa Monica 90405 (written only)
31. Steve Mooser, 2121 Dewey Street, Santa Monica 90400 (written only)
32. David Stewart, 12807 Dewey Street, Los Angeles 90066 (written only)
33. Robert W. Konecki, 1325 Sunset Avenue, Santa Monica 90405 (written only)
34. Katherine Sweeney, 1455 Harvard #F, Santa Monica 90404 (written only)

Letters Received by Tom Donner via Hand Delivery, Mail, or Fax:

35. Susan McCarthy, City Manager, City of Santa Monica, 1685 Main Street, PO Box 2200, Santa Monica 90407-2200 (letter - 5 pages plus Cumulative Projects List of 10 pages)
36. Thomas Carranza, Transportation Engineer, City of Los Angeles Department of Transportation, 100 S. Main Street 10th Floor, Los Angeles 90012 (letter – 2 pages)
37. Paul S. Wolcott, President, Santa Monica Airport Association, 3021 Airport Avenue Suite 210, Santa Monica 90406-6117 (letter - 2 pages)
38. Thomas Charchut, 2010 Navy Street, Santa Monica 90405 (letter - 2 pages)
39. Phil Harnage, 1714 Pine Street, Santa Monica 90405 (letter - 1 page)
40. William Follett, 1808 Navy Street, Santa Monica 90405 (letter - 1 page)
41. Roger Allen, 1722 Bryn Mawr Ave, Santa Monica 90405 (letter - 1 page)

42. Cathy Larson, 1722 Bryn Mawr Ave, Santa Monica 90405 (letter - 1 page)
43. Tom Ponton, Chairperson, Mar Vista Community Council, P.O. Box 66871, Los Angeles 90066 (letter - 3 pages)
44. Board of Directors, Friends of Sunset Park, P.O. Box 5823, Santa Monica 90409-5823 (letter - 7 pages)
45. Marion Clark, 2350 Pier Ave, Santa Monica 90405 (letter - 1 page)
46. Stanley Lampert, 12555 Brooklake St, Los Angeles, 90066 (letter - 2 pages)
47. Vincent Balembois, 12301 Stanwood Dr, Los Angeles, 90066 (letter - 1 page)
48. Lieutenant Fred Booker, Officer in Charge, Los Angeles Police Department Community Relations Section, P.O. Box 30158 Los Angeles 90030 (letter - 3 pages)
49. Marla Eby, 2112 Navy Street, Santa Monica, 90405 (letter - 2 pages)
50. Bill Pope, Inglewood Residents Against Cut-Through Traffic, 3277 Inglewood Blvd, Los Angeles, 90066 (letter - 3 pages)
51. Lorraine Sanchez, 2344 Pier Avenue, Santa Monica 90405 (letter - 1 page)
52. John Roach, 2652 31st Street, Santa Monica, 90405 (letter - 1 page)
53. Cheryl Powell, IGR/CEQA Programs Manager, State of California Department of Transportation, District 7, 100 Main Street, IGR/CEQA Branch, Los Angeles 90012-3606 (letter - 2 pages)
54. Eddie Arias, 2388 Dewey Street, Santa Monica, 90405 (letter - 3 pages)
55. George Komentani, 12429 Stanwood Place, Los Angeles, 90066 (letter - 1 page)
56. Dimitri Shlyakhtenko, 12443 Stanwood Place, Los Angeles, 90066 (letter - 4 pages)
57. David and Joyce Landsverk, 12742 Indianapolis Street, Los Angeles 90066 (letter - 1 page)

Emails Received by Tom Donner or forwarded to Tom Donner:

58. Dena Seki, (denaseki@yahoo.com) no address given (e-mail - 1 page)
59. Maritza Przekop, (przmaritza@aol.com), 3966 Berryman Ave, LA 90066 (e-mail - 2 pages)
60. T. Robert Fitzpatrick (trface@aol.com), 12650 Dewey St, LA 90066 (e-mail - 1 page)
61. David Eby (Wrldsport@aol.com), World-Sport, 3400 Airport Ave, Suite 25, Santa Monica 90405 (e-mail - 2 pages)
62. Julie Klein (az491@lafn.org) no address given (e-mail - 1 page)
63. Valerie Davidson (akapeebs@yahoo.com), no address given (e-mail - 2 pages)
64. Monika Bialas (mbialas@msn.com), 1754 Wellesley Dr, Santa Monica 90405 (e-mail - 1 page)
65. Marion Clark (Mystreee5@aol.com), 2350 Pier Avenue, Santa Monica 90405 (e-mail - 1 page)
66. John Reynolds (johnreynolds@kavichreynolds.com), 3217 17th Street, Santa Monica 90405 (e-mail - 1 page)
67. Patti Oblath, Chairperson, Santa Monica Early Care and Education Task Force, 2701 Ocean Park Boulevard Suite 253, Santa Monica 90405, (e-mail with attachment - 3 pages)
68. Joseph Shinnerl, 12531 Stanwood Place, Los Angeles 90066, shinnerl@ucla.edu; clareh@usc.edu (e-mail - 3 pages)

**Santa Monica College Bundy Campus EIR
Scoping Meeting
10-17-05**

Attendees: 40 (start) to approx. 60 (end)

Marvin Martinez, Provost of Bundy Campus - 7:07pm

Shane, Christopher Joseph & Assoc. - 7:10pm

Andrea, WWCOT Architects - 7:15pm

Public Comments - 7:30

1. Stan Lampert, Mar Vista resident on Brooklake.

- Has been involved for a long time w/ project, agrees w/ MVCC's position.
- Never had an objection to the college.
- Worried about impact on neighborhood.
- Says new signal on Bundy will not work. Will fight it.
- Claims main points of ingress/egress must be Airport Ave.
- Wants cooperation from city of Santa Monica regarding traffic.

2. George Kometani, Lives along South edge of campus.

- Member of MVCC but speaking for himself.
- Back fence abuts parking lot, driveway comes behind his back wall.
- Traffic will produce noise & pollution.
- Encourages relocation of traffic to north side of property.

3. David Nelson, Vice Chair of MVCC & in Ad-hoc Committee for Bundy Campus.

- Presents resolution w/ 14 items the committee wants. Some items include:
 - shuttle parking moved,
 - knowledge of exact gross footage of project,
 - occupancy of project,
 - ingress/egress routes,
 - covenant w/ LA, traffic control measures,
 - quarterly compliance meetings.

4. Marla Eby, Lives in SM, husband has office on Airport Ave.

- concerned about traffic, wants traffic mitigation.

5. George Chung, Chair of MVCC.

- Doesn't want shuttle bus parking lot on campus.
- No more than 678 parking spaces.
- Wants parking to remain free.
- Claims Stewart gate was only used slightly, most traffic historically from Airport Ave. into campus.

- Move driveway to north side.
- Wants one driveway for ingress and another for egress.
- Ingress at northeast corner, egress at Donald Douglass Loop.
- No more than 1,000 persons on site at a time.
- No new traffic signals.
- Wants mitigation paid for by college.

6. Shari Davis, Co-Chair of Communities for Exceptional Public Programs.

- Wants to support the college in providing programs
- Resource for community.
- Urges cities to take into consideration common-sense approach to access to parking spaces.

7. Louise Jaffe, Lives in Sunset Park, works in the area

- Commends college for first-class facilities.
- Need to look at all alternatives.
- Never has trouble on Airport Avenue.
- Look at hours when turn restrictions might or might not be necessary.
- Will there be credit given for reduction in uses at the site such as Shuttle parking?

8. Lorraine Sanchez, Neighbor, Nurse, daughter went to nursing school at SMC.

- Thinks master plan is too late.
- Planning with community is lacking.

9. Zina Josepfs, on behalf of Friends of Sunset Park.

- Problem for neighborhood is traffic congestion.
- Traffic rating has been improved from F to B in Kaku reports. Doesn't understand how it has improved suddenly. Hasn't seen change in traffic.
- Supports protecting Stewart St. in Mar Vista.
- Asks that any driveway on Airport Ave. be egress only.
- Concerned about Dewey, Navy, Marine, Ashland, Ocean Park roads
- Concerned about 23rd & Airport Ave. intersection
- How many spaces are going to be given for parking?
- How many students will attend?
- How many trips will be allotted per space?

10. Edith Spain, Chair of Early Childhood Education Dept. at SMC

- Lives in Venice.
- Claims students are confused about parking.
- It makes them nervous to park at night and cross campus.
- Students ask why neighbors don't like them.
- Encourages working out student/neighbor issues.

11. Eric Gebster, Member of the Board of Friends of Sunset Park.

- Troubled by the attitude of the college at meetings.

- Proposes 3 concepts:
 - Right turn restriction on Donald Douglas Loop South.
 - Think about opening the intersection at National and extend access through property.
 - Make a continuous loop along Bundy.
- Asks City of Santa Monica to please protect traffic.

12. Linda Sullivan, lives in SM.

- Need one signal serving Airport and College.
- Doesn't want people's anger taken out on SMC. Public education is more important than any other use.
- Traffic at the College takes place throughout the day.
- Doesn't think college creates traffic, which is created by commercial developments on Westside.
- Exaggeration of traffic figures has occurred.
- Hopes Airport parcel & College parcel could be somehow connected for walking/jogging.

13. Bob Fitzpatrick, Lives in LA west of the campus.

- Has been involved a long time. Supports the College.
- Stewart access not comparable to Bundy access.
- Prior usage of Bundy driveway limited to 15 cars. Usage now proposed is 678 cars.
- Will have severe impact on Mar Vista traffic.
- City of LA should not agree to access to/from Bundy until documents are in writing that legalizes College promises.

14. Maritza Przekop, Member of Mar Vista Community Council, land use consultant.

- Believes they should switch driveway to northern site. No residential single-family uses there.
- Wants to see a master plan that includes all of SMC, not just this campus.
- Isn't this 'segmentation' under CEQA?
- Look at affordable housing component.

15. Andrew Walzer, Former instructor at SMC; now teaches at LACC; SM resident.

- Committed to goal of access to education.
- Understands anger of residents at the process of the college relating to public, but hopes we can move on to produce real progress.

16. Betsy Hitesheau, Retired SMC faculty member; on behalf of Early Childhood Education Taskforce in SMC.

- Wants solution of mutual benefit.
- Reality is that we live in popular area.
- Thinks traffic doesn't come from college, looks forward to seeing EIR traffic section.

17. Haywood Sobel, Taught at SMC for many years. Lives where he can see the Stewart gate on corner of Wade & Stanwood.

- Glad that gate will serve only for emergency purposes.
- Issue seems to be traffic in the area.
- City showed that all of streets around here are impacted, and were back when city put in the park.
- Never understood why Donald Douglas Loop does not open.
- Set of positions by MVCC are good.
- Work together please!

18. John Reynolds, Resident west of the Project Site in Sunset Park.

- Community has supported 2 bond measures for College.
- Thinks benefit goes to students outside community and negatives come to community.
- Says 75% of students not from SM but 100% of negatives are in SM.
- Traffic is a regional issue and also an issue for the neighbors.
- Thinks it is arrogant of the college to invite the public this late in the game.

19. Jeff Jensen, Associated Student Body Vice President.

- Issue greatly affects students.
- Loss of shuttle parking will be felt.
- SMC losing students because of the lack of parking spaces.
- Hopes 2 solutions will be considered:
 - Gate open on Donald Douglas Loop,
 - Look at putting light on Centinela Avenue.
- Better safety, gives students better access.

20. Sadia Afolabi, Associated Student Body President.

- By early November, students will not be allowed to park anymore on airport.
- Hopes gate will open on Douglas Douglass Loop.
- Wants signal at Bundy driveway.

21. James Massey, President of Real Estate Institute and Resident of SM.

- Wants wall extended to 20 feet high, used as movie screening area.
- Wants picnic tables around perimeter.
- SMC should have film festivals on a regular basis.
- Do a study on time delays for people getting to campus.
- Do similar study for people commuting past the campus.
- Need timing traffic study.
- Noise study should be done.
- Provide community amenities to houses next to campus: provide WIFI and online education to community affected by campus changes.

22. Janelle Tucker, Director of Student Outreach for Associated Student Body.

- Losing 700 parking spaces at Airport is going to be very difficult for students.
- Wants compromise with community.

23. Tal ___, Lives in SM.

- Unhappy with college for giving late, false information in master plan drafts.
- Numbers coming from College are too flexible.
- Keeps getting more confusing.
- Lives on 23rd Street. It's busy. Traffic concerns.
- Wants right turn only at Airport Ave.

24 Judy Abdo, Former Mayor and City Councilmember of SM. Director of Child Development Services for SMMUSD.

- Speaking on behalf of the students.
- There is a dire need for child development students & graduates.
- Urging process to become less volatile.

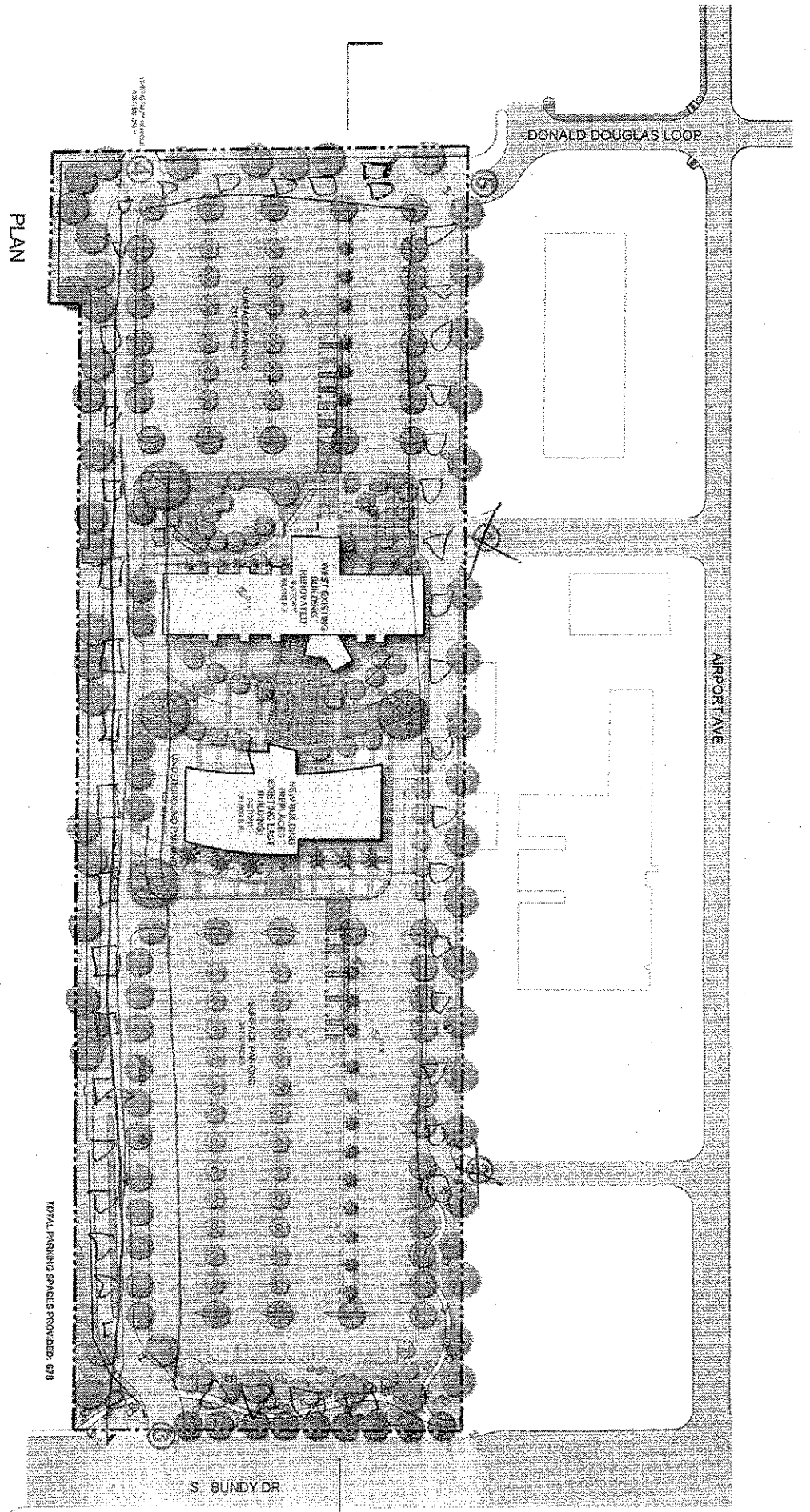
25. Bill Scheduling, Chairman of Traffic Committee on Board of MVCC.

- Suggests opening all gates, letting traffic flow for a year, measuring traffic.
- Move light signal from Airport Ave. down to campus.

26. Belinda Phillips, Student Trustee at for SMC, longtime resident of SM.

- Stressing importance of all students achieving access to education

Closure –9:00 pm (approx.)



PLAN

SECTION

Client 1

Source: WWCOT Architects, September 21, 2005; Christopher A. Joseph & Associates, September



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

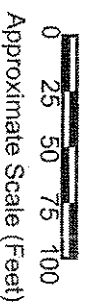


Figure 2
Proposed Site Plan

Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name:

William Jacobs

Agency/Organization:

Mailing Address:

3416 Wabbe Street
Los Angeles, CA 90066

Comments:

Santa Monica continues its efforts to transform its problems to the city of Los Angeles. Traffic on both Bundy / South campus entrance and Airport / Wabgrave will be ~~severe~~ unacceptably impacted. I strongly oppose any traffic light at Bundy / South campus entrance. Bundy already has terrible traffic. I have yet to see a serious answer to the Wabgrave and 23rd Street traffic nightmare, a nightmare Santa Monica created via such building complexes as the Westar Garden. The obvious natural entrances to the campus should *(over)*

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All speakers will be allowed 3 minutes to address the public. Written comment letters on the NOP will be accepted by the lead agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.

Name: Joseph SHINNERL

Agency/Organization:

Mailing Address: 12531 Stanwood Place
Los Angeles, CA 90066

Comments:

Please move the South driveway to the north side of the campus to reduce traffic flow next to our houses on Stanwood Pl. Please install and use solar panels.

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Belinda Phillips*
Agency/Organization: *Student Justice SNC*
Mailing Address: *1900 Pico Blvd, S.M., CA 90405*

Comments:
*Stressing the importance of the
SNC students having access to
this campus and their classes.*

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: Bill Scheduling

Agency/Organization: MWCC

Mailing Address: 12301 Clover Ave. LA CA 90066

Comments:

Let the traffic go where it wants
do so & then measure impact &
then mitigate
Consider making light from Airport to New
North Driveway

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Santa Monica College Bundy Campus Master Plan
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Comment Card

Name: Judy Abdo

Agency/Organization:

Mailing Address:

Comments:

Child Development Services
Sumner D

2802 4th St, S m 90405

We need access to smc Bundy for students
of child development

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Santa Monica College Bandy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *TAL*

Agency/Organization:

Mailing Address: *2222 MARINE ST. SM.*

Comments:

AIRPORT NE ACCESS

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Santa Monica College Bundy Campus Master Plan
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Comment Card

Name: *Janelle Tucker*
Agency/Organization: *Associated Students of Santa Monica College*
Mailing Address: .

Comments: *The students have and are voicing their opinion they do want and need to have parking here at the Bundy site. Displacing them from these seven hundred parking spaces will be very hard on all the facilities in place for the parking. Please hear the students voices. We need this lot! Thank you*

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Santa Monica College Bundy Campus Master Plan
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Comment Card

Name: James W. Assley

Agency/Organization: Real Estate Trustee

Mailing Address: 2461 Santa Monica Ave #700 S.M. 90404

Comments: To speak 3 minutes

<input checked="" type="checkbox"/>	All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All speakers will be allowed 3 minutes to address the public. Written comment letters on the NOP will be accepted by the lead agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.
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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Sadia Ashlaji*
Agency/Organization: *Associated Students*
Mailing Address:

Comments:

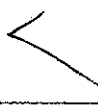
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All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All speakers will be allowed 3 minutes to address the public. Written comment letters on the NOP will be accepted by the lead agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.

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Comment Card

Name: *JEFF Jensen*
Agency/Organization: *SMC Associated Students*
Mailing Address:

Comments:

	<p>All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All speakers will be allowed 3 minutes to address the public. Written comment letters on the NOP will be accepted by the lead agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.</p>
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Name: John Reynolds
Agency/Organization: Resident

Mailing Address: 3217 17th Street SW 90405

Comments:

DIRECT TRAFFIC BETWEEN Bundy campus &
MAIN CAMPUS ON AVERAGE STREETS TO ELIMINATE
CUT THRU IN SUNSET PARK. NO TRAFFIC
TO BE DIRECTED TO 23RD '1'

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Santa Monica College Bundy Campus Master Plan
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Comment Card

Name: Heywood Sobel

Agency/Organization:

Mailing Address: 3250 Wade St.

Los Angeles, CA 90066

Comments:

- 1) Kudos on the improvements to your plan; however,
 - 2) Confinement Traffic is terrible. The additional some traffic will lead to even greater grid lock,
 - 3) Stewart Gate must remain closed (I accept your covenant), and
 - 4) Airport Avenue needs to be the primary access route.
- Finally, I support the MWC Input to this meeting.

✓

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Name: Betsy H. Hershberger, Lead

Agency/Organization: SMC Faculty Education

Mailing Address: 1127 Rand St. S.M. 90403

Comments: Consider the roads of the students. The traffic there could be minimized some road with other projects & of free buildings

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Comment Card

Name: Andrew Walzer
Agency/Organization: realtor
Mailing Address: 2257 28th St

Comments: speaking in support of project

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Name: **Maritza Przekop**
Agency/Organization: **Mar Vista Community Council (Past Board Member)**

Mailing Address: **3966 Berryman Ave
Los Angeles CA, 90066**

Comments:
**Statement about historical access of Stewart Gate is misleading.
As you list benefits to the City of Los Angeles**

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Name: KAREN HEARD | STUART SCHURMANN

Agency/Organization:

Mailing Address: 2030 Marine Street, S.H, 90405

Comments: We live at the corner of 21st & Marine Street. Every week morning and evening traffic is bumper to bumper on 23rd Street. To avoid the traffic, people speed down our street, running stop signs and providing a hazard to children & pets. This is already a serious problem which will only worsen if additional traffic is routed from airport to 23rd Street.

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Name: Bob F
Agency/Organization: RFP
Mailing Address: [Signature]

Comments:

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Santa Monica College Bundy Campus Master Plan
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Comment Card

Name: *LINDA Sullivan*

Agency/Organization:

Mailing Address: *2921 Virginia Ave. SM 90404*

Comments:

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All speakers will be allowed 3 minutes to address the public. Written comment letters on the NOP will be accepted by the lead agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.

Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: ERIC GANSTEN

Agency/Organization: FRIENDS OF SUNSET PARK

Mailing Address:

Comments:

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Edith Spain*

Agency/Organization: *SMC*

Mailing Address: *Bundy Campus*

Comments:

*I have a prepared
Statement.*

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Zina Josephs*

Agency/Organization: *Friends of Sunset Park*

Mailing Address: *P.O. Box 5823*

Comments: *Santa Monica, CA 90409*

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All speakers will be allowed 3 minutes to address the public. Written comment letters on the NOP will be accepted by the lead agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.

Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Corrine Sanchez*
Agency/Organization:

Mailing Address: *2344 PIER AVE S.M 90405*

Comments:

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Leanne Jaffe*

Agency/Organization:

Mailing Address: *1121 Grant St*

Comments: *SM 90405*

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Shari Davis*
Agency/Organization: *CEPS*
Mailing Address:

Comments:

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *George Chang Community Council*

Agency/Organization: *Mar Vista Community Council*

Mailing Address: *11671 National Bl*

Comments: *LA CA 90069*

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Santa Monica College Dining Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name:

Agency/Organization:

Mailing Address:

Comments:

Mark Eby

represent

2112 Navy Street Santa Monica

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Name: *GEORGE KOMETANI*
Agency/Organization: *SELF/NEIGHBOR*
Mailing Address: *12429 STANWOOD PL.
LOS ANGELES, CA 90046*

Comments: *BUNNY DR/
I WOULD LIKE TO SEE THE DRIVEWAY FROM ZENITH BL
PRESENTLY ON THE SOUTH SIDE OF THE CAMPUS RELOCATED
TO THE NORTH SIDE OF CAMPUS TO REMOVE THE SOURCE
OF POLLUTION AND NOISE AFFECTING THE NEIGHBORS
JUST SOUTH OF THE CAMPUS ON STANWOOD PL.*

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.

Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name:

Stu Lampert

Agency/Organization:

Mailing Address: 12555 Brooklake St. LA 90066

Comments:

I will tell you...

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Ruth Oblath*
Agency/Organization: *Assoc Director Connections for Children*
Mailing Address:

Comments:

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: Thomas Elias
Agency/Organization:
Mailing Address: 1720 Oak St, S.F. 94045

Comments: SMC already has surveillance comparable to a Big Ten
university. Enlarging it is superfluous, especially since the vast
majority of the student body is not composed of Santa Monica residents.
Further allowing access and egress onto Donald Douglas Loop will damp
significantly the traffic ~~into~~ ~~Windsor~~ Ave and 24th Street, which
are already completely gridlocked ~~for~~ for many hours each day.
Keeping traffic at Windsor and Blvd should be a major priority.

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide
verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All
agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica
College at 1900 Pico Boulevard, Santa Monica, CA 90405.

Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: STEVE MORSE

Agency/Organization:

Mailing Address:

2121 DENVER ST
SANTA MONICA 90405

Comments:

Live with the intention of
transport / Denver / 23rd AND traffic
's dangerous as it is

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Name: DAVID STEWART
Agency/Organization: Resident
Mailing Address: 12807 Devey St., Los Angeles, CA 90066

Comments: There seems no logical reason to maintain any Bundy access ~~especially~~ the southern access. While traffic signals on Bundy may assist access to the campus, it will greatly harm traffic flow on Bundy, especially during rush hours. Weigrove and Bundy are already a mess during peak hours.
FREE PARKING - Ingress only if you must have it.

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All agency units October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College at 1900 Pico Boulevard, Santa Monica, CA 90405.

Name: ROBERT W. KONECKI TEL: 310.392.0901

Agency/Organization: NICHOLSON
Mailing Address: 1325 SOMSET AVE
SANTA MONICA, CA 90405

Comments:

1. NO TRAFFIC SIGNAL ON SOMER BRIDGE. IS "ONES" ENOUGH?
2. REDUCE TRAFFIC BY INCLUDING A LOBBY ROOM IN THE BUILDING, (ELIMINATE SOME OF THE TREES IN THE PARKING LOT AND PROVIDE A PLACE TO EAT) THIS WILL LIMIT IN AND OUTS FOR WORK.
3. START TO LIMIT THE "STUDENT POPULATION". THIS IS NOT UCLA?
4. ELIMINATE "FOREIGN STUDENTS" SEND THEM TO "UCLA"?

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Santa Monica College Bundy Campus Master Plan
EIR Scoping Meeting, October 17, 2005
Comment Card

Name: *Katherine Roseberry*
Agency/Organization: *1455 Harvard - #F*
Mailing Address: *SM 90404*

Comments: *What page of residents approved of this change?*

What are the complaints?

How will this affect the airport users?

What are the open-airports issues?

How do airport users record their opinions?

How do they feel about it?

All comments will be reviewed and considered by the lead agency during the preparation of the EIR. If you wish to provide verbal comments at this scoping meeting, please check this box and hand this speaker card to a College representative. All agency until October 25, 2005 and should be addressed to Dr. Thomas Donner, Interim Superintendent/President, Santa Monica

Received by Tom Donner via hand delivery, mail, or fax:

City of Santa Monica (5 pages plus Cumulative Projects List of 10 pages)
City of Los Angeles (2 pages)
Santa Monica Airport Association (3 pages)
Thomas Charchut, 2010 Navy Street, Santa Monica 90405 (2 pages)
Phil Harnage, 1714 Pine Street, Santa Monica 90405 (1 page)
William Follett, 1808 Navy Street, Santa Monica 90405 (1 page)
Roger Allen, 1722 Bryn Mawr Ave, Santa Monica 90405 (1 page)
Cathy Larson, 1722 Bryn Mawr Ave, Santa Monica 90405 (1 page)
Mar Vista Community Council, Tom Ponton, Chairperson (3 pages)
Friends of Sunset Park (7 pages)
Marion Clark, 2350 Pier Ave, Santa Monica 90405 (1 page)
Stanley Lampert, 12555 Brooklake St, Los Angeles, 90066 (2 pages)
Vincent Balembois, 12301 Stanwood Dr, Los Angeles, 90066 (1 page)
Los Angeles Police Department (3 pages)
Marla Eby, 2112 Navy Street, Santa Monica, 90405 (2 pages)
Bill Pope (Inglewood Residents Against Cut-Through Traffic), 3277 Inglewood Blvd,
Los Angeles, 90066 (3 pages)
Lorraine Sanchez, no address (she lives in Santa Monica on 23rd Street)
John Roach, 2652 31st Street, Santa Monica, 90405 (1 page)
California Department of Transportation (2 pages)
Eddie Arias, 2388 Dewey Street, Santa Monica, 90405 (3 pages)
George Komentani, 12429 Stanwood Place, Los Angeles, 90066 (1 page)
Dimitri Shlyakhtenko, 12443 Stanwood Place, Los Angeles, 90066 (4 pages)
David and Joyce Landsverk, 12742 Indianapolis Street, Mar Vista 90066 (1 page)

Emails Received by Tom Donner or forwarded to Tom Donner:

Dena Seki, (denaseki@yahoo.com) no address given (1 page)
Maritza Przekop, (przmaritza@aol.com), 3966 Berryman Ave, LA 90066 (2 pages)
T. Robert Fitzpatrick (trface@aol.com), 12650 Dewey St, LA 90066 (1 page)
David Eby (Wrldsport@aol.com), World-Sport, 3400 Airport Ave, Suite 25, Santa
Monica 90405 (2 pages)
Julie Klein (no address or email on printed copy) (1 page)
Valerie Davidson (akapeebs@yahoo.com), no address (2 pages)
Monika Bialas (mbialas@msn.com), 1754 Wellesley Dr, Santa Monica 90405 (1 page)
Marion Clark (Mystreee5@aol.com), 2350 Pier Avenue, Santa Monica 90405 (1 page)
John Reynolds (johnreynolds@kavichreynolds.com), Sunset Park (1 page)
Patti Oblath, Chairperson, Santa Monica Child Care and Early Education Task Force (3
pages)



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

City of
Santa MonicaSM

October 25, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Subject: Notice of Preparation of a Draft Environmental Impact Report
Project Title: Santa Monica College Bundy Campus Master Plan

Dear Dr. Donner:

Thank you for the opportunity to review the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Santa Monica College Bundy Campus Master Plan. In order to appropriately assess environmental impacts, the City of Santa Monica requests that the following issues be adequately addressed in the EIR.

Use of Facilities

The EIR should be based upon the highest and most intense use. A number of different uses have been proposed for the property, and the EIR should analyze the most intense proposed use. For example, an administrative use is not as intense since it is assumed that there would be fewer vehicle trips overall and that those trips would be largely in the morning when employees arrive and the evenings when they depart. However, classroom use would involve more trips with greater turnover (sometimes on an hourly basis—which of course means double the number of cars when one set of students is leaving and the other set is arriving). Even among classes, some types (nursing) might not be as intense as others (freshman English).

Transportation/Circulation Analysis

As proposed, the Bundy Campus Master Plan NOP describes the two primary access points for the project as: 1) Bundy Drive to the east, with right-turn only restriction on egress unless the City of Los Angeles agrees to a signal; and 2) Donald Douglas Loop South to the north, assuming an access agreement is secured with the City of Santa Monica, since Donald Douglas Loop South is a private local airport access street. It states that the two other access points on Airport Avenue, also private access streets, would not be used on a regular basis if access to Douglas Loop South is secured and that the Stewart Avenue access gate would only be used in case of emergency.

The City of Santa Monica has concerns with the circulation plan as proposed unless the signal at Bundy South is secured and egress onto Donald Douglas Loop South is a restricted right turn only onto Airport Avenue. Note that Santa Monica may be a responsible agency for certain discretionary approvals that may be required for this project. These requirements are important to protect the Santa Monica and Los Angeles neighbors surrounding the project. The assumption that other access points on Airport Avenue may be utilized if an access agreement is not secured for Donald Douglas Road is unsupported. These "access points" were never streets but drives or driveways and only existed as part of a formerly leased site. In addition to safety concerns, the potential impacts on the neighborhoods to the west of Airport Avenue need to be addressed.

Because this site is part of a larger complex of campuses, the EIR should consider not just the net trips to and from the new site but the change in travel to other campus locations. Will parking spaces at the Bundy Campus be made available only to students taking classes at this site? Will students taking classes at the site also drive to libraries, registration and administrative offices or other services and opportunities at the main campus or other satellite campuses? The analysis should indicate the scale of these trips and consider whether intersections and or street segments in Sunset Park or near the Main Campus would be impacted. The impact of their trips at the main campus should also be considered. If parking spaces at the Bundy Campus are available to students of other campus locations, how will the campus limit or address trips, including trips to parking spaces that do not exist? How will the first few days of a semester be handled, when cars arrive with no campus parking? If there are no measures to ensure that these spaceless motorists will not come to this campus to hunt for a space, then their trips should be considered as part of the trip generation during the project peak.

The EIR should also contain a transportation/circulation analysis which assumes that Los Angeles agrees to a signal at Bundy.

The City of Santa Monica specifically requests that the following intersections be analyzed, and that a realistic distribution of traffic along the transportation corridors that reflect student and faculty travel patterns be provided:

1. 23rd Street/Walgrove Avenue & Airport Avenue
2. 23rd Street & Ocean Park Boulevard
3. Cloverfield & Ocean Park Boulevards
4. 20th Street & Ocean Park Boulevard
5. 20th Street & Pico Boulevard
6. Pico & Cloverfield Boulevards
7. Pico Boulevard & 34th Street (Freeway off ramp)
8. Bundy & Airport Avenues

The analysis for the intersections in Santa Monica should be completed using the HCM methodology used by the City of Santa Monica. In addition, the City of Santa Monica's significance criteria should be used, at least as an information source. We are prepared to supply you with the City of Santa Monica methodology and significance criteria, recent traffic counts, and current or planned intersection configurations.

The impacts to Santa Monica Big Blue Bus service, in particular the individual lines that serve both the main Campus and the new proposed Bundy Campus, should be well documented, as well as impacts of shuttle vehicles on neighborhood streets surrounding both the airport campus and the main campus.

The City urges the College to analyze a traffic circulation alternative that would not allow vehicles exiting the campus at Donald Douglas Loop South to turn left onto Airport Avenue. We are prepared to discuss any mitigation measures proposed to treat impacts in Santa Monica. Left turns from the unsignalized Bundy driveway (part of assessing the need for a traffic signal) should be analyzed. The EIR should also study the impact with and without access from Donald Douglas Loop South which relates to the need for a traffic signal at the Bundy campus driveway. The EIR should consider street and intersection improvements at Donald Douglas Loop South, Airport Avenue and the intersection of the two to mitigate impacts. We also urge the college to analyze the impact of forcing aviation operations traffic onto airport access roads which cross taxiways. The FAA has indicated that general or casual usage of the access roads is not permitted.

We strongly recommend that emphasis be placed on decreasing the number of automobile trips generated by the Project and promoting and enforcing use of effective alternative transportation modes including carpooling, transit, bicycling, parking pricing and other transportation demand management strategies. This should be integrated into the analysis in two ways: first, the evaluation of project design or mitigation measures on transportation alternatives infrastructure and environment and second, the development of mitigations that reinforce the importance of alternative transportation. Consideration should include analysis of factors such as sidewalk widths, pedestrian amenities, bikeways, and signal cycles (including street-crossing times for pedestrians) resulting from implementation of any traffic mitigation measures. Priority should be given to safe and convenient access to transit including sufficient sidewalk widths to support bus shelters and smart bus stop information while also providing for bus stops that accommodate articulated busses. Innovative strategies such as the UCLA Bruin Go card model when applied to SMC will need to be assessed in the overall Big Blue Bus service requirements. Any proposed additional transit service needs should be coordinated with the Big Blue Bus and other transit providers.

Mitigation measures considered should also include operational measures to reduce or eliminate excess trips due to cruising for parking, excess congestion due to waiting for spaces, as well as programs and incentives to encourage increased use of transit, walking and biking by all SMC students.

Parking Impacts

The City also requests that the EIR address potential parking impacts and the secondary effects of scarce parking on traffic and air quality. Specific issues include, but are not limited to:

- How will Santa Monica College prevent adverse impacts on Airport tenant, visitor and airport park parking?
- How will SMC address adjacent neighborhood concerns about student parking on local streets?
- How will SMC structure or limit its operations to insure there is adequate provision of on-site parking for all students, faculty, visitors, staff and any special events or programs held at the site?
- How will SMC prevent student parking from overwhelming the parking lots designed for the new Airport Park and other Airport facilities? The City built parking will be free and thus more attractive to students.

Public Services Analysis

The EIR should analyze the impacts on public services in the City of Santa Monica. In addition to a general analysis of the demands on fire and police services related to the proposed project, the EIR must address potential impacts on Airport security. The specific maximum hours of usage (including weekend hours) also needs to be defined and discussed as they pertain to the security requirements. The analysis should consider the impact on the ability of the Airport to generate revenue for Airport operations consistent with FAA requirements.

Utilities Analysis

In order to minimize the impacts of the Project on energy supply and other natural resources, the Project should be required to achieve at least a LEED Silver rating from the U.S. Green Building Council. The project includes a substantial surface parking lot, which will contribute to increased heat concentration and excessive stormwater runoff. Although the NOP states that the proposed surface will be covered by a less impermeable surface, the EIR should analyze the impacts of the parking lot and suggest mitigations including minimum ratios of landscaped areas, trees, use of permeable surfaces and use of heat-reducing surface materials in place of asphalt. Glare and night sky issues should be studied since the campus is planned for classes throughout the evening. A variety of mitigations both through design and operation of the lot should be considered to minimize impacts to nearby residential neighborhoods.

Air Quality Analysis

The EIR should fully analyze the Project's air quality impacts on the local area and the region. At a minimum, this should include air quality impacts associated with the increase in traffic along the corridors in Santa Monica identified above, as well as any air quality impacts caused by construction of the Project.

Hydrology and Water Quality Analysis

The EIR should thoroughly analyze the Project's impacts on water quality in the area, including the Santa Monica Bay. In order to minimize impacts, the Project should be designed and constructed such that there is no net increase in urban runoff from the project site commensurate with what would be required under the Santa Monica Urban Runoff Control Ordinance.

Neighborhood Effects

The analysis should identify the impacts on Santa Monica's and Los Angeles' neighborhood streets and neighborhood livability. Again Santa Monica's thresholds of significance for neighborhood streets should be utilized, at least for reference.

Related Projects / Cumulative Analysis

The analysis should include the most recent cumulative projects list that the City of Santa Monica has compiled which is attached. All proposed development projects in Los Angeles, Culver City and Marina del Rey should also be included in the EIR cumulative projects framework. The EIR should pay careful attention to the anticipated traffic impacts of the Playa Vista Phases 1 and 2 on Centinela in particular.

The EIR should use a realistic build-out year to accurately reflect growth and development in the region. Given the amount of time required for completion of the Santa Monica College Bundy Campus Master Plan to progress from preparation of a draft EIR to initiation of construction, a ten-year project horizon seems to be the logical acceptable future forecast.

Construction Impacts

The City will be interested in reviewing mitigation measures that minimize impacts related to demolition and construction impacts including reduced emissions, noise, recycling and storm drain protections.

Should you have any questions or need additional information from the City of Santa Monica, please do not hesitate to contact me.

Sincerely,



Susan E. McCarthy
City Manager

Attachment: Cumulative Project List



**CITY OF SANTA MONICA
CITY PLANNING DIVISION
CUMULATIVE DEVELOPMENT PROJECTS LIST**

City of
Santa Monica™

October 6, 2005

- Key:
- | | |
|--|---|
| AA - Administrative Approval | IS - Initial Study |
| ARB - Architectural Review Board | MND - Mitigated Negative Declaration |
| CC - City Council | PC - Planning Commission |
| CUP - Conditional Use Permit | PSP - Performance Standards Permit |
| DA - Development Agreement | RPP - Reduce Parking Permit |
| DR - Development Review | SEIR - Supplemental Environmental Impact Report |
| DCP - Design Compatibility Permit | TA - Text Amendment |
| DEIR - Draft Environmental Impact Report | TM - Tentative Map |
| EIR - Environmental Impact Report | VAR - Variance |

Commercial or industrial projects consisting of 15,000 square feet or more of new floor area and/or new non-discretionary buildings with 15 or more units, and new discretionary projects with five or more units.

* Traffic Count Data compiled prior to November, 2002.
Project completed construction after this date.

PROJECT TYPE OF DEVELOPMENT/ CONTACT NAME	LOCATION	PROJECT DESCRIPTION	STATUS
*Commercial Bldg. AA 00-007	1217 2 nd Street	<u>Total: 19,606 sf</u> 4-story commercial building	Filed 2/7/2000; Construction completed 3/17/03
Commercial Bldg. AA 00-012	1221-23 2 nd Street	<u>Total: 19,155 sf</u> commercial building	Filed 2/24/99; B.P. issued 2/14/00 Under Construction
Fast Food/ Retail/Office CUP 98-046, DR 98-012, TA 98-009, VAR 98-053	1540 2 nd Street	Replacement of an existing freestanding McDonald's Restaurant w/ 68,810 sf, three-story mixed use building. First floor: 4,325 sf McDonald's & new retail space; Second & Third floors: office use	Filed 12/10/98 Council Approved 5/13/03
5-Unit Condominium 03 DCP-003	1032 3 rd Street	5-Unit Condominium	Filed 2/5/03 Approved 7/9/03

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
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03 TM-003			
5-Unit Condominium DCP03-008 TM03-008	947 4 th Street	5-Unit Condominium	Filed 7/18/03 PC Approved 4/2004
AA04-026	1539 4 th Street	3-story, 75-unit mixed use building	Filed 12/28/04
5-Unit Condominium DCP 03-001 TM 03-001	914 5 th Street	5-Unit Condominium	Filed 1/30/03 PC Approved 9/17/03
5-Unit Condominium	944 5 th Street	Total: 7500 sf 5-Unit Condominium	Filed 11/29/2001 PC Approved 7/17/03
Retail/Residential 02AA040	1321 5 th Street	16 Units 900 sq.ft. retail	Filed 12/19/02 AA App'd 3/13/03
AA05-018	1324 5 th Street	5-story mixed use project with 48 units	7/22/05
Multi Family Residential AA01-024	1410 5 th Street	56 Unit Apartment Building 5,086 sq.ft. retail	AA Filed 6/25/01 AA App'd 3/13/02
Multi Family Residential AA 03-015	1420 5 th Street	50 Units 2,830 sq.ft. retail	Filed 6/30/03 AA App'd 1/13/2004
Multi Family Residential AA03-027	1442 5 th Street	50 Units Residential 3300 sq.ft. retail	Filed 11/16/03 AA App'd 9/17/2003
Multi Family Residential 01AA-028	1450 5 th Street	56-Unit Apartment Building 3,860 sq.ft. retail	Filed 7/23/2001 AA App'd 1/4/02
AA05-008	1548 5 th Street	Mixed use bldg. with 46 affordable units	Filed 4/5/05
*Multi Family Residential 99AA-054	1234 6 th Street	48-Unit Apartment Building 1,647 sq.ft. retail	Filed 10/15/1999 AA App'd 2/16/00 BP issued 3/12/02 C of O issued 1/28/03
Mixed Use Project AA05-190	1244 6 th Street	5-story mixed use project	Filed 8/11/05
Library Expansion	1343 6 th Street & 1340 7 th Street	66,000 sf library addition & 49,700 sf parking structure	PC approved 2/12/03 Under construction
Multi Family Residential 01AA-007	1522 6 th Street	26-Unit Apartment Building	Filed 2/28/2001, AA App'd 8/9/2001 BP issued 2/19/03
Multi Family Residential 00AA-062	1528 6 th Street	48-Unit Apartment Building 1,881 sq.ft. retail	Filed 12/18/2000 AA App'd 4/12/01 BP issued 2/20/02
Multi Family Residential 01AA-005	1531 6 th Street	48-Unit Apartment Building 1,540 sq.ft. retail	Filed 2/15/01 AA App'd 5/11/01 BP issued 10/15/01
Multi Family Residential 00AA-049	1540 6 th Street	48-Unit Apartment Building 2,527 sq.ft. retail	Filed 9/21/2000 AA App'd 12/28/00 BP issued 12/13/02
Multi Family Residential	1411 7 th Street	52 Unit Apartment Building	Filed 9/12/01 AA Approved

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
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AA 01-033		29,959 sqft. 1,947 sq.ft. retail	Under Construction
Multi Family Residential AA 04-018	1418 7 th Street	50 Unit Apartment Building 49,500 sqft.	Filed 7/6/04 AA App'd 12/17/2004
Mixed Use Project AA05-015	1427 7 th Street	5-story mixed use project	Filed 6/14/05
Multi-Family Residential AA 04-020	1514 7 th Street	26-Unit Affordable Apartment Building	Filed 8/20/2004 AA App'd 10/18/2004
Multi Family Residential 00AA-055	1537 7 th Street	26-Unit Apartment Building	Filed 10/31/2000 AA App'd 2/23/01 BP issued 6/ 10/02
17-Unit Condominium	1544 7 th Street	Total: 22,609 sf 17-Unit Condominium	Filed 10/26/2001 CC approved 6/10/03 Completed 11/13/03
DCP05-002 TM05-008	2510 7 th Street	8-unit condo	Filed 3/22/05
5 Unit Condominium TM03-004	839 9 th Street	5 Unit Condominium	Filed 2/24/03 PC App'd 1/21/2004
5-Unit Condominium DCP 00-002, TM 00-001	1027 10 th Street	Total: 6,945 sf, 5-Unit Condominium	Filed 7/10/2000 PC Approved 10/10/01
5 Unit Condominium DCP 02-004	1750 10 th Street	5-Unit Condominium	Filed 3/14/2002 PC App'd 1/8/2003
5 Unit Condominium DCP 04-006 TM 04-007	1038 11 th Street	5-Unit Condominium	Filed 4/27/04 PC App'd 2/16/2005
TM05-003	1524 11 th Street	5-Unit Subdivision	Filed 1/25/05 PC App'd 3/16/2005
5 Unit Condominium DCP 04-005 TM 04-013	1544 11 th Street	Total 8,285 sf, 5 Unit Condominium	Filed 4/14/04 PC App'd 9/1/2004
5-Unit Condominium on vacant parcel 99-CUP-035, (withdrawn) 99-TM- 019, TTM #52898; refiled as 00-DCP-004	911 12 th Street	4,125 sf total, 5-Unit Condominium	Filed 7/15/99; PC Approved DCP 11/1/2000. Building permit issued.
TM 05-009 VAR05-010	1211 12 th Street	15 unit subdivision	Filed 3/31/05
* 12-Unit Condominium 98-CUP-049, 98-TM-021	1544-8 12 th Street	27,611 sf total 12-Unit Condominium	Filed 12/28/98 PC Approved 8/17/99; Construction completed 11/25/02.
DR05-008 TM05-017 DCP05-003	1652 12 th Street	3-story, 16-unit artist lofts	Filed 6/9/05
10-Unit Condominium DCP 04-001 TM 04-001	1837-43 12 th Street	7,510 sq.ft. 10 unit condominium	Filed 1/6/04 Withdrawn 10/21/2004

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
* 8-Unit Condominium 99-CUP-024, 99-DR-006, TM 99-015	849-53 14 th Street	16,312 sf total, 8-Unit Condominium	Filed 5/25/99; PC Approved 3/14/2000 BP issued 10/12/00 Construction completed 5/20/03
DCP04-007 TM04-010	914 14 th Street	5-Unit Condominium	Filed 5/18/04 PC App'd 8/18/2004
AA05-007	1458 14 th Street	Mixed use bldg. with 20 affordable senior units	Filed 3/22/05 AA App'd 8/4/2005
81-Room Assisted Living Health Care Facility 98DR003, 98IS003, 00DR005; 00EXD004 Contact: Kennedy International 310.314.8528	1312 15 th Street	TOTAL sf : 45,081 sf 81-Room Assisted Living Facility;	Filed: 4/7/98 & 9/20/2000 [DR] PC approved 3/17/99; ARB approved 5/99; Extension granted 3/2001 Under Construction. BP issued 4/8/02 Completed 12/29/2003
AA05-009	1511 15 th Street	4-story, 30 unit apartment bldg.	Filed 4/15/05
10-Unit Condominium CUP 98-047 VTTM52649 EIR 99-003	838 16 th Street	10 Unit Condominium	CC approved 7/23/02
6-Unit Condominium DCP 02-007 TM 02-005	1415 16 th Street	6-Unit Condominium	Filed 7/19/2002 PC App'd 12/18/2002
5-Unit Condominium	1520 16 th Street	5-Unit Condominium, 7500 sf.	Filed 4/25/2001 PC approved 5/15/02
5 Unit Condominium DCP 03-004 TM03-005	1537 16 th Street	5 Unit Condominium	Filed 4/1/03 PC App'd 1/2004
11 Unit Condominium DCP 03-013 TM 03-014 TM04-035	1803 16 th Street	11 Unit Condominium	Filed 9/11/03
* 10-Unit Condominium 98-CUP-050, 98-TM-022	908 17 th Street & 1620 Idaho Avenue 1534-8 17 th Street	8-Unit Subdivision 10-Unit Condominium [13,664 sf]	Filed 12/21/04 Filed 12/28/98 PC Approved 8/17/99; Construction completed 6/17/03.
5-Unit Condominium DCP 00-003, TM 00-002, TTM # 53277; Refiled as DCP 01-003	837-39 18 th Street	Total: 8,626 sf, 5-Unit Condominium	Filed 7/17/2000; Denied by PC 1/10/2001; Appealed to CC, resubmitted for PC. DCP 01-003 app'd by PC 5/16/2001

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
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			BP issued 6/13/02
5 Unit Condominium DCP 04-010 TM 04-023	1105 18 th Street	5 Unit Condominium [8,272 sf.]	Filed 7/1/04 PC App'd 12/1/2004
TM05-013	1927 18 th Street	6-unit subdivision	Filed 4/19/05
TM 05-014	811 19 th Street	5-Unit subdivision	Filed 5/3/05
5-Unit Condominium 99-CUP-004, TM 99-003 Contact: Farhad Ashofteh 310.392.8940	838 19 th Street	5-Unit Condominium [14,611 sf total]	Filed 2/10/99; PC Approved 6/16/99; Building Permit issued 1/2/2002
TM05-006	851 19 th Street	5-Unit Subdivision	Filed 3/1/05
8-Unit Condominium DCP 04-009 TM 04-020	917 19 th Street	8-Unit Condominium	Filed 6/15/2004
TM04-034	1035 19 th Street	5-Unit Subdivision	Filed 12/02/04
5 Unit Condominium DCP03-012	2018 19 th Street	5 Unit Condominium	Filed 9/4/03
5 Unit Condominium DCP 02-002	923 20 th Street	5 Unit Condominium 7,479 sq.ft.	Filed 2/7/02 PC approved 8/7/02
* 75 Room Hotel 98DR001, 98CUP002, 98IS002	1249-55 20 th Street	75 Room Hotel; 35,257 sf w/ subterranean parking	Filed: 1/20/98; PC approved 3/3/99; in Plan Check 2/2000; Construction completed 5/20/03
DR 04006	1671 20 th Street	62 Unit live/work studios 2 story	Filed 10/8/04 Withdrawn
AA05-016	1671 20 th Street	101-unit affordable housing project	Filed 6/16/05
5-Unit Condominium DCP03-009 TM03-003	1120 21 st Street	5 Unit Condominium	Filed 7/22/03 PC App'd 4/2004
5-Unit Condominium	2013 21 st Street	Total: 6,969 sf 5-Unit Condominium	Filed 12/20/2001 PC Approved 1/8/03
St. John's Medical Center & Master Plan	1328 22 nd Street	<u>Phase One:</u> 475,000 sq. ft. <u>Phase Two:</u> 799,000 sq. ft.	Filed 5/22/96 PC approved 1/28/98; EIR Certified by CC 4/1/98; DA approved 6/9/98; Stage 1 under construction; ARB approved Stages 1-3 10/5/98
Parking Structure CUP 05-003	1736 22 nd Street	Parking structure for Crossroads School	Filed 2/17/05
4-Unit Condominium 99-CUP-018, 99-TM- 011, VTPM #25393	1254 24 th Street	4-Unit Condo- minimum; 5,915 sf total,	Filed 4/28/99; PC Approved 9/15/2000 BP Issued 8/18/00
10-Unit Condominium	2512 28 th Street	10-Unit Condominium	Filed 5/10/2001 Council approved 11/26/02

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
Multi Family Residential AA 02-033	1751 Appian Way	14 Unit Apartment	Filed 11/7/02 AA Approved 8/6/03
Retail/Residential	430 Arizona Avenue	Retail: 7250 sqft. Residential: 39 units 42,630 sqft.	Filed 12/31/01 AA Approved 4/3/03
AA05-010	505 Arizona Avenue	Mixed use bldg. with 49 units	Filed 4/19/05
DR 04-009 CUP 04-017 Alzheimer's Facility	1131 Arizona	3-story, 38' high 38,632 sq.ft. 35 units (65 beds) over a subterranean garage with 20 parking spaces	Filed 11/23/04
* 11-Unit Condominium CUP 98-022, TM 98-008, DR 98-010	1513-1517 Berkeley	11-Unit Condominium; 15,892 sf total	Filed: 7/14/98 & 10/98 Approved by PC BP Issued 8/23/01
DR 05-001 DCP 05-001 TM 05-001	217 Bicknell	7 unit condo 19,578 sq.ft. 2 story bldg. w/ subterranean garage on 18,000 sq.ft. lot	Filed 1/12/05
MultiFamily Residential AA 03-001	606 Broadway	53 units 5900 sq.ft. Commercial	Filed 1/16/03 AA Approved 5/15/03
AA05-004	626 Broadway	4-story 48-unit mixed use building	Filed 1/25/05
Affordable Housing AA 03-016	1424 Broadway	41 units	Filed 6/30/03
32 Unit Condominium DR 04-004 DCP 04-013 TM 04-026	1502 Broadway	32 Unit Condominium 41,756 Sq.ft.	Filed 8/17/04 Pending EIR
Multi Family Residential DCP02-010 DR03-003 EIR 03-002 TM03-013	1906 Broadway	32 Units 449 sq.ft. retail	Filed 12/19/02 PC App'd 8/6/03
TM05-007	1902 California Avenue	5-Unit subdivision	Filed 3/10/05
8 Unit Condominium	1311 Centinela	8 Units	Filed 7/11/02 PC Approved 10/1/03
Storage DR 05-003	1707 Cloverfield Boulevard	31,400 sq.ft. addition to existing self-storage facility Total: 77,200 sq.ft.	Filed 2/2/05 Pending Environmental Review
DR 04-007 04-028	TM 1940 Cloverfield Boulevard	16- Unit Condominium	Filed 10/14/04
Transportation Facility Master Plan	Bounded by Colorado Place South and Colorado Avenue to the north, 7 th Street to the east, 5 th Street to the west and Olympic	TOTAL: 8,000 sf new office building. Replacement of a 30,000 sf building with 70,000 sf maintenance	Reviewed by PC in 2000; CC APPROVED 2/27/2001

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
	Boulevard to the south	building. Increase in the bus fleet from 160 to 200 buses. Subject site is approximately 10.4 acres.	
AA04-027	525 Colorado Avenue	5-story 38-unit mixed use bldg.	Filed 12/28/04
Big Blue Bus DR04-008 CUP04-016	612 Colorado Avenue	Campus Expansion	Filed: 11/04/04 PC App'd 1/19/2005
Multi Family Residential DR03-002 CUP03-003 IS03-001 03GPA001	2834 Colorado Avenue	4 Story, 145 unit apartment building	Filed 1/27/03 Denied.
* Airport Park Expansion	Donald Douglas Loop to the north, Airport Avenue to the south & Bundy Drive to the east.	6 acre public park (currently vacant land)	Pending EIR.
Euclid Park	Near 1525 Euclid	15,000 sf park	Pending
Lantana South DA 03-001	3131 Exposition [3030 Olympic]	99,456 sqft. Production/post-production 30,594 sq.ft. office 520 parking spaces	Filed 5/29/03; DA App'd By PC & CC in 2004
5 Unit Condominium DCP 02-009	1243 Franklin Avenue	5 Unit Condominium	Filed 8/26/02 PC Approved 5/21/03
6 Unit Condominium DCP 03-002 TM 03-002	2015 Idaho Avenue	6 Unit Condominium	Filed 2/5/03 PC Approved 9/17/03
* 9-Unit Condominium 99-DR-004, 99-CUP-017, 99-TM-010	934-38 Lincoln Boulevard.	16,365 sf total, 9-Unit Condominium	Filed 4/28/99 PC Approved 12/15/99; Construction completed.
Santa Monica Public Safety Facility	1685 Main Street, 333 Olympic Drive	118,700 sf Public Safety Facility including Police Department, Fire Administration, Emergency Operation Center, 100 parking spaces for official vehicles	Draft EIR comment period closed 9/8/97; PC approved 9/97; Construction Complete 3/2/04
Santa Monica Civic Center Parking Garage	1685 Main Street	885 parking spaces 12,500 sq.ft. retail	CC Approved 5/20/03 Under Construction
RAND	1776 Main Street	308,900 sq ft. Office	Construction Complete 10/2004
North Main	2012-2024 Main Street (2000 Main Street used for construction permits)	107 Units, 11,549 retail 26 Units, 6,533 retail	Council Approved 2/2002; ARB Denied 5/20/02; PC Approved

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
	2021-2029 Main Street		ARB Appeal 9/18/02 Building Permits 2/23/2004 Under Construction
44 Unit Apartments, 100% Affordable AA02-039	2209 Main Street [214-220 Pacific Street]	Total sf: 74,103 44 Affordable Housing Units: Deed Restricted, 100% Affordable Housing (45,643 sf) w/ 82 parking spaces in 1-½ levels Subterranean Garage (28,460 sf),	Filed 12/18/02 AA approved 3/4/03 ARB & Coastal App'l; Under Construction
24-Unit Mixed Use Project	212 Marine Street	Total: 39,485 sf 4-Story, mixed use commercial w/ 24-unit residential, 1 level subterranean parking w/78 9,000 sq.ft. retail parking spaces.	Filed 8/27/2001 Approved 2/19/03 Under Construction
Private High School CUP 05-002	2230 Michigan Avenue	Convert existing two story, 14,500 sq.ft. building to high school	Filed 2/8/05 Pending Environmental Review
* 5-Unit Condominium 99-CUP-006, TM 99-005	1719 Ocean Front Walk	5-Unit Condominium; 10,000 sf total	Filed 2/16/99; PC approved 6/9/99; FM app'd by CC 12/18/2001.
Miramar Development Agreement	1133 Ocean Avenue	Reuse and adaptation of 2 historic structures, approx. 40,900 sq.ft. Main use will be hotel with approx. 77 rooms, café, and a full service restaurant in the renovated Victorian structure.	Filed 12/16/04
CUP05-006	1301 Ocean Avenue	Addition of 20 hotel rooms (no new sq.ft.)	Filed 4/26/05
CUP05-009 DR05-007	1515 Ocean Avenue	4-story hotel; 173 rooms	Filed 6/9/05
Development Agreement 04-004	3025 Olympic Blvd.	3.28 acre site, demolition of 82,826 sq.ft. existing commercial/industrial uses. Construction of mixed-use project. 240 residential units, including 56 live/work units, 5,000 sq.ft. retail/restaurant uses,	Filed 12/21/04 DA App'd By PC & CC in 2004

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
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		522 parking spaces, 4 stories.	
* Lantana East DA 03-001	3030 Olympic Blvd.	54,489 sq.ft. production/post-production 9,619 sq.ft. office 438 parking spaces	Filed: 5/29/03 Pending SEIR
New Roads DR02-006	3131 Olympic Blvd.	115,300 sqft. School	Filed 3/27/02 PC Approved 7/2/03
Auto Dealership Expansion DR02-013	3300 Olympic Blvd.	19,425 sq.ft. ground floor parking 9,618 sq.ft. auto dealership 10,021 sq.ft. roof top storage	Filed 8/19/02 Pending EIR PC Approved 1/04
9 Unit Condominium 03DCP-011 03TM-013	125 Pacific Street	9 Unit Condominium	Filed 8/25/03 Pending Environmental Review
5 Unit Condominium DCP04-008	125 Pacific Street	5 Unit Condominium	Filed 6/1/04
* Virginia Avenue Park Expansion	Pico & Cloverfield Boulevards	3.65 acre addition to an existing 5.8 acre park	Design Concept Approved by PC 12/15/99, EIR certified 12/19/01 by PC; CC approved 1/22/2002; ARB Approved 5/20/02 Under construction
TM 05-010	1112 Pico Blvd.	18 Unit Subdivision	Filed 4/5/05
Santa Monica College Replacement of Parking Structure B 98-EIR-004, 98-DEV-003	1900 Pico Blvd.	TOTAL: 60,300 s.f. Parking structure w/ 490 parking spaces	Filed 12/2/98. Pending EIR; Approved by PC 7/19/2000; to CC 10/3/2000, AP-PROVED. Construction Completed..
8 Unit Condominium 02DCP-011 02TM-014	1528-30 Princeton	8 Unit Condominium	Filed 12/30/02 PC Approved 9/17/03
Mayfair Theater DR 98-007	210 Santa Monica Boulevard	45,000 sf Commercial Building	Filed: 9/2/98; Pending EIR
Pier Bridge Widening and Pier Ramp	Colorado Avenue/Santa Monica Pier	Widen Pier bridge by 11 feet and construct ramp to Lot 1 North	Pending EIR
Bubba Gump DR02-008	301 Santa Monica Pier	Restaurant 9,020 sq.ft. 314 seats	Filed 4/26/02 CC approved 9/9/03 Under Construction
Affordable Housing AA03-010	2601 Santa Monica Boulevard	44 Unit Affordable Housing Apartment Building	Filed 5/21/03 AA approved 9/11/03 Under Construction
Mixed Use	3107 Santa Monica	10 residential units	Filed 11/6/03

PROJECT & TYPE OF DEVELOPMENT	LOCATION	PROJECT DESCRIPTION	STATUS
DR 03-004 IS 03-006	Boulevard	12,280 sq.ft. commercial 21345 total sq.ft.	PC App'd 1/19/2005
Production / Live-Work Building	1818 Stanford Street	Total: 34,000 sf 3-Story, Production, Live-Work building w/ 96 parking spaces in 2 levels of subterranean parking garage	Filed 1/24/2001 AA withdrawn 9/4/03
Production Office / Residential DR02-014 TA03-008	1630 Stewart	9,438 sq.ft. production office 9,534 sq.ft. residential 5,388 sq.ft. covered at grade parking	Filed 8/30/02 Pending Environmental Review
12-Unit Condominium DCP 03-010 TM03-010	2121 Virginia Avenue	12 Unit Condominium	Filed 7/24/03 PC App'd 3/16/2005
Multi Family Residential AA03-022	507 Wilshire	50 residential units 5351 sq.ft. commercial 122 parking spaces	Filed 9/16/03 AA App'd 1/21/2004
* Santa Monica/UCLA Hospital	Bounded by Wilshire Boulevard to the north, Arizona Avenue to the south, 16 th Street to the east & 15 th Street to the west.	Replacement of an existing 363 bed, 534,860 sf hospital with a new 280 bed, 500,000 sf hospital	Project Approved by UC Regents; Building Permits issued by the State. Under construction.
Civic Center Specific Plan	Bounded by Pico Boulevard to the south, Ocean Avenue to the west, 4 th Street to the east and including Santa Monica Place to the north	20,000 sq.ft. retail 675 residential units 85,000 sq.ft. office 145,000 sq.ft. public/community serving 13 acres open space	EIR Certified By CC
Downtown Public Parking Structures	Parking Structure Reconstruction 1234 4 th Street (structure 1) 1320 4 th Street (structure 3) 1431 2 nd Street (structure 6) New structures 5 th Street (structure 11) 5 th Street (structure 12)	1693 parking spaces 45,000 sq.ft. retail 1,000 parking spaces 20,000 sq.ft. retail	Pending EIR
City of Los Angeles 100 Sunset Avenue	225 Condominiums	10,000 sq.ft. commercial retail	Pending EIR

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Rev. 8/26/2005

CITY OF LOS ANGELES

CALIFORNIA

FRANCES BANERJEE
GENERAL MANAGER



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

Antonio R. Villaraigosa
MAYOR

October 25, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

SANTA MONICA COMMUNITY COLLEGE BUNDY CAMPUS MASTER PLAN - NOTICE OF PREPARATION

Dear Dr. Donner,

The City of Los Angeles Department of Transportation (DOT) has reviewed the Notice of Preparation (NOP) for the proposed Santa Monica College (SMC) Bundy Campus at 3171 S. Bundy Drive. The proposed project is located within an approximately 10 acre site west of Bundy Drive and south of Airport Avenue, adjacent to the Santa Monica Airport and would provide 94,000 square feet and 678 parking spaces for the satellite campus. DOT has met with SMC representatives and their traffic consultant and has had the opportunity to comment and express concerns regarding site access proposals and the preparation of the traffic impact analysis. DOT offers the following comments on the NOP for consideration in the preparation of the environmental impact report:

1. **Stewart Avenue**

Use of the existing gate at Stewart Avenue should not be considered as an access point to the proposed campus. As indicated in the NOP, the Stewart Avenue gated driveway should remain closed and should only be opened in the case of an emergency.

2. **Campus Driveway Traffic Signal**

Installing a new traffic signal on Bundy Drive at the project driveway may create additional and unnecessary delays for motorists traveling along Bundy Drive. Full-access traffic signals currently exist at the intersections of Bundy Drive and Airport Avenue and at Bundy Drive and Rose Avenue. Adding another signal between these intersections may be detrimental to traffic flow along Bundy Drive, which is already operating at congested levels. DOT would not consider the proposed traffic signal at the driveway if it is not warranted or if it impedes traffic flow on Bundy Drive in any way.

3. **Airport Avenue**

Given that the existing traffic signal at Bundy Drive and Airport Avenue already provides for convenient, safe and orderly access in all directions, main access to the proposed campus should

be considered along Airport Avenue. Instead of concentrating the majority of campus-bound motorists on an already congested Bundy Drive, use of the existing infrastructure should be an element of the preferred alternative. In terms of traffic access and circulation, the continued use of Airport Avenue along with Bundy Drive as access points to the project site would likely represent the optimal site plan design.

4. **Traffic Impact Analysis**

A traffic impact analysis that measures the potential adverse traffic impacts of the SMC Bundy Campus Master Plan should be prepared. DOT should be consulted early in the preparation of the traffic impact analysis for the project. The analysis should follow the requirements of DOT's traffic study policies and procedures. The study assumptions (study locations, trip generation, trip assignment, related projects, etc.) should be discussed with DOT prior to the preparation of the impact study.

5. **Project Access Points**

To optimize site access, safety and circulation and to avoid creating bottlenecks caused by concentrating all project traffic on one or two access points, the site design access should consider allowing access/egress to the campus from the historical entry points located along Airport Avenue.

6. **Residential Street Impacts**

The project environmental document should include an analysis of the potential project impacts on residential streets. With the current levels of traffic delay and congestion experienced by residents and commuters on a daily basis on the street network surrounding the site, a thorough review of commuter cut-through traffic on residential streets potentially caused by project traffic should be evaluated. Please work with DOT and with the City of Los Angeles Council District 11 office to determine which neighborhood street segments should be included in this analysis.

DOT looks forward to continue working with SMC to ensure that the traffic access, safety, circulation and mitigation elements of the project be designed so as to minimize the disruption to traffic flow in the area.

Sincerely,



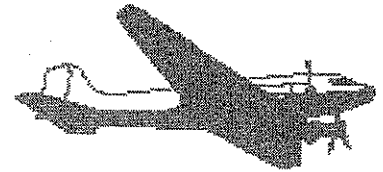
Tomas Carranza
Transportation Engineer

TC:tc f:\special projects\smc bundy campus\nop letter.wpd

c: Bill Rosendahl, Councilman, Council District 11
Allyn Rifkin, DOT
Jay Kim, DOT
Mo Blorfroshan, DOT

SANTA MONICA AIRPORT ASSOCIATION

3021 Airport Avenue, Suite 210, Santa Monica, California 90405-6117



October 24, 2005

Santa Monica Community College District
1900 Pico Boulevard
Santa Monica, CA 90405
Attn.: Dr. Thomas Donner
Interim Superintendent/President

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Project Title: Santa Monica College Bundy Campus Master Plan

Re: Comments For Draft Environmental Impact Report
(CEQA Section 15082). due by 10/25/05

99's Position:
CI Strawn
Pat Olson

Dear Dr. Thomas Donner;

The Santa Monica Community College District (SMCCD aka SMC) public documentation and meetings failed to inform the public on the relevant environmental issues for the Santa Monica College Bundy Campus Master Plan (Proposed Project aka Georgia Track "A"). We find it somewhat comical that SMC dropped its prior name "Santa Monica AIRPORT Campus. As a result SMC request for relevant input as to the scope and content of environmental issues on the Proposed Project has seriously limited the public to provide a constructive response. It's a fraud to construct first an access point on the Proposed Project to Santa Monica Airport (SMO) property then proceed with an EIR leaving the illusion that access already existed to SMO. SMC further mislead the public showing other ingress and egress routes between the Proposed Project and SMO property. The Initial Negative Declaration by the SMC Trustees added to the public confusion and eliminated a focus on the east/west vehicular access points at the Georgia Track "A" property. This was further compounded by noting only the Bundy Drive driveway from the project site was used for the Summer 2005 session.

The following are the more specific environmental concerns:

- (a) The college has no rights to access a public land dedicated to the public for airport purposes.
- (b) The colleges' current and prior access to Airport Avenue has had a major impact on airport users and the surrounding community without the college ever doing an EIR. This was excusable on first access to airport property for a college parking lot for three years because of the emergency caused by the 1994 Northridge Earthquake, however, the college violated the EIR law by not doing an EIR in using the airport parking lot since 1997. If a governmental entity refuses to follow the law then how can they be expected to be a good neighbor in the future.
- (c) Allowing college access to Airport Avenue would change the character of this airport road for airport user access. Any evaluation of this issue should not take into consideration the current use by the college to the SMO parking lot as its use is and has been illegal. Such evaluation should take into consideration the impacts to 23rd/Walgrove street going both north and south. Also to be considered is the impact from bus traffic both on Airport Avenue and 23rd/Walgrove streets. In addition these buses are unable to make the turn from Bundy onto Airport Avenue without either going into the on-coming lane or running over the curb.
- (d) College traffic should be limited to their property and publicly dedicate streets, not to a non dedicated street like Airport Avenue which is closed to through traffic at night for security.

- (e) College traffic should be barred from using Airport Avenue as it would burden the Airport with additional financial responsibility for maintaining its road. A mediation for such use if allowed should be equal to the Landing Fee charged to pilots based on car weight, about \$4 to \$6 dollars per car trips (ingress/egress).
- (f) College access to Airport Avenue if allowed should be barred for the duration of the Airport Parkland Construction project which would cause a major cost burden to the contractors redoing Airport Avenue and building soccer fields, a kiddy and dog parks.
- (g) College access to Airport Avenue if allowed should be barred for the duration of the Airport Parkland Construction project as it would substantially impact the ingress and egress for airport users and businesses.
- (h) College access to Airport Avenue via the parking lot west of the Spitfire Restaurant should not be allowed at all. It will restrict the use of the businesses to its parking, impact the ability for parked cars to exit their parking spaces, and create a street (which was not designed as a street) with hundreds or thousands of car trips per day instead of an in and out lane for business and tenant parking access.
- (i) College access to Airport Avenue via any of the three (3) access points as shown on Figure 2 Proposed Site Plan by Christopher A Joseph & Associates map:
 - 1) Donald Douglas Loop South label (5),
 - 2) Spitfire parking lot label (1), or
 - 3) East alley label (2)
 should not be allowed as it will create an "F" rated or failed intersection at Airport Avenue and Bundy Drive. It would require hours to clear the traffic attempting to make a left hand turn from Airport Avenue to Bundy Drive. The traffic backup from this intersection would block all three college access points to Airport Avenue. This impact would restrict airport users and businesses from exiting the airport every time the college change classes throughout the day.
- (j) College access to Airport Avenue via any of the three (3) access points as shown on Figure 2 Proposed Site Plan by Christopher A Joseph & Associates map:
 - 1) Donald Douglas Loop South label (5),
 - 2) Spitfire parking lot label (1), or
 - 3) East alley label (2)
 should not be allowed as it will create an "F" rated (failed intersection) at Airport Avenue and Bundy Drive. In addition the Bundy/National and Bundy/Oceanpark intersections from about 3pm to 7pm are also rated "F" or failed intersection and the college should be required to mitigate these problems before accessing Airport Avenue. Traffic during these hours will backup on Bundy from Bundy/Oceanpark intersection to the Bundy/Rose intersection, thereby restricting any flow from Airport Avenue onto Bundy Drive going North. One prior mitigated attempt was to cut into the prior Texaco Gas Station property on its west edge to create an addition lane to National Blvd.
- (k) The current Bundy Campus with 609 vehicle parking spaces submitted by SMC is misleading since the SMO lot is being used not the Georgia Tract "A" lot. Georgia Tract "A" has two parking lots one east and one west of the main building with 587 parking spaces. Irrespective of what numbers are used above or the final build-out number of 678 for the Proposed Project is misleading and not real as it doesn't reflect the car trips that would result from using those vehicular parking spaces. SMC use is far different than the prior owners of the property. The prior owners commercial use was to accommodate on-site employee parking for manufacturing with only two car trips per car per day. In addition they used the west driveway at Stewart Avenue which SMC refuses to use. SMC's use is far expanded than those prior owners as each break in classes occur, the movement to and from the campus will increase the car trips and impact Airport Avenue substantially limiting public access to SMO for airport purposes.
- (l) Access to the Proposed Project and any public EIR evaluation should be based on Georgia Tract "A" direct access to the public streets of Bundy Drive/Centinela Avenue and Stewart Avenue driveways. EIR mediation should address the failed intersection along Bundy Drive/Centinela Avenue from the Santa Monica Freeway North (I-10) to Venice Blvd. South. A Stop Light should be installed at the Bundy

- Drive/Centinela Avenue driveway and sequence with the Airport Avenue signal to allow maximum egress on a left hand turn to Bundy Drive/Centinela Avenue.
- (m) THE Proposed Project FAILS TO DETAIL OR EVEN NOTE THAT A MAJOR AIRPORT CONSTRUCTION PROJECT IS UNDERWAY WHICH WILL CHANGE THE USE OF THE AIRPORT PROPERTY BY PROVIDING A NEW PARK AND RECONFIGURATION OF AIRPORT AVENUE. None of these issues has been taken into consideration in their proposed access to Airport Avenue. SMC Proposed Project would restrict public access to this park and impede its users when attempting to leave.
 - (n) The Stewart Avenue driveway on the Proposed Project site should be opened for access and an EIR mediation should address the intersections at Bundy Drive/Centinela Avenue and Rose Avenue plus Rose Ave and Walgrove.
 - (o) The Proposed Project neglects the City of Santa Monica obligations to use SMO for airport purposes. Any other use would be a breach of contract with the FAA and a violation of federal law.
 - (p) The Proposed Project neglects the rights of Santa Monica citizens by using their land for a purpose not authorized by those citizens.
 - (q) The Proposed Project violates states laws by infringing on public parkland.

In conclusion this public Proposed Project is serving the entire westside citizenry with additional educational opportunities. The fact that the property is adjacent to another dedicated public facility doesn't expand SMC's access to that public land. As the Santa Monica College name incorporates the name of the adjacent city should have no bearing on the fact that the Proposed Project is solely within the City of Los Angeles. The City of Los Angeles should be looked-to to provide all necessary assistance to give maximum access to this Proposed Project as it substantially serves the needs of all Los Angeles country citizenry.

Respectfully Submitted,,



Paul S. Wolcott, President.

cc: Santa Monica Airport Commission
Federal Aviation Administration
Santa Monica Airport Director
Santa Monica City Manager

Attachment

Haight Brown & Bonesteel LLP

LAWYERS

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October 24, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica, California 90405

Re: Comments Concerning the Proposed Bundy Campus

Dear Dr. Donner:

I attended the October 17, 2005 meeting at the Bundy Campus. I agree wholeheartedly with the many concerns voiced by the neighborhood residents from the area surrounding the proposed campus.

As a Sunset Park resident, I am really concerned about traffic. I agree with the Mar Vista gentleman who spoke at the meeting and said that this debate is all about traffic. I do not think anyone is opposed to education (I have 4 degrees), but the arrogance of the college with respect to its creation of the airport campus is offensive. As one other Sunset Park gentleman pointed out, when you make a plan to purchase land to expand or add to a campus (I was a real estate broker in an earlier life), presumably one of the first things you would do with respect to a plan for such a campus is to work out the land ingress and egress issues beforehand. Otherwise, you look somewhere else. That is both common and business sense. You do not go ahead, buy land, tear down buildings, and build new ones; and then say, "Oh, my gosh. We have a crisis, because we cannot access the new campus." I am unsympathetic to the college's predicament, which is of its own creation. I am hopeful that the City of Santa Monica will continue to look out for the

Dr. Thomas Donner

October 24, 2005

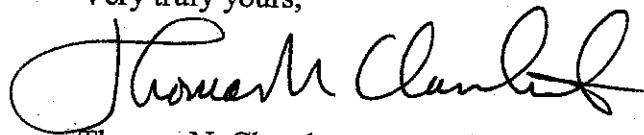
Page 2

welfare of its citizens in Sunset Park and not do anything that will further overburden our already overburdened streets in Sunset Park. After all, if a private developer bought the same land, he or she could not build first and then say to the city involved, give me ingress and egress rights without regard to the residents involved. Educational function or not, the rules should be no different for the college.

I also found Ms. Jaffe's inept attempt at humor (if it was humor) somewhat insulting. She had a far more appropriate question to ask, mainly: "How many SMC campus planners does it take to pick a campus site?" Answer: "Obviously one more than they have, because they clearly had no plan and presumably no planner." Her sad attempt to put the blame for the predicament created by the college (and its purported planner) on the two cities involved (and by implication on their residents), is absurd.

On one level, quality education is of primary importance in the development of strong future citizens. However, the mission to provide such education cannot and should not trump the rights of residents to enjoy their homes without being burdened by traffic, noise, and pollution.

Very truly yours,



Thomas N. Charchut
2010 Navy Street
Santa Monica, California 90405

TNC:rjw

1714 Pine Street
Santa Monica, CA 90405

October 24, 2005

Dr. Thomas Donner, Interim Superintendent/President, Santa Monica College,
1900 Pico Boulevard, Santa Monica, CA 90405

Dear Dr. Donner,

My family and I have lived two blocks south of Santa Monica College since 1987. When we moved in, the neighborhood immediately surrounding the College was in crisis. The college had grown far beyond its parking capabilities. Students used our quiet little streets as their parking lot. They cruised up and down, night and day, looking for parking. They fought with each other over empty spaces; they blocked our driveways; they threw their trash on our lawns. Our air constantly smelled like car exhaust. When the neighbors rallied for permit parking, we were reviled as being "anti-education" by the College, and called "wealthy fascist homeowners" by the students – even though few of us were wealthy, and just as many renters supported permit parking as homeowners.

Despite the bad taste that experience left in my mouth, I nonetheless voted for every college bond. And I wince everytime I pay my house taxes, for I am NOT wealthy.

Flash forward to 2005. The College has 30,000 students. Traffic is twenty times worse. And anyone opposing the College's seemingly unlimited expansion is still called "anti-education."

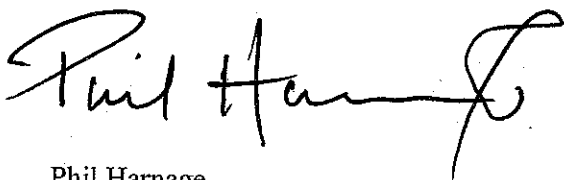
You just don't get it. **NO ONE IS ANTI-EDUCATION.** However, **EVERYONE IS ANTI-TRAFFIC.**

No, you didn't create the problem, but you are constantly adding to it, and still reviling anyone who stands in your way. Enough is enough. I for one am sick and tired of the College building its educational empire on the backs of the residents who supported it, and now suffer because of it. If you don't respect the people who have made your empire possible, very few of us will support you in the future.

I realize that you don't have to care, that you do not have to answer to the City Council or the residents. But, eventually you will need another bond issue. When that time comes, unless things change for the better, I for one will not vote for it, and I will lobby untiringly against it.

So please, balance your desire to educate against the reality of overcrowded streets and limited resources. One word: **SUSTAINABILITY.** Work with the neighbors. Don't add even one more car to the traffic problem, especially at the Bundy campus. You have enough students. You don't need more campuses. If you need help to change things in Sacramento so your funding doesn't depend on unlimited growth, enlist the aid of the City and the residents. We are not the enemy!

Sincerely,



Phil Harnage

CC: SMC Trustees

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College District
1900 Pico Blvd.
Santa Monica, CA 90405

Dr. Donner,

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.

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.

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

Oct. 23, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica Community College District
1900 Pico Blvd.
Santa Monica, CA 90405

Dear Mr. Donner,

Over the years I have been a neighbor of the Santa Monica College, I have enjoyed many of the Music, Theatre, Planetarium and Lecture Programs the College has offered.

But the recent conduct of the SMC Administration in regards to the development of the Bundy Campus has been deplorable. Inaccurate and conflicting information has been produced. Public commentary manipulated and misquoted.

I do not support the Final Phase Master Plan as described in the most recent literature and at the Oct. 17th Scoping Meeting.

Adequate traffic mitigation measures were not presented. The Cities of Santa Monica and Los Angeles should not approve this Master Plan without an improved traffic plan including limited access to Airport Ave., a closed Stewart gate, and a safe Bundy Drive alternative. In addition, any traffic agreements with Santa Monica and Los Angeles should be contingent on an enrollment and/or parking space cap.

Sincerely,



Roger Allen

1722 Bryn Mawr Ave.
Santa Monica, CA 90405-5914

Cc: Santa Monica Board of Trustees
Friends of Sunset Park
Santa Monica Airport Commission, Chair

Oct. 23, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica Community College District
1900 Pico Blvd.
Santa Monica, CA 90405

Dear Mr. Donner,

I have enjoyed the educational opportunities that Santa Monica College has offered. I have also attended many of the Music, Theatre, Planetarium and Lecture Programs. Up until recently, I have felt the college was an asset to our community.

The conduct of the SMC Administration in regards to the development of the Bundy Campus has changed my mind. I attended the "Community" meeting several months ago, and was appalled at how the College manipulated public input and that they "packed" the meeting with their own employees. I resent my property tax dollars paid for that circus.

Literature published by SMC regarding the development of the SMC Bundy Campus has been full of inaccuracies and conflicting information.

I do not support the Final Phase Master Plan as described in the most recent literature and at the Oct. 17th Scoping Meeting.

ACCESS TO AIRPORT AVE. AND BUNDY DR. SHOULD ONLY BE ALLOWED CONTINGENT ON THE FOLLOWING:

- **A permanent cap on parking spaces.**
- **Only one access to Airport Ave. with NO left turn.**
- **Emergency Vehicle ONLY access at the Stewart gate.**
- **SAFE access to Bundy Dr.**

I urge the Cities of Santa Monica and Los Angeles not to allow access to Airport Ave. and Bundy Dr. without an improved traffic plan.

Sincerely,



Cathy Larson

1722 Bryn Mawr Ave.
Santa Monica, CA 90405-5914

Cc: Santa Monica Board of Trustees
Friends of Sunset Park
Santa Monica Airport Commission, Chair



Mar Vista Community Council
A Certified Los Angeles Neighborhood Council

www.marvistacc.org

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Mar Vista, CA 90066

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October 22, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Dear Dr. Donner,

The Mar Vista Community Council wishes to express its strong support for access to higher education in our community. In that light we have met on numerous recent occasions to discuss the expansion plans of the Santa Monica College Satellite Bundy Campus and its impact upon our community. Over the past year, the project has been thoroughly reviewed by our Urban Planning Committee, our Transportation and Infrastructure Committee and our special Ad Hoc Committee for the SMC Bundy Campus. On October 21, 2005, our MVCC Board of Directors approved two documents, which are a result of many hours of study, deliberation, and consensus by our stakeholders, committees and Board of Directors.

Attachment "A" contains ten items we propose as mandatory requirements to become a part of the new Bundy Campus Master Plan, and reduced to a written binding contract.

Attachment "B" contains five items (a-e) which specifically address the Environmental Impact Report and its focus, research, content, and approval process.

Our Council looks forward to continued cooperation with the College toward making this an excellent facility which our community can be proud to support for many years to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Ponton".

Tom Ponton, Chairperson
Mar Vista Community Council

Mar Vista Community Council

Attachment "A" (10/21/05)

Proposed mandatory requirements for the Santa Monica Bundy Campus Master Plan.

1. There shall be no shuttle service or parking at the SMC Bundy Campus except for students, faculty, staff, and visitors enrolled or attending programs at the Bundy Campus. In addition, there will be no remote campus parking at the Santa Monica Airport.
2. The total gross square feet of building area shall not exceed 94,000 square feet. This includes the existing 64,000 square foot four-story building and the proposed new 30,000 square foot two-story structure replacing the existing 30,000 square feet 2 story building at the east end.
3. There shall be no more than 678 parking spaces on the SMC Bundy Campus. There will be no above ground parking structures. The parking at this campus shall remain free.
4. There shall be a recorded covenant agreement between SMC and the City of Los Angeles permanently closing Stewart Av ingress/egress to vehicular and pedestrian traffic except for use by governmental emergency vehicles for emergency purposes only.
5. The maximum occupancy at any one time shall be no greater than 1100 persons at SMC Bundy Campus.
6. The primary ingress and only egress point to and from the SMC BC Bundy Campus shall be from Airport Av. The traffic shall have the option of turning left or right on to Airport Av. The current Bundy driveway shall be closed and the driveway relocated to the northeasterly portion of the site to allow ingress traffic only.
7. There shall be no additional traffic signals on Bundy Dr/Centinela Av.
8. Preparation of a SMC BC Site Master Plan, Site Access and Circulation Plan, Traffic Plan and Environmental Impact Report, limited by the parameters set forth above, with timely written notice to and opportunity for full participation by the City of Los Angeles, City of Santa Monica, the Mar Vista Community Council and residents of the affected neighborhoods within 1,000 feet of the site.
9. SMC shall pay for the implementation of traffic control measures to prevent and mitigate related traffic from intruding into residential neighborhoods.
10. Quarterly compliance meetings shall be held among the SMC Board of Trustees, City of Santa Monica, City of Los Angeles, Mar Vista Community Council and neighborhood residents.

Mar Vista Community Council

Attachment "B" (10/21/05)

Comments on the Santa Monica Bundy Campus Environmental Impact Report

a.) We would like to see the EIR include the potential impact of three other alternatives to the college plans:

1) Potential airport-type uses, such as hangars, in support of the existing airport which is consistent with current M1-1 zoning of the site

2) Potential development of single-family housing and/or affordable housing which is consistent with adjoining uses and the proposed City park

3) Consideration by the College of acquiring a ground lease on a portion of an adjoining site fronting onto Airport Avenue for direct ingress/egress purposes to the site from Airport Avenue.

b) We would like the EIR to address the potential for temporary events at the site and the impact of those potential events. For example, the placement of a large tent in the parking lot for a film, food, or art festival, would considerably reduce the parking capability, as well as produce a possible negative impact on the community in a number of other ways including pedestrian access, traffic, noise and air pollution.

c) The loss of one of the College's other satellite facilities is a real possibility in the future. For that reason, the impact of that on the enrollment and capacity of the Bundy Campus needs to be addressed by the EIR at this time as part of the inter-relationship of the various satellite campuses and the main campus. It cannot be claimed that the Bundy Campus stands alone.

d) We would like a clarification as to the future zoning for this property, considering it would be in use as public facility. Will there be a zone change to a (PF) Public Facilities Zone? Will there be a Community Plan or General Plan amendment? If not, why not?

e) Who is the lead agency that will be certifying this EIR? Will it be a "dual processing" approval? The adverse impacts affect Los Angeles first and Santa Monica second. We therefore would expect the lead agencies that certify the EIR to be the City of Los Angeles AND either the City of Santa Monica, or the State College Board, or all three.

FRIENDS OF SUNSET PARK

www.friendsofsunsetpark.org • friendsofsp@yahoo.com • P.O.Box 5823, Santa Monica, CA 90409-5823 • (310) 358-7117

October 21, 2005

To: Dr. Thomas Donner
Interim Superintendent/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

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), has the following comments with regard to potential environmental impacts that may occur as a result of the proposed SMC Bundy Campus project.

In spring 2005, we 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, in order to mitigate traffic impacts on our residential neighborhood, strongly recommends that:

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

CEQA Checklist

1. **Significant environmental impact** — The Board of Friends of Sunset Park (FOSP) finds that the proposed project may have a significant effect on the environment in our neighborhood.

2. **Circulation** — The environmental factor we are most concerned with is transportation/circulation, and related air quality issues. It anticipated that development of the proposed project would result in an increase in traffic, which could potentially result in an increase in air pollutants. (I.a., I.c.)
3. **Additional traffic and vehicle emissions** — The proposed circulation plan would result in additional traffic using residential streets through Sunset Park by way of the Airport/Walgrove/Dewey/23rd intersection, with the attendant vehicle emissions potentially exposing residential sensitive receptors to substantial pollutant concentrations. (I.d.)
4. **More traffic on residential streets, increased congestion** — The proposed project would cause a substantial increase in the number of vehicle trips coming through residential streets in Sunset Park, an increase in the volume-to-capacity ratio, and increased congestion at intersections, especially the Airport/Walgrove/Dewey/23rd intersection, but also at the other 23rd St. intersections between Airport Ave. and Ocean Park Blvd.

23rd St. north of Airport Ave. had 23,958 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.**

Even if the college added only one more car trip per day on 23rd St., that would, by definition, have a "significant impact." (X.a.)

Congestion on 23rd St. at Airport also affects the residential cross streets between Airport Ave. and Ocean Park Blvd., including Dewey, Navy, Marine, Pier, Ashland, Hill, and Oak.

Parking calculations are confusing — Table 7 of the Kaku November 2004 Site Access and Circulation report showed the existing shuttle lot on Airport Ave. with **428 parking spaces**, multiplied by 3.05, generating 1,305 daily car trips.

It also assumed that an additional 80 students were parking elsewhere at the Airport and taking the shuttle bus, rather than assuming that 80 of the 6,000 students that the college tells us live in Mar Vista were walking to the shuttle lot.

Then it **subtracted 508** from 800 (looking at the 800-space parking structure option) and came up with 76 [sic] net new parking spaces, **rather than subtracting 428** from 800 and arriving at 372 net new parking spaces.

It also assumed that there would be no surface parking on the new campus (currently at 609 surface spaces).

The Kaku June 2005 memo, Table 4, again subtracts 508 rather than 428 parking spaces so that year 2010 shows 2,768 net new trips, rather than 3,150 net new trips.

The November 2004 report Table 1 states that 0.72 parking spaces are needed per person (student, faculty, and staff). The Kaku June 2005 memorandum in Table 4 shows 2,993 students in the year 2010. Does that mean that **2155 parking spaces** ($2,993 \times 0.72$ per Table 3) would be needed for the Bundy Campus in the year 2010?

Peak hours of traffic differ within the same report — In the November 2004 Kaku report, on p.4, it states that the peak hours are **7:00 to 9:00 AM** and **4:00 to 6:00 PM**. But the Wiltec 24-hour ADT count summary later in the report shows that the peak hours on 23rd St. north of Airport Ave. are from **7:00 AM to 10:00 AM** (1419 to 2033 cars per hour) and from **3:00 PM to 7:00 PM** (1929 to 2059 cars per hour).

Just to put these numbers in perspective, a street such as 34th St. south of Pico has about 1,100 cars per day.

5. **Intersection ratings changed without explanation** — The project would exceed a “level of service” (LOS) standard established by both the Cities of Los Angeles and Santa Monica. The Kaku November 2004 report states on p.5 that, “In urban environments, LOS D is typically considered to be the minimum desirable level of service.” Table 2 defines an “F” rating as “FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.” **The Airport/Walgrove/Dewey, 23rdSt. intersection already has an LOS rating of “F” using both L.A. and Santa Monica traffic methodologies.**

The November 2004 Kaku report, in Table 5, showed the 2004 intersection “level of service” (LOS) at 23rd & Airport to be “F” in the AM, with “oversaturated conditions” so that the actual “delay cannot be calculated.” In the PM, the LOS rating is “D.” The footnote [a] states that “intersection is two-way stop controlled (this evidently refers to Airport and Dewey, as there is no stop sign on Walgrove/23rd), and level of service is based on average vehicular delay in seconds per vehicle for the most constrained approach. Delay is also reported for the intersection overall.”

However, the Kaku June 28, 2005 memorandum has upgraded that rating to “B” in the PM, possibly for cars on Airport or Dewey, and then “A” in the AM and “B” in the PM, possibly for 23rd/Walgrove. No explanation is given for that dramatic improvement in ratings from November 2004 to June 2005, and it certainly doesn’t correspond to the real-world experience of residents. (X.b.)

6. **Making dangerous intersections worse** — The project would increase traffic coming through the Airport/Walgrove/Dewey/23rd St. intersection. This is a dangerous intersection located at the bottom of a steep grade on 23rd St., with two sharp, blind curves. This configuration has already required the installation of at least 6 guard rails, both along the curbs and in the center median. Increasing the number of southbound cars making left-hand turns onto Airport Ave. would be especially problematic, as the center median guardrails prevent the driver from seeing oncoming northbound cars. There have been some terrible traffic accidents in our neighborhood involving young children, adults, and senior citizens. That is why the city has added speed bumps, chokers, islands, and medians on 23rd and many other streets in Sunset Park. Sending more cars through a residential neighborhood will just make it more dangerous for pedestrians and other drivers. (X.d.).

7. **Alternative transportation** — We've seen no information related to any SMC plans to improve their inter-campus shuttle bus system so it would better connect the Main, Madison, Entertainment, and Bundy campuses, thereby reducing the need of students to drive from campus to campus. We have also not seen any information related to SMC lobbying the MTA or the Big Blue Bus Company to increase and improve bus service to the Main and Bundy campuses. The affect of large numbers of college students currently using the #7 bus and the resultant long stops on Pico Blvd. in front of the Main Campus, which disrupt service for non-students, has been a recurring complaint from Sunset Park residents. The bus on Bundy/Centinela does not seem to run very frequently, and it's a long walk from either Venice Blvd., or Ocean Park Blvd., or Pico to the Bundy Campus. (X.g.)

Regarding the Draft Master Plan Itself

Commercial vs. residential streets — 6.3.1 states, "Vehicular traffic on commercial rather than residential streets." This provides the college with a rationale for closing the Stewart St. gate in order to protect residential streets such as Stewart St. and Dewey St. in Mar Vista.

It also provides the college with a rationale for making any access to Airport Ave. "egress only," with a turn restriction preventing cars from turning west to 23rd St. in order to protect residential streets such as Dewey, Navy, Marine, Pier, Ashland, Hill, and Oak in Sunset Park.

Commuter traffic would be better directed toward major arterials such as Bundy Drive and Centinela Avenue.

Access to Airport Avenue — The Kaku November 2004 report showed five alternatives for access. Alternatives one, two, and three showed Airport Ave. **access at one point only** (Donald Douglas Loop South). Alternative four showed **two access points**, and alternative five showed **no access** to Airport Ave. On p.16 it stated,

“While Alternative four would allow access at two points on Airport Ave., this was not assumed in Alternatives one, two, or three because **this access may not be available to the college in the future...**”

The September 2005 draft Master Plan, in both Appendices E and F, shows **three access** points to Airport Ave.

6.3.3 states that “The Bundy Campus has two access gates that provide access to and from Airport Ave....The College maintains that it has a **legal right to access** [to Airport Ave.] at these two locations.”

Interim President Donner was quoted in the Aug. 4th Argonaut stating that, “Everything we had seen that the city prepared and the paperwork we received indicated the property would continue to have access from Airport Ave.”

However, the offering memorandum, at the time the property was purchased by the college in 2000, stated that the **use of the driveways to Airport Ave. was on an informal basis and not guaranteed by official easements.** Since Interim President Donner was the chief financial officer for SMC at that time, it seems incomprehensible that he wouldn't have read the pertinent documents regarding access before recommending the purchase of the BAE property to the Board of Trustees.

Confusing trip generation estimates – The Kaku June 2005 memorandum states in Table 4 that the new campus will generate 2,768 net new daily car trips. But on p.5, it states that by 2010, only 140 new trips would be generated per AM peak hour and only 5 new trips would be generated per PM peak hour. This is at least partly based on what seem to be erroneous calculations using an inflated number of parking spaces in the current shuttle lot (508 instead of the actual 428 spaces), so the increase appears to be smaller than we think it would actually be (3,150 net new daily car trips). **With 3,150 additional daily car trips, it seems odd that only 5 an hour would occur between 3:00 PM and 7:00 PM.**

Also, Table 4 shows that in 2010, the campus will have 2,993 students, faculty, and other employees, and will generate a total of 5,196 car trips per day. How can it be that 2,993 students, faculty, and other employees will get on and off the campus, plus go out to lunch since there's no cafeteria, with only 1.73 trips per person per day (dividing 5,196 by 2,993 equals 1.73 daily car trips per person). Will they be bringing their sleeping bags and staying overnight or what?

Parking space, daily car trip, and enrollment confusion – When 3 members of the FOSP Board met with then SMC President Piedad Robertson and Don Girard in September 2004, we were told that the Bundy Campus would have about **500 students**, and that only 11% of the traffic would be going and coming from the west.

Two months later (November 2004), the Kaku Site Access and Circulation Plan showed a **1,000-space parking structure** as one of the 2 options, plus surface park-

ing, generating **6,100 daily car trips**, with 19% of the traffic going and coming from the west (an additional 1159 cars per day traveling through the Airport/Walgrove/Dewey/23rd St. F-rated intersection).

6.4.3 states that there will eventually be a total of **678 parking spaces** on campus. If we multiply that by 4.78, the projection would be **3241 daily car trips**.

The September 2005 Draft Master Plan which was mailed to FOSP stated that there were **2,140 students** enrolled at the Bundy Campus in Fall 2005.

However, the version of the draft Master Plan handed out at the Oct. 17th scoping meeting stated that there were only **1,335 students** enrolled for the Fall 2005.

The Kaku June 2005 memo Table 4 projected that there will be **2,993 students**, faculty, and other employees on the Bundy Campus in the year 2010. It also states that to determine parking space demand, one multiplies the number of persons by 0.72. If we multiply 2,993 by 0.72, the result is **2,155 parking spaces**. On p. 4, it says to estimate daily trips by multiplying the number of parking spaces by 4.78. If we multiply 2,155 by 4.78, the result is **10,301 daily car trips**.

Reducing or adding car trips — The hand-out at the October 17 scoping meeting states that in 2002, BAE has “a parking capacity of 750 spaces” and that “in the year 2010 there will be 455 fewer car spaces...than there were in 2002.” However, in the back of the draft Master Plan in Appendix K-12, an aerial photo taken in 2002 shows that the BAE east parking lot is practically empty, and the west parking lot is only half full.

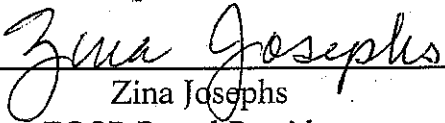
Conclusion — Whatever the number of daily car trips turns out to be, it will be on top of the traffic from the existing SMC Airport Arts Campus (with its 239 parking spaces x 4.78 = 1142 daily car trips), future traffic from Airport Park (119 parking spaces), traffic from Airport staff and pilots, and traffic from leased properties on the non-aviation land at the Airport. Since the non-aviation land is not zoned and all current leases expire in 2015, we may see some tremendous increases in traffic from possible future development of that land (the Airport occupies 227 acres in total).

Lastly, we've been told by various SMC officials that they are not bound by the Master Plan (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 on Aug. 5, 2005; SMC Board of Trustees Chair Carole Currey in a phone conversation with Zina Josephs on Oct. 9, 2005).

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:

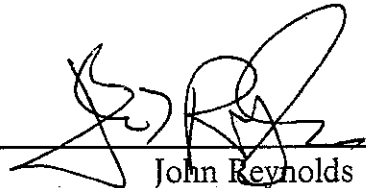
1. parking on the Bundy Campus be limited to the current 609 parking spaces, and that
2. any access to Airport Ave. be "egress only," with permanent turn restrictions to prevent cars from turning west toward 23rd St.



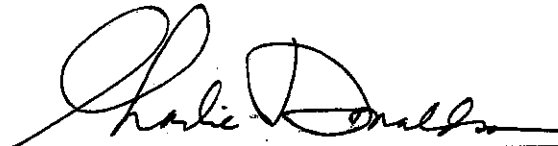
Zina Josephs
FOSP Board President



Tom Cleys
FOSP Vice President



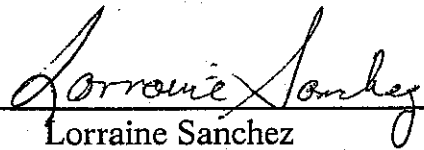
John Reynolds
FOSP Treasurer



Charlie Donaldson
FOSP Secretary



Emmalie Hodgins
FOSP Board member



Lorraine Sanchez
FOSP Board member

Doctor Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Blvd.
Santa Monica, CA 90405

October 21, 2005

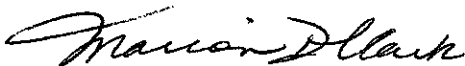
Re: The Bundy Campus

Dear Dr. Donner:

My home is already impacted by heavy traffic on 23rd Street, and the potential problems which would be inevitable if cars from the campus are allowed to turn west on Airport Avenue toward 23rd would overwhelm this neighborhood.

While supporting the educational mission of Santa Monica College, we think the only way to protect our neighborhood from Bundy Campus traffic impacts is to strongly recommend that:

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



Marion D. Clark
2350 Pier Avenue
Santa Monica, CA 90405-6052

Dr. Thomas Donner
Santa Monica College
1900 Pico Blvd
Santa Monica, CA 90405



Dear Dr. Donner;

RE: Santa Monica College Bundy Campus Master Plan.

There is an old saying, the first casualty in war is the truth. I just attended the scoping meeting at the Bundy campus, and let me say for the record that neither I nor my neighbors with whom I have talked have expressed negative feelings toward Santa Monica college and its mission. Over the years the college has done a very good job in fulfilling its educational mission. Also, I and no one I know blame the college for the traffic problems that effect the quality of life for residents in Santa Monica or Los Angeles. But there are some important points that need to be agreed to prior to finalization of the master plan.

1. There were two access points from the location and they both flow to and from Airport Ave. The driveway off of Bundy was for 14 autos only - the parking lot east of the east building. The gate onto Stewart Ave was rarely used and cannot be considered a main access point. Therefore it is unfair to ask the city of Los Angeles to permit full access with signalization onto Bundy Drive under almost any circumstances, and points A and B will support this.

A. If a signal is placed at the driveway, it will probably include a left turn lane for Centinela/Bundy North bound traffic. Reconfiguring the street in such a manner will impede the Bundy/Centinela traffic that wishes to turn left off of Bundy/Centinela east bound onto Stanwood. Traffic historically has been free to flow and you configuration, if put in place will impede it.

B. By cutting the driveway through to the lower part of the campus you have pollution and noise for the residences that are on the southern boarder of the property, particularly the residence at the eastern part of the southern boundary since the autos have to accelerate going up the hill.

To propose that the driveway become a main point of ingress and egress is particularly galling because it is not needed as explained below. In essence you are asking to impede traffic that has been free to flow and to ask residents to endure additional pollution and noise when there is no need to do so.

2. As reference in paragraph one above, the main and historic access points have been off Airport Ave. The Master Plan dated Sept 23, 2005 has these access points labeled #1 and #2. The #1 access point goes through a parking lot but the #2 access point is a driveway that could be easily resurfaced and used for traffic that wishes to go east on Airport Ave. Traffic that wishes to go west on Airport Ave can either go out the access point #1. If #1 point is not used, a new access point could be configured which the master plan has labeled #5. Faculty and staff could be assigned to spaces nearest the access point they would use. Students could be directed by signs and they would be free to flow as needed. In this manner traffic will go where it naturally wants to go. We ask that traffic be permitted to flow where it naturally wants to go, and you do this by refiguring egress and ingress point when they already exist.

3. The college is losing the remote parking lot at the Santa Monica Airport. This parking lot was an agreement between the college and the city of Santa Monica. This parking lot was established to mitigate the parking problems that people in Santa Monica were complaining about. The Bundy campus cannot be viewed as a substitute for the loss of this remote parking lot. The City of Santa Monica has an obligation to work with the college to find a suitable replacement.

A signal cannot be put in a Bundy Dr at the current driveway for the reasons stated in A and B above. If the driveway were moved to the Northern boundary of the campus, this would alleviate the concerns as stated. But placing the signal at a new driveway at the Northern boundary still become an irritant to the traffic flowing North and South on Bundy and is not needed. Airport Ave has a long history of being a commercial street and has accommodated the traffic from this site for a long time. There is no reason that it should not continue to do so.

I sympathize with the people on 23rd street. It is a residential street that is a major North/South artery. The important point is that 23rd has always been a main North/South artery. The problem is that the volume of traffic has increased and the residence have latched on this project because they, like the rest of us have been powerless to stop the projects on both sides of the border that have and will continue to impact 23rd as well as Bundy/Centinela.

Respectfully submitted,



Stanley Lampert
12555 Brooklake St.
Los Angeles, CA 90066
310-397-4815

EVE & VINCENT BALEMBOIS

12301 Stanwood Dr.
Los Angeles, CA 90066
(310) 313 3613

October 20, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica Community College District
1900 Pico Boulevard
Santa Monica, CA 90405

Re: Bundy Campus Master Plan

Dear Mr. Donner,

We have reviewed the Bundy Campus Master Plan and we have the following comments.

While we are excited by the idea of having more educational facilities available to people in our area, we are very concerned about two things:

1. It seems that this project would increase the number of students coming to the campus. The anticipated number of attending students is not disclosed, but the number of parking spaces itself shows an increase from 609 to 678. So it seems that this project will just worsen traffic conditions in the area. In addition, cars would enter and exit from S. Bundy Drive, which already has extremely bad traffic conditions during commuting hours. This would just turn Bundy into a nightmare boulevard. It seems that alternate entries should be considered.
2. There are always students who do not want to pay for parking on campus. This project will bring more students to the area and therefore more students who want to park for free. Since access is from Bundy, the students will likely park in the residential areas surrounding the campus such as our street Stanwood Dr. This means that we will not only have fewer parking spaces available on our street but also more activity in our neighborhood (i.e. more pollution, noise, etc.) which is not ideal when you have small children like we do.

Thanks in advance for considering our two concerns when reviewing this plan.

Sincerely,



Vincent Balembos

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police



P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-4101
TDD: (877) 275-5273
Ref #: 2.2.2

ANTONIO R. VILLARAIGOSA
Mayor

October 20, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Dear Dr. Donner:

PROJECT TITLE: Santa Monica Community College-Bundy Campus

The proposed project involves a portion of the Los Angeles Police Department's (LAPD) Pacific Area. Enclosed are Area crime rate, predominant crimes, response time to emergency calls for service, and Area personnel statistics and information. The Department's response is based on information received from the Area in which the project is located, LAPD's Information Technology Division and input from the Los Angeles Police Department's (LAPD), Community Relations Section, Crime Prevention Unit (CPU) personnel.

After review of the proposed project, it was determined that the project would not have a significant impact on police services in Pacific Area. The LAPD, CPU is available to advise you on crime prevention features appropriate to the design of the property involved in the project. The LAPD strongly recommends that developers contact CPU personnel to discuss these features.


Upon completion of the project, you are encouraged to provide the Pacific Area Commanding Officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Dr. Thomas Donner, President
Santa Monica College
Page 2

Questions regarding this response should be referred to Sergeant A. J. Kirby, Community Relations Section, Crime Prevention Unit, at (213) 485-3134.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police


FRED BOOKER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Staff

Enclosures

**LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE**

PROJECT NAME: Bundy Campus

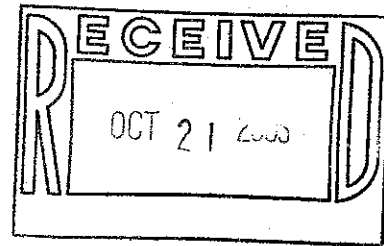
TYPE OF CRIME	RD * 1416	PACIFIC AREA	CITYWIDE
Burglary from Business	1	200	4,895
Burglary from Residence	11	937	14,337
Burglary Other	2	253	3,908
Street Robbery	0	316	9,606
Other Robbery	0	157	4,573
Murder	0	11	526
Rape	0	42	1,267
Aggravated Assault	2	522	26,930
Burglary from Vehicle	15	1,536	25,311
Theft from Vehicle	5	574	12,558
Grand Theft	4	1,366	12,194
Theft from Person	0	57	993
Purse Snatch	0	7	352
Other Theft	5	1,554	20,778
Bicycle Theft	0	0	15
Vehicle Theft	7	1,587	30,094
Bunco	0	2	169
TOTAL	52	9,121	168,506

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
PACIFIC	9,121	/	218,791	42/1000
CITYWIDE	168,506	/	3,978,000	424/1000

- All statistical information is based on 2004 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 report.

October 18, 2005



Dr. Thomas Donner
Interim Superintendent / President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Dear Dr. Donner:

Regarding the Bundy Campus Master Plan Environmental Impact Report, I do not support any of the three options described in the plan and feel that the plan would cause significant negative environmental impact for the following reasons:

1. **Air Quality** – This project, as described, would have significant negative impact on the air quality in the region due to the addition of hundreds of car trips.
2. **Public Services** – The addition of traffic to Airport Avenue would delay fire and police response times for emergency vehicles in the area.
3. **Transportation / Circulation** – This project would cause a considerable increase in traffic to already congested streets. Airport Avenue is already above capacity for car trips and you are recommending adding to the currently excessive load. Limits should be placed on attendance at this campus in order to address traffic concerns.
4. **Neighborhood Effects** – The “community outreach” efforts have been extremely self serving, presenting the project as a benefit to the community when it is not perceived as such by the neighborhood. Input from Santa Monica community members during this process has not resulted in any changes to this master plan. The college claims to be working proactively with the community, but there is much ill will resulting from the actions of the college in purchasing and building out the land **before** beginning discussions with the neighbors. The college has yet to prove to the Santa Monica community that they are willing to take actions to address neighborhood traffic concerns.

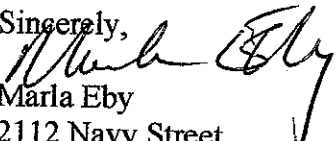
Environmental impact would be diminished if entry and exit to the facility were limited to Bundy/Centinela – a major street that can handle the added traffic volume. Allowing any access to Airport Avenue, including setting hours for turn restrictions would also cause negative impacts, as would the relocation of the main road to the north – a move that would just move negative environmental impacts towards Airport Avenue – a street where there will soon be a park where environmental impacts could affect local children.

The college purchased a site located to the south of Airport Avenue, without current access to that street. The college assumed that the city of Santa Monica would grant access. The constant references to “historical” access obscure the fact that current access

does not exist. The college assumes that if it plans for access, that access will be granted without regard to the impact on the neighborhood. This is disrespectful to the residents of Santa Monica, who vote for bond measures to improve college facilities, only to find out that they will be negatively impacted by environmental and traffic concerns.

I am hopeful that the college will take seriously the comments from Santa Monica residents and act upon them, making significant changes to the plan to address community concerns. Please respect the significant impact of your project on this Santa Monica neighborhood, and take steps to lessen the impact, as you have done with the city of Mar Vista. We would like to feel proud of and support our local community college rather than ashamed that the college threw its weight around and disregarded residents in the community in which it is located in order to accomplish its objectives.

Sincerely,


Marla Eby

2112 Navy Street

Santa Monica, CA 90405

meby@aol.com

Date: October 17, 2005
To: Dr. Thomas Donner
Interim Superintendent - President
Santa Monica College - Bundy Campus
From: Inglewood REsidents Against Cut-through Traffic (I-REACT)
Subject: Input to SMC Bundy Campus EIR Scoping Process; Traffic Impact Study

Dear Mr. Donner,

Inglewood REsidents Against Cut-through Traffic (I-REACT) represents the 118 single-family homeowners who own approximately 95% of the properties on Inglewood Boulevard between Venice and National Boulevards. While we are pleased to have a seat of higher learning in our community, we are concerned that the additional traffic to be placed on Bundy/Centinela Avenue as a result of the new and/or expanded Santa Monica College Bundy Campus operation will have an adverse impact on our residential street. Therefore:

Where As Santa Monica College plans to increase operations at its Bundy Campus on the southwest corner of Bundy/Centinela Avenue and Airport Avenue up to 1100 students, and

Where As such an increase in students and related faculty will significantly increase traffic and congestion on Bundy/Centinela Avenue, which is already rated Level of Service "F" (Failure) by LA's Department of Transportation, because it fails to accommodate the traffic attempting to use it during Peak Commute Hours, and

Where As such traffic and congestion increases on Bundy/Centinela Avenue motivates regional commuters to divert to alternate routes through residential neighborhoods to avoid such congestion, and

Where As the residential Collector portion of Inglewood Boulevard between Venice and National Boulevards is the prime alternate route to a congested Bundy/Centinela Avenue, and

Where As Santa Monica College has hired Kaku Associates as their traffic planning consultant, and

Where As Kaku Associates has a history of attempting to use our residential Collector portion of Inglewood Boulevard between Venice and National Boulevards as a planned route for absorbing either the traffic their client desires to add to the already congested Westside roadway system, and/or for absorbing the planned traffic from other development projects that would compete with the traffic their client desired to add to the limited remaining capacity of Westside streets, and

Where As such a practice results in the generation of more new commuter traffic than can be accommodated by the Major and Secondary Highway roadways designated for such traffic by the Los Angeles General Plan and the Palms-Mar Vista-Del Rey Community Plan, and

Where As such excess traffic generation plans for and forces commuters to cut-through our residential neighborhood, which is a violation of the Palms-Mar Vista-Del Rey Community Plan,

Therefore,

Inglewood Boulevard REsidents Against Cut-through Traffic (I-REACT) are forced to requests that Santa Monica College develop a traffic impact analysis model and/or study according the guidelines delineated in Attachment A.

Sincerely,



Bill Pope
for Inglewood REsidents Against Cut-through Traffic (I-REACT)

3277 INGLEWOOD BL
LOS ANGELES, CA 90066
310 391 3887

Attachment A.

SMC Traffic Impact Analysis Requested by Inglewood RESidents Against Cut-through Traffic (I-REACT)

1. Produce the Existing Traffic Model in the following manner:

1.1. Obtain and enter current actual, not extrapolated, 2005 traffic counts for the street segments for be studies (see below).

2. Produce the Project Baseline Traffic Model for the SMC traffic study in the following manner:

2.1. Using the current actual 2005 trip counts as a starting point, subtract either the number of trips attributable to local residents served by a Collector street or 80% of trips currently occurring on the Collector streets of Walgrove, Beethoven, Grand View and Inglewood from those residential street segments and add those trips to the commuter arterials of Lincoln and/or Centinela. Also subtract either non-resident-attributable trips or 80% of trips currently occurring on Palms and Rose from those residential street segments, and add those trips to Venice, National and/or Ocean Park. This is required for the following reasons:

I-REACT studies show that non-resident cut-through commuter traffic on the residential street segments of Inglewood, Grand View, Beethoven and Walgrove north of Venice and on Palms and Rose between Lincoln and McLaughlin is already running 10 to 20 times that attributable to neighborhood residents and therefore 10 to 20 time that which we should be forced to bare per the Los Angeles General Plan and the Palms-Mar Vista-Del Rey Community Plan. Most of this commuter cut-through traffic is to be pushed back to the commuter arterials. Therefore, approximately 80% of trips currently occurring on the Walgrove, Beethoven, Grand View and Inglewood will move back to Lincoln and Centinela/Bundy and those currently occurring on Palms and Rose will be moved back to Venice, National and/or Ocean Park. This will change the V/C ratios on the Major and Secondary Highways, which will have a bearing the thresholds of what constitutes Significant Impact and on mitigation requirements. This must be taken in to consideration by the SMC traffic models.

2.2. Add 100% of all ambient and Related Project commuter traffic increases projected between 2005 and 2010 to only the Major and Secondary Highway commuter arterials (Lincoln, Centinela/Bundy, Venice, National and Ocean Park).

3. Produce the Project Traffic Before Mitigation Model in the following manner:

3.1. Using the Baseline Model containing only Major and Secondary Highways and the trip counts as described above, add the trip counts projected from the SMC proposed project to the gravity model and see where it flows.

3.2 Determine the before-mitigation V/C ratios, Significant Impacts per then existing LA DOT guidelines.

3.3 Determine the mitigation measures required to keep existing LOS "D" intersections are LOS "D" per Policy 16.1-1 of the Palms-Mar Vista-Del Rey Community Plan, and measures required to keep existing LOS "E" intersections from exceeding LOS "E" and to bring existing LOS "F" intersections back to LOS "E" per Policy 16.1-1 of the Palms-Mar Vista-Del Rey Community Plan.

Mitigation measures you may want to consider and discuss with the MVCC include:

a. Funding appropriate Mass Transit improvements.

b. Widening/restripping Centinela/Bundy from 4 to 6 lanes.

c. Removing the bottleneck on McLaughlin by widening the 3200 to 3300 block of McLaughlin from 2 to 4 lanes to match the rest of McLaughlin.

d. Extend McLaughlin into Culver City by providing a bridge over Ballona Creek.

Pursuant to Palms-Mar Vista-Del Rey Community Plan Policy 16.1-1, I-REACT considers it "possible" to meet the requirements of this policy by:

a. Limiting the size of the proposed project to that whose impact can be completely eliminated, even if it means eliminating the proposed project entirely.

4. Produce the Project Traffic After Mitigation Model in the following manner:

4.1. Using a model containing only Major and Secondary Highway and the trip counts from the Before Mitigation Model described above, add the planned mitigations and determine the resulting V/C Ratios to show that the policy requirements specified in section 3 above have been met.

5. Produce a Residential Street Impact Model

5.1 Add the residential Collector street segments listed below to the Project Traffic After Mitigation Model framework.

5.2 Initially set the resistance factors on the residential Collector street segments to that which would result from either only local resident attributable trips or 20% of existing 2005 trips.

5.3 Run a gravity model to see if trips divert from the fully-mitigated Major and/or Secondary Highways to any of residential Collector Street segments listed below.

5.4 If more traffic flows on the residential Collector streets than either that which is attributable to local residents or 20% of existing 2005 trips, work with the Mar Vista Community Council Transportation Committee to determine Cut-through traffic control measures to ensure that non-resident-attributable traffic will NOT flow onto residential streets.

5.5 Fund those specific measures, if any, required to prevent SMC traffic from impacting the residential Collector portion of Inglewood Boulevard between National and Venice Boulevards or that portion of general measures required to prevent general Cut-through traffic proportionate to SMC's contribution to such Cut-through traffic.

6. Provide I-REACT with copies of the following:

6.1. Existing 2005 trip counts by street segment and Intersection V/C ratios for all (arterial and residential) streets and intersections requested.

6.2. Trip counts by street segment used in the Baseline Model and the resulting Intersection V/C ratios.

6.3. Trip counts by street segment used in the Before and After Mitigation Project Models and the resulting Intersection V/C ratios.

6.3 Trip counts by street segment and Intersection V/C ratios resulting from the Residential Street Impact Model.

Street Segments and their Intersections to be studied:

Commuter Arterials

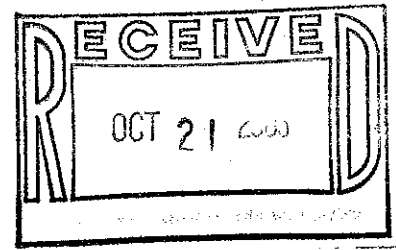
Lincoln between Venice and the 10 Fwy
Centinela/Bundy between Venice and the 10 Fwy
Venice between Lincoln and the 405 Fwy
Ocean Park between Lincoln and the 405 Fwy
National between Centinela/Bundy and the 405 Fwy
Palms between McLaughlin and the 405 Fwy

Residential Collector Streets

Walgrove/23rd Street between Venice and the 10 Fwy
Beethoven between Venice and Walgrove
Grand View between Venice and National
Inglewood between Venice and National
Palms between Walgrove and McLaughlin
Rose between Walgrove and Centinela/Bundy
Stanwood between Centinela/Bundy and Inglewood

October 17, 2005

Dr. Thomas Donner,
Interim Superintendent/President
Santa Monica College



Dear Dr. Donner,

I've reviewed the Bundy Campus Master Plan and note the following goals and principles.

Section 3.1 ..the purpose of the master plan includes....."developing a campus that is respectful of neighboring communities"

Section 3.3..visioning and outreach with the community .

Section 3.4.2... "provide a forum for the residents to share their vision for and concerns about the Bundy Campus and include the community in the Bundy Campus Master Plan process."

Section 6.1..goals of the Bundy campus Master Plan....".provide a renewed presence and image to the neighboring community"

Section 6.3.1 Design and Development Principles...

"Context: Sensitive planning to the College's surrounding neighbors"

"Overall: Mitigating potential impacts that result from future development at the College."

All of the above are laudable goals and principles but stating them does not mean you have honored them in practice .

For example, the Master Plan for the Bundy Campus was never shared with Santa Monica residents PRIOR TO the building and remodeling of the campus, certainly not with the adjacent neighborhood of Sunset Park.

Visioning and outreach sessions were held after the campus was established and were met with great dismay about this " after the fact " involvement and about related traffic impacts. The present volume of students does not include those who will be using additional classrooms to be built in the future on the site and the college offers no guaranteed limit on enrollment.

Data on neighborhood traffic impacts presented by the college belie the experience of those of us who live near SMC facilities.

We 've shared our concerns about the Bundy Campus and the ongoing growth of the college in and now adjacent to Santa Monica . Many of us have advised providing classes in other parts of Los Angeles where students live to cut down on commuting and establishing Shuttle lots near bus lines. So far these proposals are not being heard or honored.

Regarding sufficient mitigation for traffic impacts: there is none.

I encourage the college administration to live up to its stated goals and principles , and develop transparency in its dealings with the community . Without genuine community involvement, the college will continue to be perceived as disrespectful of the communities it says it wishes to respect.

Sincerely,


Lorraine Sanchez

Yoko & John Roach

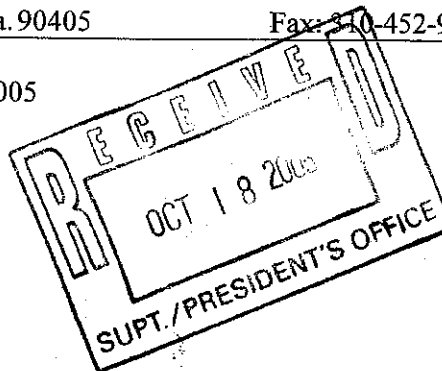
2652 31st St.

Santa Monica, Ca. 90405

Tel: 310-392-0400

Fax: 310-452-9526

October 16, 2005



Dr Thomas Donner, Interim Super./Pres.
1900 Pico Blvd.
Santa Monica, 90405

Dear Dr. Donner:

I am distressed to learn that the Santa Monica College is going to beyond the Pico location to create more traffic problems for Sunset Park and surrounding locations.

In addition to major parking and traffic problems it will create poor quality of air with additional cars and traffic. The ability of local resident to freely move around their neighborhood with the additional traffic is not right and should be stopped.

A once small City College has grown way beyond local needs and has to attract additional students from other countries to pay the bills and continues to place a burden not only on traffic but additional taxes on it local residents to pay for this grand scheme.

The campus will start out small then grow to the size of the Pico location and make local residents prisoners in their own community by not being able to move around their once quiet neighborhood.

This whole project is a sad day for the local residents and is only serves the ego of a few and special interest.

Sincerely,

John Roach

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
100 MAIN STREET, IGR/CEQA BRANCH
LOS ANGELES, CA 90012-3606
PHONE (213) 897-3747
FAX (213) 897-1337
TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

October 12, 2005

IGR/CEQA cs/051002 - NOP
Santa Monica Community College District
Bundy Campus Master Plan
3171 S. Bundy Dr.
Vic. LA-10-4.49; SCH # 2005091142

Dr. Thomas Donner
Santa Monica Community College District
1900 pico Blvd.
Santa Monica, California 90405

Dear Dr. Donner:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

A traffic study will be needed to evaluate the overall impact of the Bundy Campus Master Plan on the State transportation system including the mainline I-10 (Santa Monica Freeway) and all affected freeway on/off ramps. The traffic study should include, but not be limited to:

- 1) Assumptions used to develop trip generation/distribution percentages and assignments.
- 2) An analysis of ADT, AM and PM peak hour volumes for both the existing and future (year 2025) conditions. This should also include level-of-service calculations using the HCM 2000 methodology. The analysis should include the following:
 - existing traffic volumes
 - project and cumulative traffic volumes
 - future traffic volumes projections for year 2025
 - existing level-of-service (LOS) calculations
 - project and cumulative level-of-service (LOS) calculations
- 3) The Equitable Share responsibility for traffic mitigation measures will need to be calculated as determined by the percentage increase in projected peak period trips resulting in operational impacts to I-10 mainline freeway facility and affected on/off-ramps. The college district should refer to Appendix "B" Methodology for Calculating Equitable Mitigation Measures found in our Caltrans Guide for the Preparation of Traffic Impact Studies. The Guide can be found on the Internet at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

"Caltrans improves mobility across California"

Dr. Thomas Donner

October 12, 2005

Page Two

If you have any questions regarding our comments, please refer to our IGR/CEQA Record number cs/051002 and you may contact me at (213) 897-3747.

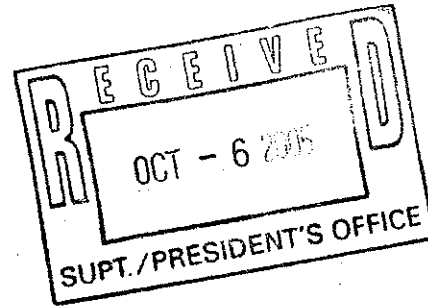
Sincerely,



Cheryl J. Powell
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

EDDIE A ARIAS
2388 Dewey Street
Santa Monica California 90405



Tuesday, October 04, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica CA 90405

RE: SMC BUNDY CAMPUS MASTER PLAN EIR

Dear Dr. Donner:

For your consideration, here are my comments and recommendations regarding the matter referenced above (draft EIR). As a 10-year resident located at the unique intersection of 23rd St./Walgrove and Airport/Dewey I can attest to the already haphazardly traffic conditions there.

- SMCCD shall by legally binding and enforceable deed restriction ensure that Stewart Avenue and the Stewart Avenue Gate remain permanently closed for all pedestrian and vehicular ingress and egress to and from the Bundy Campus, except for use by governmental emergency vehicles for emergency purposes only.
- SMCCD shall support the prohibition of off-campus parking by limiting enrollment and staff at the Bundy Campus to presently existing capacity and shall not establish the Bundy Campus as an offsite parking facility for the main SMC Campus and other satellite campuses and shall actively support efforts to prohibit overflow parking into the MVCC Neighborhoods.
- SMCCD shall implement traffic control measures and enter into an Access Agreement acceptable to and with the participation of residents of adjacent neighborhoods to prevent SMC-related traffic from intruding into these residential neighborhoods and shall not permit buses to operate within the boundaries of the Bundy Campus.

EDDIE A ARIAS
2388 Dewey Street
Santa Monica California 90405

- SMCCD shall be responsible for loss or damage caused by students and SMC personnel on neighborhood streets and adjacent residential neighborhoods.
- SMCCD shall complete and enter into a Site Access Plan acceptable to MVCC, Santa Monica Airport and other stakeholders to ensure that long term-term planning goals are understood and agreed to by all parties.
- SMCCD shall implement traffic control measures with the participation of residents of adjacent neighborhoods to prevent SMC-related traffic from intruding into these residential neighborhoods.
- SMCCD shall not include in its Campus Planning for Future Use any onsite or offsite Construction of Buildings and Parking Structures without the submission of a completed Campus Master Plan and Environmental Impact Report meeting full CEQA requirements for the entire Project to Mar Vista Residents and the 11MVCC Board at least 120 days prior to any public written notice of intent.
- I oppose any issuance of a Certificate of Occupancy for any other building on the SMC Bundy Campus Site until a completed Master Plan and Full Environmental Impact Report for the Project are completed in compliance with applicable law.
- I reject the findings and conclusions of the current Mitigated Negative Declaration for the Renovation Project of West Building #4.
- I reject all proposed alternatives by Kaku Associates for the Bundy Campus that include any parking structure(s) and/or any additional parking lots or additional parking.

EDDIE A ARIAS
2388 Dewey Street
Santa Monica California 90405

- I reject all proposed alternatives by Kaku Associates for the Bundy Campus that include the installation of any traffic signals at the Bundy Drive driveway access and supports the Los Angeles City Department of Transportation limitation of the use of that driveway to the 14 car parking lot in front of Building #2.
- I support Airport Avenue as the safest and most viable access to the Bundy Campus and recommends to the Cities of Santa Monica and Los Angeles that every measure be taken to support access for cars and buses between the SMC Bundy Campus and Airport Avenue with buses being prohibited from driveways and other areas adjacent to residential neighborhoods.

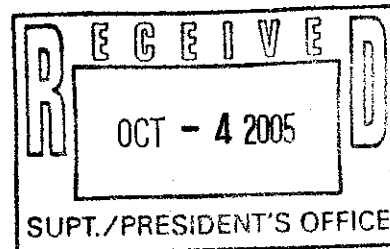
Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eddie Arias', with a long horizontal flourish at the end.

Eddie Arias

3 Oct 05



Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Blvd.
Santa Monica, CA 90405

Dear Dr. Donner,

I am writing this letter in response to your request for response to your proposed Bundy Campus Master Plan Environmental Impact Report.

I e-mailed you "A Suggestion for an Alternate Circulation Scheme for SMC Airport Campus" Dated 12 Jul 05, of which I am enclosing a copy. I still contend that the only viable solution to the traffic flow issue that will meet the needs of all parties involved is to have the Bundy driveway an "ingress only" gate for the LA City traffic with the Douglas Loop Gate as an "egress and ingress" gate with left and right turns out onto Airport Ave., so that Santa Monica City traffic can come from Santa Monica and go back to Santa Monica at this gate and LA City traffic can go back to LA to Bundy Dr. A half signal light may be required at the Bundy driveway to control the left turn of the North bound traffic turning into the driveway from Centinela Ave.

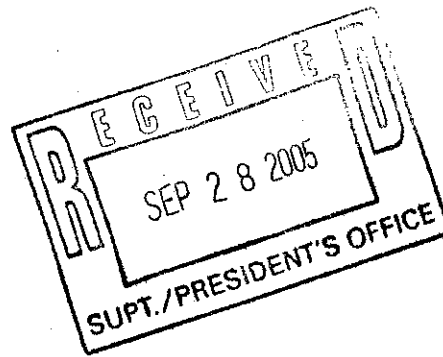
And if the SM City Airport Commission can see that it would be to their advantage to allow the use of the existing 3400 Gate as an "egress only" gate for the LA traffic to turn right onto Airport Ave. to go to Bundy Dr., then there would be no student traffic at all, both directions, between the Douglas Loop Gate and the 3400 Gate on Airport Ave. All student traffic would be only at both ends of Airport Ave. The cue line to the right turn onto Airport Ave. at the 3400 Gate would go back into the parking lot, not down Airport Ave. I would be willing to bet that the traffic flow simulations that Kaku are making would show that this solution would offer the best traffic flow.

Thank you for limiting the maximum enrollment of this campus to the 100,000 sq. ft. floor space of the 2 buildings and eliminating the remote parking for the main campus. And of course we still need some sort of assurance in writing that the Stewart Gate will be used "only for emergency traffic".

Respectfully submitted,

A handwritten signature in cursive script that reads "George Kometani".

George Kometani
12429 Stanwood Pl.
Los Angeles, CA 90066
310-397-2429, e-mail: brightlife@comcast.net



Dimitri Shlyakhtenko
12443 Stanwood Pl
Los Angeles, CA 90066

26th September 2005

Dr. Thomas Donner
Interim Superintendent
Santa Monica College
1900 Pico Blvd
Santa Monica, CA 90405

Dear Dr. Donner,

I am writing this in response to your request for public comment in conjunction with your proposed compilation of an Environmental Impact Report for the Santa Monica College Bundy Campus.

There are several issues that, in my opinion, are not adequately addressed by the Draft Master Plan published on your web site. These issues are: first, **access to the campus**; second, **proposed construction** of a new building on campus; and third, **the impact of the campus** on the surrounding area. I will touch upon these issues in more detail.

Access to the campus. The draft master plan is rather ambiguous about the possibilities of access to the campus. Although the College states that they are searching for alternatives to the use of the Bundy driveway (marked as "3" on the plan), it seems that none of the alternatives discussed in the master plan avoid heavy use of it. The Bundy driveway is constructed adjacent to a number of houses on Stanwood Pl, and its heavy use would mean significant noise and pollution for the adjacent houses. As far as I could tell from the draft report, it seems that there are two reasons that Airport Ave access is to be denied to the College: wear and tear on Airport Ave; and concerns over increased traffic on Walgrove/23rd St via Airport Ave.

The first argument seems rather weak, since everyone seems quite happy with the current use of Airport Ave for access to a remote parking lot operated by the College. *Why should the residents on Stanwood Pl. endure noise and pollution*

to save a piece of asphalt? The second argument is also weak: if a student wants to drive on Walgrove and he is forced to use the Bundy exit, he can just make a right turn on Bundy, a right turn on Rose and go down to Walgrove on either Rose Ave. or Dewey St. Both of these are residential streets and it seems much more preferable to use Airport Ave. instead. The Bundy driveway and Airport Ave are perhaps 100 yards apart — it is not clear to me at all why a global traffic pattern (such as impact on Walgrove/23rd St.) would be affected by this local choice of an exit point.

In summary, it would be the best if *the College would use Airport Ave. exclusively for entry and exit of all vehicles.* Of special concern to us is the suggestion that the Bundy driveway be used for shuttle busses. The level of noise from these would be quite high. It is incomprehensible *why the College would not want to use Airport Ave. for bus traffic* as is the case currently. One final point on this issue: if the existing building along Bundy Dr. is demolished, the entire side of the campus adjacent to Bundy Dr. is then completely open. *Why doesn't the College then build a new driveway, positioned away from private houses?*

Proposed construction. The master plan does little to explain why a replacement building of the same size is to be constructed. It appears that the only reason is the construction of an underground parking structure. Would it not make sense to simply make the underground parking structure and leave the building where it is? The reasons for this should be better explained. The most important point, however, has already been mentioned before: why must the Bundy driveway (marked as "3" on the proposed site plan) be positioned so closely to the neighboring houses? If the East Building is demolished, a new driveway should be constructed near the northernmost corner of the property.

The location of the new building is of great concern to the neighbors. Could it be positioned farther to the north, being turned 90 degrees so as to be as far as possible from houses? Would there be provisions to control the amount of light emanated by the building at night (I have already heard complaints of this kind about the stairwell structure constructed next to the 4-story building)? How would noise be controlled?

As an aside, it should be mentioned that the Bundy driveway was originally conceived and constructed without proper consultation with the neighborhood groups. Many neighbors learned of it when Phase I construction was already well under way. Given this, the College should not have the luxury of explaining that the

driveway has already been built and hence should stay where it is.

The impact of the campus. The master plan is quite vague about the possible increase in car traffic, since it is equally vague about the future prospects of the remote parking lot for the campus. One of the big concerns for the neighbors is the question of there being ample parking for the students that will be visiting the campus; we do not want to be overwhelmed by cars trying to park on the nearby streets. The campus site does not have the capacity to be a replacement for the remote parking lot. The College should clearly explain its plans. It is essential that the College commit itself to *free parking on the site* and providing *sufficient parking for the programs being run on the site.*

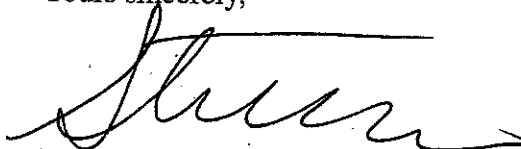
If the remote parking lot is to go away, one can think of the traffic generated by the new campus as a replacement for the traffic generated by the remote parking lot. In this case a lot of complaints about the possibility of increase in traffic would be addressed.

I would like to welcome the College to the neighborhood. I hope that the College continues to try to be sensitive to the views and needs of its neighbors. The master planning initiative is an excellent idea and creates a baseline from which the negotiations can start. Concretely, here is a summary of what I propose:

- The College should commit itself to not running traffic, especially buses, next to private houses. This would mean using Airport Ave. for entry and exit for now and constructing a new driveway along the northern edge of the property once the East Building is torn down. Although this new construction would mean much noise and inconvenience for the neighbors, I think that the benefits would outweigh them if traffic is to be relocated away from houses. One would hope that the city of Santa Monica and the Airport commission would be more understanding of the College if they were to be made aware that the access is requested on a temporary basis. Similarly, I am sure that the neighbors would be more willing to live with cars on the existing Bundy driveway *if its use is temporary and clearly limited in duration.*
- The College should commit to scheduling programs in such a way that existing campus parking is always adequate. The College should commit itself to free parking on the site.
- The College should relocate the existing remote parking lot (this as far as I

understand is in the plans). If the new location is chosen to be away from the Bundy Campus, the college would have an easier way of allaying the fears of increased traffic.

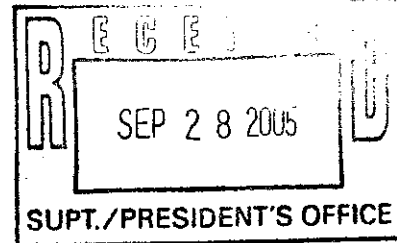
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dimitri Shlyakhtenko', written in a cursive style with a long horizontal flourish at the end.

Dimitri Shlyakhtenko
shlyakht@math.ucla.edu

September 26, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405



Dear Sir,

My husband and I live in Mar Vista, a quiet residential neighborhood in West Los Angeles. I attended the meeting March 1, 2004 regarding the plans for the Bundy Campus site of Santa Monica College. We are in favor of a college campus that offers a variety of classes to promote an educated citizenry. However, we feel that many site improvements had already begun and plans had already been made for that site without any input from the surrounding neighborhood that would be affected most. In particular I am speaking of the traffic pattern, with the driveway constructed toward Bundy Drive/Centinela Avenue, rather than toward Airport Avenue. We feel strongly that buses should continue to use Airport as the most direct route, and NOT residential streets in Mar Vista. We strongly oppose the use of Rose Avenue for bus traffic. We also do not want foot traffic accessibility from the Bundy Campus to Stewart Street and Dewey Street, with the neighborhood impacted by street parking like the area around the main campus in Santa Monica.

Further, we do not understand why the historical access points to Airport Avenue along the Bundy Campus' north edge would NOT be used. Please explain why not.

Also, we do not understand the traffic pattern, if and when you secure access to Donald Douglas Loop South, from there to the main campus on Pico Boulevard. Please explain what streets would be used. If access to Donald Douglas Loop South is not secured, what streets would you propose for your alternate plan for the traffic pattern?

Awaiting your reply,

A handwritten signature in cursive script that reads "David and Joyce Landsverk".

David and Joyce Landsverk
12742 Indianapolis Street
Mar Vista, CA 90066

cc: Board of Trustees, Santa Monica College
cc: Mr. Bill Rosendahl, Los Angeles city council member



CALDWELL_LIN

From: CURREY_CAROLE
Sent: Tuesday, October 25, 2005 1:02 PM
To: DONNER_THOMAS
Subject: FW:

Tom,

Email

Carole

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

From: Dena Seki [mailto:denaseki@yahoo.com]
Sent: Tuesday, October 25, 2005 11:03 AM
To: AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON_DOROTHY; GREENSTEIN_NANCY;
QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject:

Are you going to address these issues?

- SMC originally requested ONE access to Airport Ave. the latest version has THREE access points.
- A right turn only egress on Airport Ave. was agreed upon, the latest version doesn't show this.
- Traffic rating of the 23rd St./Airport Ave. intersection has been reduced from an "F" rating to a "B" rating without appropriate statistics to verify the reduction.
- Planned parking places have increased.
- Number of students has varied from documents from 1,335 to 2,140
- LA Dept. of Transportation won't allow more than 15 car trips a day at the Bundy Dr. driveway without a completed Environmental Impact Report. With all the contraction on the site and currently only pedestrian access from Airport Ave., it is hard to believe that there is compliance to this ruling.

Dena Seki

[Yahoo! FareChase - Search multiple travel sites in one click.](#)

DONNER_THOMAS

From: przmaritza@aol.com
Sent: Tuesday, October 25, 2005 11:59 PM
To: DONNER_THOMAS
Cc: TPonton@MarVistaCC.org; len.nguyen@lacity.org
Subject: Fwd:

SECOND TRY. wrong e-mail address

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

From: PRZMARITZA
To: Donner; Thomas@smc.edu
Cc: TPonton@MarVistaCC.org; len.nguyen@lacity.org
Sent: Wed, 26 Oct 2005 02:54:05 -0400
Subject:

From: Maritza Przekop
To: Doctor Thomas Donner, Interim Superintendent/President, Santa Monica College
Subject: Santa Monica Bundy Campus Master Plan NOP
Date: Tuesday, Oct 25, 2005, 9:59 PM

Doctor Donner:

Thank you for the opportunity to comment and for your consideration to include the following comments for the subject EIR.

As a resident of Mar Vista, I fully support the adoption of the Mar Vista Community Council letter approved by the MVCC Board on Friday, October 21, 2005, delivered to your attention on behalf of Mar Vista residents.

The lead agency approved a Mitigated Negative Declaration on March 1, 2004 for the current uses at the site including construction of the existing parking areas, demolition of two structures (asbestos removal), driveway, relocation of utilities, construction of storm water and classroom occupancy. Evidence provided during the scoping session by students and residents noted impacts as a result of the project. Please address adequacy of the environmental clearances and re evaluate all improvements that were excluded in the original project description as required under CEQA.

The Santa Monica College Bundy Campus Master Plan and the Notice of Preparation noted that the project is bounded by residential development. The description should clearly state that the project is surrounded on three sides by single family residential housing. Information about historic uses at the site referencing egress at the Stewart Gate were misleading and incorrect according to the records provided by adjoining neighbors. Also noted in the Bundy Campus Master Plan is a reference to student population (Section 6.4.6) which is missing. The information about occupancy needs to be placed in context with the long term growth policy of the entire SMC campus. Therefore, consideration should be given to the adequacy of a limited Program and Project-Level EIR as proposed.

Impacts to existing views should be carefully studied as a result of the proposed perimeter planting along the northeastern boundary, which will block scenic vistas. Lighting the parking areas at night are currently impacting the adjoining residential community, not previously evaluated under

10/28/2005

the noted MND.

Educational Programs under section 6.4.7 noted programs identified under Section 6.4.6. No programs are identified under 6.4.6. Please reconsider the adequacy of this proposed program EIR. Future growth of the campus identified under section 6.4.6 is inconclusive. Parking calculations for uses at the site are inconsistent for this type of development and do not support existing activities. Please provide parking studies that support the low parking calculations.

The proposed uses at the site would require a Zone Change, a General Plan Amendment and Community Plan amendment to the Palms-Mar Vista -Del Rey Community Plan, under the evaluation of alternatives please address other uses that are consistent with the goals and objectives of the City's General Plan.

Please consider the adjoining single family residential uses for adverse air quality including short and long term effects and consider relocation of the main access driveway to the northern portion of the site as a mitigation measure.

It has been noted in the previous documents that the site does not have adequate access to ensure safety of students and increased traffic onto quiet residential streets, consider a ground lease or additional easement to be acquired in order to access Airport Avenue, to accommodate a State Educational Facility of this size and minimize impacts.

Please consider a joint power authority to oversee the completion of said EIR which currently affects four separate local and state agencies. The different objectives of the Airport, City of Santa Monica, State College, the City College and the City of Los Angeles compromise the clear understanding of requirements under each jurisdiction affecting at the end the user of the facility and the neighbors.

Respectfully submitted for your consideration,

Maritza Przekop

3966 Berryman Avenue
Los Angeles, Ca 90066

10/28/2005

DONNER_THOMAS

From: trface@aol.com
Sent: Tuesday, October 25, 2005 5:41 PM
To: Donner_Thomas@smc.edu.
Cc: len.nguyen@lacity.org; tponton@newstogo.net; nghowell@verizon.net
Subject: Bundy Campus NOP

Doctor Donner

The following are my comments pertaining to the Master Plan and EIR for the Bundy Campus of Santa Monica College;

1. I incorporate herein and adopt the ten points set forth in Tom Ponton's letter delivered to you on October 24 setting forth the position of the Mar Vista Community Council.
2. Water is flowing from the Bundy Campus Site onto Stewart Avenue polluting the storm drains and flooding the streets in a heavy rain.
3. The parking lot lights are intruding into the surrounding homes and neighborhood.
4. The Stewart Avenue Gate must remain closed as provided by the terms of the NOP.
5. The adverse traffic impact resulting from the change in use of the Bundy Drive Driveway from servicing a 15 car parking lot to servicing a 678 car parking lot.

T. Robert Fitzpatrick

12650 Dewey St.
Los Angeles, Ca 90066

DONNER_THOMAS

From: Wrldsport@aol.com
Sent: Monday, October 24, 2005 2:09 PM
To: DONNER_THOMAS; AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON DOROTHY; GREENSTEIN_NANCY; QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject: Public Input re Bundy Campus

Dear Dr. Donner and SMC Board of Trustee Members,

I am writing to provide public comment regarding the Bundy Campus project for SMC, as requested by yourselves.

Being a college graduate myself, I fully support the educational mission of SMC. I believe that a community such as Santa Monica, which is dedicated to Life Long Learning, should indeed support the pinnacle of education provided in the city. Toward that end, I am a former Board of Director Member at a local preschool, I support the elementary schools and middle schools which my children currently attend, as well as the High School they are destined to attend.

However, SMC is not totally a Santa Monica facility. The college is a state institution whose mission seems to be funded in great part by Santa Monica taxpayers and residents. Yet, when any conflict comes to the fore, which constituency gets the shaft? Santa Monica residents/taxpayers, that's who.

Case in point, the Bundy Campus. The facility resides totally in the limits of the City of Los Angeles. Yet, the proposed plan calls for 100% access/egress from/to Santa Monica. Traffic to be borne by Santa Monica residents and businesses. Environmental impacts from auto exhaust, noise, etc., to be borne by Santa Monicans, even if you make the "right turn" restriction on the egress to Airport Avenue.

I personally am involved because my home is located at 2112 Navy Street, just a short 300 yards from 23rd Street and 1 block from where 23rd Street meets Dewey, Walgrove and Airport Avenue. Additionally, I lease office space at 3400 Airport Avenue. So, personally speaking, I'll get it coming and going from the traffic generated by your new campus, should Airport Avenue be used for access/egress.

People arriving will zoom through my neighborhood, adding to gridlock at the 23rd Street/Walgrove/Airport merge, and egress will simply snarl traffic in front of my office building.

I think that instead of trying to strong-arm and bully the residents of Santa Monica, through their elected representatives on the City Council, the College should listen to those of us whose city name your college bears, and insist on entrance/egress solely from/to Bundy/Centinela. It was good enough to have the people attending your October 17 meeting arrive and depart via that driveway, why not your students and staff?

The Blue Bus already stops at the top of the driveway, so a shuttle stop should be no problem, or students taking the bus will have no problem getting to class.

In short, please don't dump your automobiles onto my city's streets, into my neighborhood and into the location I do business. Your proposed disregard of Santa Monica and it's residents is absolutely uncalled for and the more you choose to step on us, the more you'll find your calls for future bonds votes and other support to fall on deaf ears. And, we'll remember these actions at the ballot box come election day.

Thank you for your solicitation of public input. I sincerely hope you actually read our messages and haven't just asked for reaction as a way to cover your backsides as most bureaucracies do.

Santa Monicans will be watching you and will judge you according to your actions.

David Eby, President
World-Sport
3400 Airport Avenue, Suite 25
Santa Monica, CA 90405

Tel. + 1 310 915 8007
Fax + 1 310 915 7177
Email: Wrldsport@aol.com
Website: www.worldsport-tours.com

CALDWELL_LIN

From: CURREY_CAROLE
Sent: Monday, October 24, 2005 4:45 PM
To: DONNER_THOMAS
Subject: FW: Traffic is Sunset Park



Julie Klein.vcf

Tom,
Carole

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

From: Julie Janower Klein [mailto:az491@lafn.org]
Sent: Monday, October 24, 2005 12:55 PM
To: AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON_DOROTHY; GREENSTEIN_NANCY;
QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject: Traffic is Sunset Park

The traffic along 23rd Street is really terrible. It makes it very difficult for residents to get places. While, I support the SMC development please look at alternative routes which allow students to park and have two lanes.

Thanks for your consideration.

Julie Klein
310-314-7234
Visual Effects and Animation

CALDWELL_LIN

From: CURREY_CAROLE
Sent: Monday, October 24, 2005 4:39 PM
To: DONNER_THOMAS
Subject: FW: Master Plan SMC-Not in my Neighborhood

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

From: CURREY_CAROLE
Sent: Monday, October 24, 2005 4:38 PM
To: Block@Spam. Smc. Edu (block@spam.smc.edu)
Subject: FW: Master Plan SMC-Not in my Neighborhood

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

From: v2d2 [mailto:akapeebs@yahoo.com]
Sent: Monday, October 24, 2005 10:46 AM
To: AMINOFF_SUSAN
Cc: AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON_DOROTHY; GREENSTEIN_NANCY;
QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject: Master Plan SMC-Not in my Neighborhood

Dear Kind Friends of Ours-

I live 2 blocks from the Santa Monica Airport/SMC New Campus.

I do not like the politics that SMC is pushing to the neglect of the neighborhood.

The SMC Airport Campus is a problem. The Master Plan has been a mess from the get go. Filled with conflicting findings and changed to fit SMC ideas NOT the residents around the campus who will feel the negative impact for many many years-- increase in traffic, pollution, noise, trash and everything that effects our daily lives.

THIS IS NOT RIGHT.

Somehow the Master Plan has undergone a change in many of its statistics? Now many more students, more parking spaces, a whole different traffic plan has shown up.

What happened to the ONE access point?

The traffic access plan changed from (ONE to THREE)-

The EIR report.

Something seems fishy?

All these add up to a BIG mess.

These conflicting findings make me mad that SMC could be careless about the impact to the neighborhood.

The report MUST BE TRUTH FULL-

Thanks you-
Valerie Davidson

Yahoo! FareChase: Search multiple travel sites in one click.
<http://farechase.yahoo.com>

CALDWELL_LIN

From: CURREY_CAROLE
Sent: Saturday, October 22, 2005 9:11 PM
To: DONNER_THOMAS
Subject: FW: Bundy Campus

Tom,
Re Bundy
Carole

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

From: MONIKA BIALAS [mailto:mbialas@msn.com]
Sent: Saturday, October 22, 2005 7:59 PM
To: AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON_DOROTHY; GREENSTEIN_NANCY;
QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject: Bundy Campus

Dear Distinguished Neighborhood Planners:

Thank you for giving me the opportunity to give you my opinion via this medium. I am a resident of Santa Monica, in Sunset Park, and I just simply have this to say. For every single student who is allowed (or inconvenienced by you) to drive to the Airport campus by way of our neighborhood, including 23rd Street, there is one person in Sunset Park who is inconvenienced by this student. We already deal, or are unable to deal, with the pollution of the steady increase of jet traffic above our heads, and no one cares. This e-mail is probably written by me for my own entertainment, because I expect nothing. The central public sphere of human existence with its economic and technical innovations speaks to so-called large mass movements in our society today in which the individual's rights and ideals have moved into the sphere of the subjective. Sad but true. Happy New Year and God bless.

Monika Bialas
1754 Wellesley Drive
Santa Monica, CA 90405
Tel.: (310) 450-0128

CALDWELL_LIN

From: CURREY_CAROLE
Sent: Friday, October 21, 2005 5:31 PM
To: DONNER_THOMAS
Subject: FW: BUNDY CAMPUS

Tom,

More.

Carole

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

From: Mystreee5@aol.com [mailto:Mystreee5@aol.com]
Sent: Friday, October 21, 2005 12:40 PM
To: AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON_DOROTHY; GREENSTEIN_NANCY;
QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject: BUNDY CAMPUS

My home is already impacted by heavy traffic on 23rd Street, and the potential problems which would be inevitable if cars from the campus are allowed to turn west on Airport Avenue toward 23rd would overwhelm this neighborhood.

While supporting the educational mission of Santa Monica College, we think the only way to protect our neighborhood from Bundy Campus traffic impacts is to strongly recommend that:

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

Marion D. Clark

2350 Pier Avenue

Santa Monica, CA 90405-6052

CALDWELL_LIN

From: CURREY_CAROLE
Sent: Monday, October 17, 2005 11:41 AM
To: DONNER_THOMAS; BROWN_GREGORY; BROWN_BRUCE
Subject: FW: SMC Traffic Flow for Bundy Campus

FYI,

Carole

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

From: John Reynolds [mailto:johnreynolds@kavichreynolds.com]
Sent: Monday, October 17, 2005 9:42 AM
To: AMINOFF_SUSAN; CURREY_CAROLE; EHRHART-MORRISON_DOROTHY; GREENSTEIN_NANCY;
QUINONES_MARGARET; RADER_ROB; RONEY_HERBERT
Subject: SMC Traffic Flow for Bundy Campus

Dear Board of Trustees,

As a citizen who is impacted every day by traffic to and from the Bundy campus I ask that you steer the traffic to the main arteries on Bundy and Santa Monica and do everything you can to eliminate cut thru traffic in Sunset Park. We have experienced alarming traffic growth over the last few years partially from the growth of SMC. I also feel your administration is pitting neighborhood associations in and around the campus against one another and they keep changing the parameters of the Bundy project.

- SMC originally requested ONE access to Airport Ave. the lasted version has THREE access points.
- A right turn only egress on Airport Ave. was agreed upon, the latest version doesn't show this.

Please hold the administration accountable to their promises and you will win back sagging support for SMC in our community.

Thank you,

John Reynolds

Sunset Park

CALDWELL_LIN

From: Patti Oblath
Sent: Monday, October 17, 2005 3:25 PM
To: DONNER_THOMAS; QUINONES_MARGARET; CURREY_CAROLE; RADER_ROB;
GREENSTEIN_NANCY; AMINOFF_SUSAN; EHRHART-MORRISON_DOROTHY;
RONEY_HERBERT
Subject: Early childhood Education and Bundy Campus



Bundy Campus letter to SMC Trustees 10-17-05.doc



Bundy Campus letter to City council 10-17-05.doc

Dear Chairperson Currey and Trustees:

On behalf of the Santa Monica Child Care and Early Education Task Force, I am writing to urge you to reach a thoughtful, compassionate resolution to the impasse regarding access and parking at the Santa Monica College Bundy campus.

The attached letter expresses the views of the Task Force as adopted at our meeting of September 17, 2005. I am also attaching the letter we sent to the Santa Monica City Council Members. We sincerely hope that you will do your utmost to preserve and protect the excellent Early Childhood programs of the college, currently located at the Bundy Campus.

Sincerely,

Patti Oblath
Chairperson, SMCCEE Task Force

Patti Oblath
Associate Director
Connections For Children
2701 Ocean Park Blvd. #253
Santa Monica, CA 90405
(310) 452-3325 x212
(310) 452-3984 fax

TO: Members of the Santa Monica College Board of Trustees

FROM: Patti Oblath, Chairperson
Santa Monica Early Care and Education Task Force

RE: Santa Monica College Bundy Campus Access

Date: October 17, 2005

The members of the Task Force are deeply concerned at the lack of progress in resolving access issues for Santa Monica College students attending classes at the Bundy campus. Our particular concern focuses on the students enrolled in the College's Early Childhood Education Program. The potential is great for serious damage to an outstanding program, which plays such a vital role in our community.

We are grateful to the College for its many years of commitment to our field. We know that you share our concerns and are addressing the issue in many different ways. We have also sent a memo to the members of the Santa Monica City Council, a copy of which is attached. In addition, individual members of the Task Force have spoken directly to Council members, and the matter was discussed at a recent meeting of the Task Force attended by Councilmember Kevin McKeown. We will be attending the meeting scheduled for Monday, October 17, and will plan to testify when the matter comes before the Council.

Please let us know if there are other ways we can support you in achieving a timely resolution of this serious issue.

TO: Members of the Santa Monica City Council

FROM: Patti Oblath, Chairperson
Santa Monica Early Care and Education Task Force

RE: Santa Monica College Bundy Campus Access

Date: October 17, 2005

The members of the Task Force are deeply concerned at the lack of progress in resolving access issues for Santa Monica College students attending classes at the Bundy campus. Our particular concern focuses on the students enrolled in the College's Early Childhood Education Program. The program has been one of the principal providers of early childhood education to the Santa Monica and Westside community for fifty years and has been one of the major sources of trained staff for early childhood programs in the area. With the advent of Los Angeles Universal Preschool and the increasing numbers of working parents needing child care, the need for SMC's Early Childhood Education Program is greater than ever.

We are deeply grateful to the City of Santa Monica for its ongoing commitment to high quality early care and education in Santa Monica. We urge you to demonstrate that same high level of commitment in relation to the SMC Bundy Campus access issues. The parking impasse has already caused a drop in enrollment in the program and the imminent closing of the Airport shuttle lot will further exacerbate parking for students, faculty and staff. While the cities of Santa Monica and Los Angeles and the College debate the issues, a vitally needed program is in jeopardy. Finding qualified staff has never been easy in our field, but any decrease in programs training early childhood staff will have a direct and negative impact on programs' abilities to find and employ qualified staff.

We are well aware of the contentious aspects of this issue. However, we know that you believe in acting thoughtfully and without rancor and in making decisions that will do the greatest good for the greatest number of people in the Santa Monica Community. That will surely mean that you will find a way to allow the early childhood and nursing students taking classes at the SMC Bundy Campus to park there safely and conveniently.

Joseph Shinnerl
Clare Hansen-Shinnerl
12531 **Stanwood Place**
Los Angeles, CA 90066
shinnerl@ucla.edu
clareh@usc.edu

October 7, 2005

Dr. Thomas Donner
Interim Superintendent/President
Santa Monica College

Dr. Donner:

We are writing in response to the request in your letter of 22 Sept. 2005 for comments on the Draft EIR for the Santa Monica College Bundy Campus Master Plan. We would like to welcome the arrival of the college to the neighborhood. We support the mission of the college and wish it success in its expansion.

First, we'd like to thank Greg Brown both for his efforts in understanding our concerns and relaying them to you and the college as well as his effort to communicate the college's plans to us. We think he has done a very good job, and we appreciate his effort. We would also like to thank the college for its ongoing efforts in (i) improving the Bundy Campus site; (ii) mitigating the impact of renovation activity on neighboring residents; (iii) responding promptly to our complaints about noise, security lapses, etc.; and (iv) allowing us to participate in some of the landscaping decisions regarding the corridor between the southern boundary of the site and the backyards of those us residents along the north side of Stanwood Place. We are also pleased that the college constructed a sound wall and that previously noisy transmission lines were located underground. These steps have improved the image of the college's administration in our community considerably.

Below, we list first some of our positive reactions to the draft master plan. Second, we list our main concerns related to traffic and noise.

We appreciate the many **positive aspects** of the master plan and its supporting documents. We are pleased with the college's efforts to incorpo-

rate “pedestrian-friendly green space,” a large number of trees, and an eco-friendly bio swale for rainwater management. We appreciate the opportunity to make use of the campus’s new multi-purpose room for community gatherings. We are also very pleased that the college has written into the plan its intent to restrict use of the Stewart gate for emergency vehicles only. However, we did not see mention of any particular effort directed at energy efficiency, energy conservation, or the installation of renewable energy sources such as solar panels. We hope that the college will demonstrate such effort in the final plan.

We are very concerned about the possible **negative impact** of the master plan on our home and street. In our view, the driveway on the south boundary of the campus, next to Stanwood Place, is ill placed. The college erred in constructing this driveway before consulting with the neighborhood. The presence of the driveway and the manner in which it was introduced continues to cast a pall over our neighborhood’s feelings toward the college. Our street is remarkably quiet for its location. Many of its residents are families with very young children. Many others are retired and are at home during the day. Even with the south-side sound wall, the impact of 3000 trips a day along the new south-side driveway is a potential disaster for the tranquility and air quality of our living space. *The vision in the current draft of the master plan routes far too much traffic much too close to our homes.*

As much as possible, the flow of traffic on and around the campus should be directed toward the north side, next to Airport Ave., where the disturbance will be least. Respectfully, we urge the college to aggressively pursue the following measures to reduce noise and pollution from cars and trucks on campus.

1. Restrict use of the south-boundary driveway to **ingress only**. Route all outbound traffic to Douglas Loop South or other connections to Airport Ave. Do not put speed bumps, stop signs, or other traffic-control measures along the south driveway which will increase noise and air pollution.
2. Do not limit ingress from or egress to Airport Ave. in any way.
3. Route campus traffic toward the north side of campus.
4. Restrict use of the south driveway to match its historically low usage levels. If possible, relocate the south driveway to the north side of campus.

5. Do not allow buses or delivery trucks to use the south driveway.
6. Maintain parking self-sufficiency in perpetuity. Take steps to avoid routing west-bound traffic leaving the campus through residential streets to the south.

We realize that addressing these concerns requires the college to secure unlimited access to Airport Ave. The college must give this effort its highest priority and accept nothing less than unlimited access. The suggestion that Airport Ave. or 23rd street to the west cannot absorb their fair shares of campus traffic is absurd, as the studies by Kaku and Associates make plain. *The college must not allow posturing by the Airport Commission or the City of Santa Monica to affect its routing of traffic in and around campus and potentially ruin the quality of life for the surrounding neighborhood.*

In closing, we would once again like to thank the college for its efforts in keeping open lines of communication with us neighborhood residents. We genuinely wish for both the success of the college's new campus and the warmest possible relations between the college and the neighborhood. We hope that the college will intensify its efforts to lessen the negative impact of traffic and traffic noise on our peaceful neighborhood.

Sincerely,

Joseph Shinnerl
Clare Hansen-Shinnerl
12531 Stanwood Place

cc: Stanwood Place Residents (North Side)
Greg Brown, SMCCD
Bob Fitzpatrick
George Chung, Mar Vista Community Council Ad-hoc Committee
L.A. City Councilmember Bill Rosendahl