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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### F. LAND USE AND PLANNING

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#### ENVIRONMENTAL SETTING

##### Existing Land Uses

The Bundy Campus encompasses a 10.4-acre parcel of land located at 3171 S. Bundy Drive (also known as Centinela Avenue) in the Palms-Mar Vista-Del Rey Community Plan Area of the City of Los Angeles. A regional location map is provided in Figure II-1 on page II-2. Several improvements to the Bundy Campus, including the renovation of the existing four-story West Building, have already been approved and completed pursuant to an Initial Study/Mitigated Negative Declaration (IS/MND) adopted by the Santa Monica College Board of Trustees (Trustees) in 2004.<sup>1</sup> The Bundy Campus has since been converted to and is currently operating as a satellite campus offering day and evening community college courses. The existing Bundy Campus contains two structures: the occupied and recently renovated four-story West Building (approximately 64,000 square feet (sf)) located in the center of the site and the vacant two-story East Building (approximately 33,055 sf) located on the east side of the site fronting Bundy Drive. An aerial photograph depicting the Bundy Campus location and surrounding locale is presented in Figure II-2 on page II-3.

##### Adjacent Land Uses

The Bundy Campus is located in an urbanized area of the City of Los Angeles (bordering the City of Santa Monica), and is surrounded by a mix of residential, commercial, and aviation-related land uses. The Bundy Campus is primarily bounded by commercial, restaurant, and airport-related industrial uses fronting Airport Avenue, followed by the Santa Monica Airport, to the north (City of Santa Monica); Bundy Drive, beyond which is located additional residential development, to the east (City of Los Angeles); residential development along Stanwood Place to the south (City of Los Angeles); and Stewart Avenue, beyond which is located additional residential development, to the west (City of Los Angeles). Land uses surrounding the Bundy Campus are illustrated in Figures III-2 through III-5 in Section III (Environmental Setting). An aerial photograph depicting the locations from which the photographs were taken is provided in Figure III-1.

##### Relevant Land Use Plans

The City of Los Angeles General Plan Framework (General Plan Framework), the Palms-Mar Vista-Del Rey Community Plan (Community Plan), the Coastal Transportation Corridor Specific Plan (Specific Plan), and the City of Los Angeles Planning and Zoning Code (Planning and Zoning Code), also known as Chapter 1 of the Los Angeles Municipal Code (LAMC), establish the local land use regulations for the Bundy Campus. The Master Plan proposes uses and property development standards that are consistent with most current City of Los Angeles land use regulations.

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<sup>1</sup> *State of California Office of Planning and Research State Clearinghouse Number 2004011132.*

The Bundy Campus is also governed by the regional land use policies and designations of the Regional Comprehensive Plan and Guide (RCPG) prepared by the federally-designated Southern California Association of Governments (SCAG), the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD), and the Congestion Management Program (CMP) prepared by the County of Los Angeles. The Airport Land Use Planning Handbook promulgated by the State of California Division of Aeronautics is also potentially relevant to the Bundy Campus.

### ***Regional Comprehensive Plan and Guide (RCPG)***

The RCPG was adopted in 1994 by the member agencies of SCAG which include 14 subregions (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The Bundy Campus is located within the City of Los Angeles subregion, which encompasses the entire City of Los Angeles. The RCPG serves as a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use in guiding their decision-making with respect to the significant issues and changes, including growth management, that can be anticipated by the year 2015 and beyond. Applicable policies from the aforementioned RCPG chapters which are pertinent to the Master Plan are discussed in Table IV.F-1 later in this Section.

### ***Air Quality Management Plan (AQMP)***

The Bundy Campus is also located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The AQMP, adopted in 1997 and updated in 2003 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. The Master Plan's air quality impacts and consistency with the AQMP are analyzed in greater detail in Section IV.C (Air Quality).

### ***Congestion Management Program (CMP)***

The CMP for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The Master Plan's traffic impact analysis was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines, and is presented in Section IV.J (Transportation and Traffic).

***City of Los Angeles General Plan Framework (General Plan Framework)***

The General Plan Framework, which was re-adopted in August 2001, provides general guidance on land use issues for the entire City. The General Plan Framework provides projections for population, housing, employment, and commercial growth in the West Los Angeles region. The General Plan Framework also provides objectives and policies for several topical areas, including land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services, as well as specific implementation plans to help meet those objectives and exercise those policies. The General Plan Framework's Long Range Land Use Diagram for West/Coastal Los Angeles does not specify land uses for the Bundy Campus. Nonetheless, policies excerpted from several of these topical areas in the General Plan Framework which pertain to the Master Plan are discussed in Table IV.F-2 of this Section.

***Palms-Mar Vista-Del Rey Community Plan (Community Plan)***

The City of Los Angeles is divided into 35 Community Planning Areas (CPAs). Each CPA is governed by a community or district plan intended to implement the policies of the General Plan Framework on a local scale by promoting an arrangement of land uses, streets, and services which contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. The Palms-Mar Vista-Del Rey CPA, which includes the Bundy Campus, is governed by the Palms-Mar Vista-Del Rey Community Plan (Community Plan), most recently updated on September 16, 1997.

The northern portion (i.e., Palms and Mar Vista neighborhoods) of the Palms-Mar Vista-Del Rey CPA is generally bounded by the City of Santa Monica and Pico Boulevard to the north; the San Diego Freeway (I-405), National Boulevard, Exposition Boulevard, the Southern Pacific Railroad Company line, and Robertson Boulevard up to National Boulevard to the east; Venice Boulevard, Washington Boulevard, and the City of Culver City to the south; and Walgrove Avenue to the west. The southern portion (i.e., Marina Del Rey neighborhood) of the CPA is generally bounded by Del Rey Avenue and the City of Culver City to the north; Centinela Avenue to the east; Jefferson Boulevard to the south; and Lincoln Boulevard to the west. The two portions of the Palms-Mar Vista-Del Rey CPA are bisected by a segment of Washington Boulevard which is located in the City of Culver City.

The CPA is generally characterized by low-density residential development intermixed with multi-family residential development. Approximately four percent of land is designated for commercial use and approximately seven percent of land is designated for manufacturing and industrial land uses. Commercial land uses occur primarily along the major arterials. The population of the CPA in the 2000 Census was 110,702 persons, with an average household size of 2.29 persons per housing unit.

The Community Plan was developed to set forth goals and objectives to maintain the Palms-Mar Vista-Del Rey CPA's distinctive character by:

- Upgrading the visual appeal of entry points on major streets.

- Establishing better street identity and character through the addition of pedestrian-oriented amenities and making streetscape and landscape improvements to help unify the streets and attract pedestrians.
- Physically improving buildings by incorporating appropriate design criteria and landscaping.
- Providing adequate buffering and landscaping to protect residents from adjacent activities in the commercial and industrial areas.
- Providing more adequate public facilities within the community, including parks, libraries and community centers.
- Coordinating with future alternative transportation systems that encourage walking, biking, and use of public transit.

As to public and institutional land uses, the Community Plan provides that public facilities such as libraries, parks, schools, fire and police stations should be developed in accordance with user needs, site area capacities and improved design criteria in generally identified locations. Such public and institutional land uses should be phased and scheduled to provide an efficient and adequate balance between land use and public services. The Community Plan encourages shared use of school facilities for the general public after hours and on weekends, including for after-school hours recreational activities. The Community Plan establishes a goal of providing appropriate locations and adequate school facilities to serve the needs of the existing and future population.

The Community Plan encourages compatibility between school locations, site layout and architectural design with adjacent land uses and community character. The Community Plan has a policy of fostering school design to buffer classrooms from external noise sources.

The Community Plan addresses transportation issues. The Community Plan provides that necessary road access and street improvements shall be provided to accommodate traffic generated by all new development. A Transportation Improvement and Mitigation Plan (TIMP) has been prepared for the CPA. The TIMP establishes a program of specific measures which are recommended to be undertaken. The Community Plan provides that due consideration regarding any potential adverse impacts on existing land uses should be given prior to implementing each individual recommendation of the TIMP. The Community Plan expresses concerns about weighing the benefits of making various street improvements against the continued operations of the immediately adjacent land use.

The Community Plan addresses parking. It establishes the goal of ensuring convenient and well designed parking. On-site parking should be consolidated, where appropriate, to minimize the number of ingress and egress points onto arterials.

The Community Plan addresses residential neighborhood protection plans. Such traffic controls include stop signs, speed bumps, traffic circles, semi-traffic diverters, and right- or left-turn-only lanes. The

Community Plan concludes that an effective neighborhood protection plan can only be implemented on an area-wide basis involving all affected parties, including planners, traffic engineers, neighborhood residents and Council representatives.

The Community Plan Map designates the Bundy Campus for limited industrial use. In addition to industrial uses, the Community Plan also permits any land uses to occur which are otherwise allowed in more restrictive zones. Educational institutions such as community colleges are allowed in the C2 Highway Oriented Zone, which is considered more restrictive than the M1 Limited Industrial Zone. Therefore, the Community Plan would permit educational institutions, parks, parking, and interim office and community center uses on the Bundy Campus. Community Plan goals, objectives, and policies which pertain to the Master Plan are discussed in Table IV.F-3 later in this Section.

### ***Coastal Transportation Corridor Specific Plan (Specific Plan)***

The Specific Plan, adopted in September 1993, governs the payment of traffic mitigation fees for development projects in the Palms-Mar Vista-Del Rey CPA, the Westchester-Playa Del Rey CPA, the Venice CPA, and the Los Angeles International Airport Interim CPA. The general boundaries of the Specific Plan area are the City of Santa Monica and Venice Boulevard to the north; the San Diego Freeway (I-405) to the east; the Imperial Highway (I-90) to the south; and the Pacific Ocean to the west. The guidelines of the Specific Plan supplement but do not supersede those planning and zoning provisions of the LAMC.

The purposes of the Specific Plan are to:

- Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new commercial and industrial development within the corridor;
- Establish the Coastal Transportation Corridor Impact Assessment Fee process for new development in the C, M and P Zones and for development on property owned by the Department of Airports;
- Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses;
- Establish a Coastal Transportation Corridor infrastructure implementation process;
- Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload;
- Avoid Peak Hour Level of Service (LOS) on streets and interchanges from reaching LOS F or, if presently at LOS F, preclude further deterioration in the Level of Service;
- Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies;

- Reduce commute trips by encouraging the development of affordable housing at or near job sites;
- Encourage the public transportation facilities that will be constructed with funds generated by the Specific Plan that will significantly benefit the contributor; and
- Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle lanes.

Private and public elementary and secondary schools and all non-profit educational institutions are exempt from the standard requirement of payment of a Transportation Impact Assessment (TIA) fee. This exemption includes Santa Monica College.

### *City of Los Angeles Planning and Zoning Code (Planning and Zoning Code)*

The Planning and Zoning Code, or Chapter 1 of the LAMC, includes requirements for development within the City of Los Angeles, with respect to permitted land uses, maximum density, provision of open space and setbacks, provision of parking, and other areas. Each of these requirements is discussed in greater detail below. Figure IV.F-1 provides the existing zoning designations for the Bundy Campus.

#### *Permitted Uses*

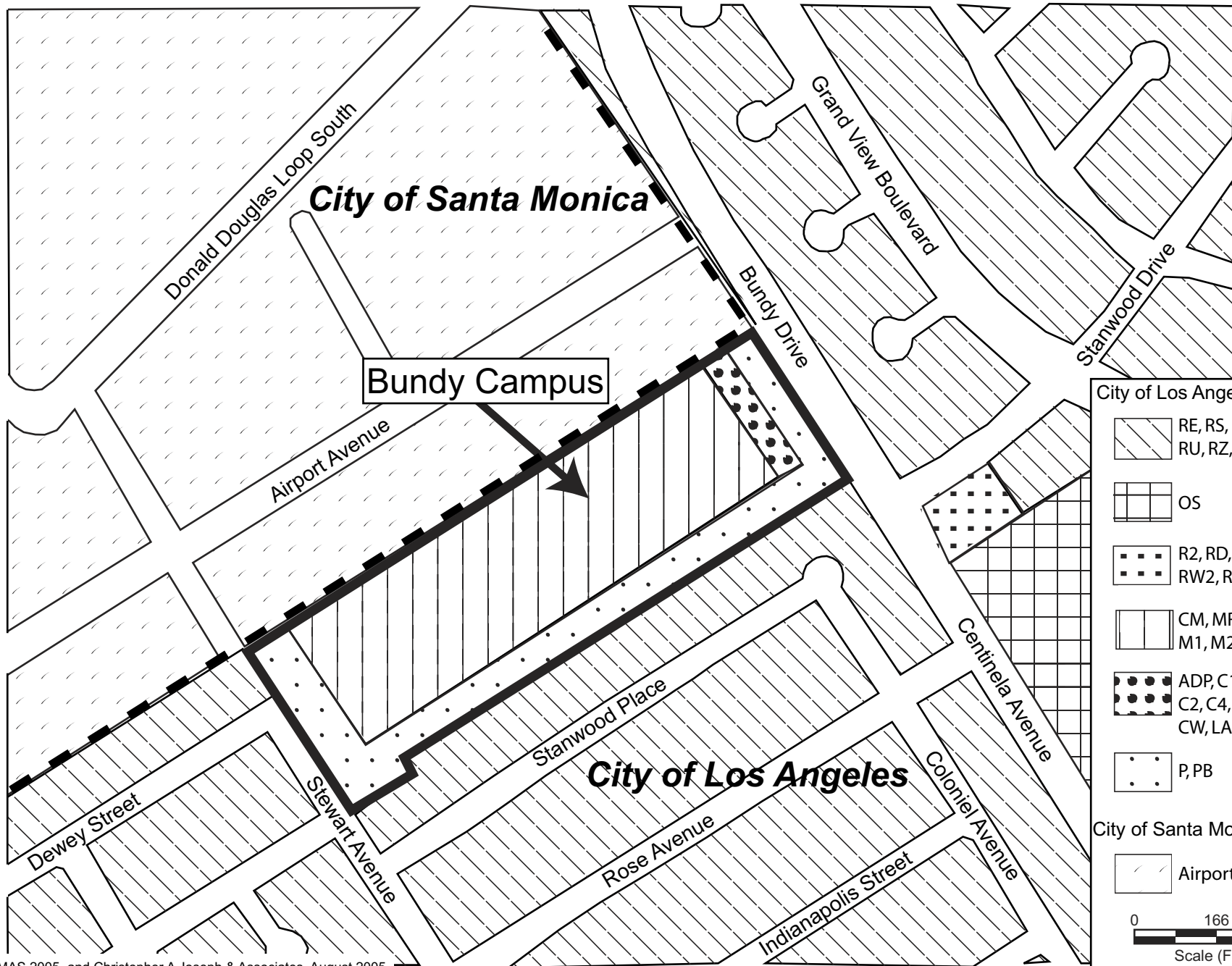
The majority of the Bundy Campus is zoned M1-1 Limited Industrial. The west and south portions of the Bundy Campus are zoned P-1 Parking. The east portion of the Bundy Campus is zoned P-1VL Parking and [Q]CR-1 Limited Commercial.

The M1 Zone allows any of the uses permitted in the C2 Zone (except sanitariums and hospitals), which include educational institutions and trade schools (LAMC Secs. 12.17.6 A 2 and 12.14 A 33 & A 35), subject to requirements of conducting such uses within an enclosed building or behind appropriate fencing. The Planning and Zoning Code defines the term “educational institutions” as “colleges or universities supported wholly or in part by public funds and other colleges or universities giving general academic instruction, as prescribed by the State Board of Education” (LAMC Sec. 12.03).







The P Zone allows for private and public parking areas and for ingress and egress, as well as one parking attendant shelter per public parking area plus one additional shelter for each 300 feet of street frontage in excess of 300 feet (LAMC 12.12.1 A 1 & A 4). Landscaping improvements are also required within the P Zones (LAMC 12.21 A 6(i)).

The CR Zone allows for business colleges, professional or scientific schools or colleges and educational institutions (LAMC 12.12.2 A 1 (b) and A 5), general business or professional offices (LAMC 12.12.2 A 1(f)), and government-owned parks and community centers (LAMC 12.12.2 A 3). The CR Zone also allows for automobile parking supplied to support the uses on the property (LAMC Sec. 12.12.2 A 10).

Furthermore, educational institutions may be permitted in any zone in the City of Los Angeles if approved by the Planning Commission or the City Council on appeal (LAMC Sec. 12.24 U 6).



**City of Los Angeles Zoning**

-  RE, RS, R1, RU, RZ, RW1
-  OS
-  R2, RD, RMP, RW2, R3, R4, R5
-  CM, MR, CCS, M1, M2, M3, SL
-  ADP, C1, C1.5, C2, C4, C5, CR, CW, LASED, WC
-  P, PB

**City of Santa Monica Zoning**

-  Airport
- 0 166 332  
Scale (Feet)



Source: ZIMAS 2005, and Christopher A Joseph & Associates, August 2005.

**Figure IV.F-1**  
**Existing Zoning Designations**

### *Density*

The “1” associated with all four zoning designations for the Bundy Campus refers to Height District 1, which limits the floor area of all development on each lot in a commercial or industrial zone to a maximum of 1.5 times the buildable area of the lot, or a floor area ratio (FAR) of 1.5:1 (LAMC 12.21.1 A 1). No specific height limit applies to CR and M1 properties within Height District 1.

The “VL” associated with the strip of land zoned P-1VL along Bundy Drive refers to the Very Limited Height District in which all non-residential buildings are limited to a maximum of three stories and 45 feet in height (LAMC 12.21.1 A 1). The “Q” associated with the strip of land zoned [Q]CR-1 along the east side of the Bundy Campus refers to a site-specific Qualified Classification which prohibits residential land uses except for those otherwise permitted in industrial zones (CPC-1986-256).

### *Setbacks and Open Space*

Pursuant to LAMC Section 17.12 F 5, no open space dedications are required for land which is zoned such that residential uses are not permitted.

The front yard setback requirement for the M1 Zone is 15 feet for lots with a depth greater than 100 feet (LAMC 12.17.5 D 1). The M1 Zone does not dictate side or rear yard setback requirements for buildings used exclusively for non-residential uses (LAMC 12.17.5 D 2 & 3). The CR Zone requires ten-foot minimum front yard setbacks (LAMC Sec. 12.12.2 C 1). The CR Zone requires side yard setbacks of between five and ten feet in certain circumstances only (LAMC Sec. 12.12.2 C 2). In this instance, no side yards are required. Rear yard setback requirements for the CR Zone are 15 feet plus one foot for every story over three stories (LAMC 12.12.2 C 3). The P Zone does not require any yard setbacks. The M1, P, and CR Zones do not dictate minimum lot area requirements for buildings used exclusively for non-residential purposes.

### *Parking*

The Planning and Zoning Code does not specify a parking standard for the defined term “educational institutions” nor for community colleges. Therefore, an operational parking demand analysis for the Bundy Campus, based on campus-specific trip generation rates, is provided in Section IV.J (Transportation and Traffic). The Planning and Zoning Code parking requirement that most closely applies to community colleges states that one parking space should be provided for each 500 sf of floor area contained within any philanthropic institution, governmental office building, or similar use (LAMC Sec. 12.21 A (e)).

### ***Major Development Projects Requiring Discretionary Approval in the City of Los Angeles***

The Division of the State Architect (DSA) provides design and construction oversight for K–12 schools and community colleges in the State of California. Projects such as the Master Plan involve a number of ministerial approval requests from the DSA, including but not limited to demolition, grading, foundation, and building permits. In addition, projects such as the Master Plan may involve National Pollution



Discharge Elimination System (NPDES) permit approval from the Los Angeles Regional Water Quality Control Board (LARWQCB), and any other ministerial actions or approvals that may be required.

### ***Airport Land Use Plan Guidelines***

The Airport Land Use Planning Handbook is not regulatory in nature and does not take precedence over locally adopted compatibility plans. However, the following discussion is provided because the Bundy Campus is located near the Santa Monica Airport.

Airport land use compatibility concerns fall under two broad headings identified by state law: noise and safety. However, for the purposes of formulating airport land use compatibility policies and criteria, further dividing these basic concerns into four functional categories is more practical. These categories include:

- Noise: As defined by cumulative noise exposure contours describing noise from aircraft operations near an airport;
- Overflight: The impacts of routine aircraft flight over a community;
- Safety: From the perspective of minimizing the risks of aircraft accidents beyond the runway environment; and
- Airspace Protection: Accomplished by limits on the heights of structures and other objects in the airport vicinity and restrictions on other uses, which potentially pose hazards to flight.

### ***Noise Compatibility Strategies***

The basic strategy for achieving noise compatibility in the vicinity of an airport is to limit development of land uses which are particularly sensitive to noise. The most acceptable land uses are ones that either involve few people or generate significant noise levels themselves.

On occasion, local considerations outweigh noise impacts and result in decisions by local authorities to allow residential and other noise-sensitive development in locations where this use would normally be considered incompatible. In such circumstances, approval of the development should be conditioned upon dedication of an aviation easement and requirements for sufficient acoustic insulation of structures to assure that aircraft noise is reduced to an interior noise level of 45 dB CNEL or less. An aviation easement is an agreement that grants the right to fly airplanes over property.

### ***Overflight Compatibility Strategies***

To the extent that the approach to avoid development of residential and other noise-sensitive uses in the affected areas is not practical, various strategies may be considered:

- Minimize annoyance by reducing the intrusiveness of aircraft noise that exceeds normal background noise levels. However, since local land use authorities have no jurisdiction to directly regulate aircraft noise levels, this strategy usually proves difficult to pursue.
- Another option is to promote those types of land uses that tend to mask the intrusive noise.
- For highly noise-sensitive uses, acoustical treatment of the structures together with dedication of an aviation easement may be appropriate.

Currently, the existing Bundy Campus is exposed to noise associated with airport use, and implementation of the Master Plan would continue to expose college students to this noise. However, the Bundy Campus is approximately 0.25 mile from the nearest Santa Monica Airport runway, located on the north of Airport Avenue.<sup>2</sup> In addition, as previously discussed, the Bundy Campus is not located within the Santa Monica Airport Runway Protection Zone (RPZ), or the 70 CNEL noise contour as identified in the Los Angeles County Airport Land Use Commission's (ALUC) Comprehensive Land Use Plan (CLUP).<sup>3</sup>

#### *Safety Compatibility Strategies*

Safety compatibility strategies focus on the consequences component of risk assessment. Although there is a significant overlap, specific strategies must consider both components of the safety objective: protecting people and property on the ground; and enhancing safety for aircraft occupants. In each case, the primary strategy is to limit the intensity of use in locations most susceptible to an off-airport aircraft accident. This is accomplished by:

- **Density and Intensity Limitations:** Establishment of criteria limiting the maximum number of dwellings or people in areas close to the Airport is the most direct way of reducing the potential severity of an aircraft accident.
- **Highly Risk-Sensitive Uses:** Certain critical types of land uses—particularly schools, hospitals, and other uses in which the mobility of occupants is effectively limited—should be avoided near the ends of runways regardless of the number of people involved.

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<sup>2</sup> City of Santa Monica, *Santa Monica Airport, SMO Airport Diagram*, website: <http://santa-monica.org/airport/PDF%20Files/airport%20diagram.pdf>, October 4, 2005.

<sup>3</sup> County of Los Angeles Airport Land Use Commission, *Comprehensive Airport Land Use Plan*, December 1991.

The Bundy Campus is not located at the end of a runway, and thus is not considered to be in a highly risk-sensitive area. In addition, as previously discussed, the Bundy Campus is not located within the planning boundary of the Santa Monica Airport according to the ALUC's CLUP.<sup>4</sup>

#### *Airspace Protection Compatibility Strategies*

Compatibility strategies for the protection of airport airspace are relatively simple and are directly associated with the individual types of hazards:

- Airspace Obstructions: Buildings, antennas, other types of structures, and trees should be limited in height so as not to pose a potential hazard to flight.
- Wildlife and Other Hazards to Flight: Land uses which may create other types of hazards to flight near an airport should be avoided or modified so as not to include the offending characteristic.

The only new building proposed under the Master Plan is two-stories in height. Moreover, the existing East Building containing the same floor area would be demolished under the Master Plan. Furthermore, as previously discussed, the Bundy Campus is not located within the planning boundaries of the Santa Monica Airport according to the ALUC's CLUP. Thus, project implementation would not pose a potential hazard to flight.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

In accordance with Appendix G to the State CEQA Guidelines, the project would have a significant impact on land use if it would cause any of the following conditions to occur:

- (a) Physically divide an established community;
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental impact; or
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

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<sup>4</sup> *Ibid.*

The Initial Study prepared for the Master Plan determined that the Master Plan would have no impact with respect to Thresholds (a), and (c) listed above (see Appendix A). As such, no further analysis of these topics is required under CEQA (see also Section IV.A of this Draft EIR).

The District has not yet adopted thresholds of significance for assessing whether potential environmental impacts are significant for purposes of CEQA. Consequently, this EIR uses those thresholds of significance set forth by the City of Los Angeles pursuant to Public Resources Code Section 21082. As set forth in the City of Los Angeles' Draft L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- (a) Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
- (b) Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;
- (c) The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- (d) The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- (e) The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

## **Project Characteristics**

### ***Interim Phase***

As discussed in Section II (Project Description), the Interim Phase of the Master Plan would involve expanded use of the four-story West Building from 16 to up to 20 classrooms and potential use of the existing two-story East Building for offices, student services, community education, storage or leased for other purposes consistent with current zoning. The Interim Phase would provide a new Northeast Bundy Driveway to accommodate the new traffic signal at the northeast corner of the campus, with a new internal drive that would turn sharply to the south upon entering the Bundy Campus and connect to the existing drive along the south side of the campus. Fourteen onsite parking spaces near Bundy Drive would be eliminated to accommodate the Northeast Bundy Driveway, with 594 parking spaces remaining. Because the Interim Phase would involve the same uses that would ultimately occur under Master Plan buildout, it is assumed that impacts that would occur in the Interim Phase would be less than or equal to those evaluated for Master Plan buildout. As such, the Interim Phase is not discussed in detail in this Section.

### ***Master Plan Buildout***

The Master Plan is a comprehensive land use plan which will guide the physical development of the Bundy Campus. The vision for the Bundy Campus Master Plan is to implement and fulfill, in part, the Santa Monica College Master Plan for Education (2004 Update) goals and policies with respect to acquiring, planning, developing, and maintaining facilities and equipment to provide the best possible educational environment and promote the use of sustainable resources. The Master Plan would be adopted as an amendment to SMC's Master Facilities Plan (adopted in 1998) and would establish long range planning goals to guide future development and operations at this satellite campus facility.

The following programs were offered at the Bundy Campus in the renovated West Building during the Fall 2005 session: General Education, Continuing Education, Non-Credit, Early Childhood Development, Teacher Education, and Nursing. Under the Master Plan, program offerings may include: Cinema, Journalism, TV Broadcasting, and, potentially, Fashion & Merchandising.

The Bundy Campus Master Plan calls for the retention of the existing four-story (approximately 64,000 sf) West Building, and proposes the eventual replacement of the existing two-story East Building (approximately 33,055 sf) with a New Building of similar size (approximately 38,205 sf) to be located near the center of the Bundy Campus, east of the West Building. The New Building would be located within the M1-1 Zone. Total developed floor area envisioned for the Bundy Campus would be approximately 100,000 sf, only approximately 38,205 sf of which would be new construction. See Figure II-3 in Section II (Project Description) for the Proposed Site Plan. On-site parking would include approximately 550 surface and approximately 230 underground parking spaces, for a total of approximately 780 spaces at Master Plan buildout, an approximately 171-space increase as compared to the existing 609 on-site parking spaces. Some of the existing surface parking spaces would be removed to accommodate the new approximately 230-space subterranean parking garage.

### **Project Impacts**

#### ***Project Consistency with Land Use Plans/Zoning***

Because the Bundy Campus is a State educational institution, local zoning may be rendered inapplicable under certain circumstances (Government Code § 53094). Nevertheless, the Master Plan proposes uses and property development standards consistent with current City of Los Angeles land use and zoning regulations.

Following is a discussion of the Master Plan's potential impacts to land use and planning as determined by assessing its consistency with each of the applicable regional and local land use plans and zoning regulations generally applicable to the Bundy Campus. These land use plans, as introduced in the "Environmental Setting" overview at the beginning of this Section, include the RCPG, AQMP, CMP, General Plan Framework, Community Plan, Specific Plan, and Planning and Zoning Code.

*Consistency with the RCPG*

The RCPG includes several policies which are applicable to the Bundy Campus. Consistency of the Master Plan with these policies is discussed in Table IV.F-1. As shown in Table IV.F-1, the Master Plan would be consistent with the RCPG. Therefore, no adverse impact would occur.

*Consistency with the AQMP*

The Master Plan's consistency with the AQMP is discussed further in Section IV.C (Air Quality). As discussed in that Section, the Master Plan would be consistent with the AQMP and no adverse impact would occur.

*Consistency with the CMP*

The Master Plan's consistency with the CMP is discussed further in Section IV.J (Transportation and Traffic). As discussed in that Section, the Master Plan would be consistent with the CMP and no adverse impact would occur.

*Consistency with the General Plan Framework*

By providing an expanded and publicly accessible satellite community college campus in a centrally located area of West Los Angeles, the Master Plan would be consistent with the General Plan Framework objectives and policies regarding urban form/neighborhood design, economic development, infrastructure/public services, and implementation programs, as shown in Table IV.F-2.

The General Plan Framework Long Range Land Use Diagram for West/Coastal Los Angeles does not provide a specific land use designation for the Bundy Campus. Based on the Master Plan's consistency with applicable policies identified in the General Plan Framework (see Table IV.F-2), no adverse impact would occur.

**Table IV.F-1  
Consistency with RCPG Policies and Goals<sup>a</sup>**

<b>RCPG Policies and Goals</b>	<b>Master Plan Consistency</b>
<p><b>Chapter 3 – Policies Related to Growth Management</b></p> <ul style="list-style-type: none"> <li>The population, housing and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.</li> </ul>	<p><b>Consistent:</b> The Bundy Campus does not house any residents or otherwise provide housing; thus, no impact would occur with respect to population and housing under the Master Plan. Air quality, transportation, and other sections analyzed in this EIR utilize SCAG projections and are consistent with these forecasts. As such, the Master Plan would be consistent with this RCPG policy.</p>
<ul style="list-style-type: none"> <li>SCAG shall encourage patterns of urban development and land use which reduce costs on infrastructure and development.</li> </ul>	<p><b>Consistent:</b> The Master Plan would reduce the costs of new infrastructure by redeveloping an area of the City that is already largely served by existing infrastructure.</p>
<ul style="list-style-type: none"> <li>SCAG shall encourage existing or proposed local jurisdiction programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.</li> </ul>	<p><b>Consistent:</b> Under the Master Plan, SMC would continue to provide easy access to public transit, including SMC shuttles and City of Santa Monica Blue buses which serve the Bundy Campus, will provide bike locks outside of both the existing West Building and the proposed New Building, and will provide dedicated bike lanes at each ingress and egress driveway within the Bundy Campus. Furthermore, the Bundy Campus will serve as a satellite campus which is a key component of SMC’s overall transportation management policy that encourages and rewards the use of alternative transportation modes, provides for online instruction, supports weekly and annual class scheduling efforts to reduce trips to campus, and provides for a shuttle and inter-campus transit system.</p>
<ul style="list-style-type: none"> <li>SCAG shall encourage the efforts of local jurisdictions, employers, and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.</li> </ul>	<p><b>Consistent:</b> The Master Plan would offer additional classroom space on the Bundy Campus for those fields of study that have grown most recently at the Main Campus, including Nursing, Education, and Communication programs.</p>
<p><b>Chapter 7 - Human Resources and Services Goals</b></p> <ul style="list-style-type: none"> <li>Promote opportunities for all individuals to find self-sufficiency, dignity, and meaning in their work.</li> </ul>	<p><b>Consistent:</b> SMC’s core mission is to create a learning environment that both challenges students and supports them in achieving their educational goals. To fulfill this mission, SMC provides open and affordable access to associate degree and occupational certificate programs. The Master Plan would offer additional classroom space on the Bundy Campus for those fields of study that have grown most recently at the Main Campus, including Nursing, Education, and Communication programs.</p>
<ul style="list-style-type: none"> <li>Promote safe, vital communities in which cultural, educational and recreational opportunities are available and accessible to all residents.</li> </ul>	<p><b>Consistent:</b> SMC strives to prepare its students to contribute to society through developing an understanding of their personal relationship to the world’s social, cultural, political, economic, technological, and natural environments. As a community college, SMC provides open and affordable access to associate degree and occupational certificate programs. The Master Plan would offer additional classroom space on the Bundy Campus for those fields of study that have grown most recently at the Main Campus, including Nursing, Education, and Communication programs.</p>

**Table IV.F-1 (Continued)**  
**Consistency with RCPG Policies and Goals<sup>a</sup>**

RCPG Policies and Goals	RCPG Policies and Goals
<ul style="list-style-type: none"> <li>Transform economically depressed communities into dynamic, successful, and healthy entities with a skilled workforce.</li> </ul>	<p><b>Consistent:</b> The Master Plan would provide a higher education facility on a former industrial property thereby educating the future work-force in the area and improving the aesthetic appeal of the site.</p>
<p><sup>a</sup> Table lists only those policies and goals that are applicable to the Master Plan. Source: Applicable policies adapted from Southern California Association of Governments, Regional Comprehensive Plan and Guide, March 1996; consistency analysis by Christopher A. Joseph &amp; Associates, August 2006.</p>	

**Table IV.F-2**  
**Consistency with General Plan Framework Policies<sup>a</sup>**

General Plan Framework Policies	Master Plan Consistency
<b>Chapter 5 - Urban Form and Neighborhood Design</b>	
<b>Policy 5.4.3</b> Locate community facilities in or near community and regional centers.	<b>Consistent:</b> The Master Plan would build out a satellite community college campus in proximity to neighborhoods that currently utilize SMC facilities, as well as near the I-405 and I-10 freeways, such that students from the region may also easily access the Bundy Campus.
<b>Policy 5.4.4</b> Encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting.	<b>Consistent:</b> The Master Plan would provide expanded classroom and instructional space for both day and evening classes and would incorporate security lighting improvements as appropriate throughout the Bundy Campus.
<b>Chapter 7 - Economic Development</b>	
<b>Policy 7.7.1</b> Expand job training programs offered in the City to more adequately address the skill requirements of existing and emerging industries.	<b>Consistent:</b> The Master Plan would provide additional classroom space on the Bundy Campus for those fields of study that have grown most recently at the Main Campus, including Early Childhood Development, Teacher Education, Nursing, and Communication programs.
<b>Chapter 9 - Infrastructure and Public Services</b>	
<b>Policy 9.33.2</b> Develop a strategy to site community facilities (libraries, parks, schools, and auditoriums) together.	<b>Consistent:</b> The Bundy Campus is located near the City of Santa Monica’s proposed Airport Park site, which is currently under construction. The Bundy Campus is also close to the Ocean View Farms community garden and is in the vicinity of several public schools and parks in the surrounding City of Los Angeles and City of Santa Monica neighborhoods.
<b>Chapter 10 – Implementation Programs</b>	
<b>Policy 28</b> Review City job training programs to see if they are in alignment with realistic and appropriate job training needs in the City. Change and enhance the job training curricula in response to this review.	<b>Consistent:</b> See consistency with Policy 7.7.1, above.
<p><sup>a</sup> Table lists only those policies that are applicable to the Master Plan. Source: City of Los Angeles Department of City Planning, General Plan Framework, August 2001; and Christopher A. Joseph &amp; Associates, August 2006.</p>	



*Consistency with the Community Plan*

The Community Plan permits all zoning uses corresponding to the Community Plan's land use classification and also all uses which are allowed in more restrictive zones. According to LAMC Sec. 12.17.6 A 2, the M1 Limited Industrial Zone allows any of the uses permitted in the C2 Zone (except sanitariums and hospitals). "Educational institutions" are allowed in the C2 Zone (LAMC Sec. 12.14 A 33). "Educational Institutions" are defined as colleges or universities supported wholly or in part by public funds (LAMC Sec. 12.03). SMC is such an institution. Therefore, while the Community Plan Map has not yet been updated to reflect SMC's purchase and use of the Bundy Campus, such use is consistent with the Community Plan. Furthermore, educational institutions may be permitted in any zone in the City of Los Angeles upon a vote of the Planning Commission or the City Council on appeal (LAMC Sec. 12.17.6 A 7).

As to industrial properties, the Community Plan calls for the provision of adequate buffering and landscaping. The Master Plan is consistent with this policy as the Master Plan includes the maintenance of a sound wall already installed by SMC and planting additional trees and other landscaping along the perimeter of the Bundy Campus.

Although discussed in the context of discussing commercial use issues, the Community Plan identifies the following "opportunities:"

- Upgrading the visual appeal of entry points on major streets.
- Establishing better street identity and character through the addition of pedestrian-oriented amenities and making streetscape and landscape improvements to help unify the streets and attract pedestrians.
- Physical improvement of buildings by incorporating appropriate design criteria and landscaping.

The Master Plan is consistent with these goals in that it will upgrade the appearance of Bundy Drive just inside the boundary of the City of Los Angeles along this major public street, improve pedestrian amenities through the creation of a pedestrian parkway along Bundy Drive, remove the vacant commercial building from Bundy Drive, add landscaping along the perimeter and interior of the Bundy Campus, and result in an overall upgraded appearance on this significant site along one of the Major Highway Class II as identified on the Generalized Circulation Map for the Community Plan.

As shown in Tables IV.F-3, the Master Plan is consistent with and would act to implement the various goals, objectives and policies of the Community Plan. As such, the Master Plan would have no adverse impacts with respect to Community Plan consistency.

**Table IV.F-3  
Consistency with Palms-Mar Vista-Del Rey Community Plan Goals, Objectives, and Policies<sup>a</sup>**

Community Plan Goals, Objectives, and Policies	Master Plan Consistency
<b>Land Use Designation on Community Plan Map:</b> Institutional land uses.	<b>Consistent:</b> Educational institutions are permitted in the more restrictive C2 Zone, and therefore are permitted in the M1 Zone.
<b>Open Space Policy 5-1:</b> Encourage the retention of passive and visual open space which provides a balance to urban development in the community.	<b>Consistent:</b> The Master Plan would provide on-site open space in the form of a green parkway along Bundy Drive, various palms and shade trees throughout the Bundy Campus, and a courtyard between the West Building and proposed New Building.
<b>Public and Institutional Land Use Overview:</b> Public facilities such as libraries, parks, schools, fire and police stations should be developed in accordance with user needs, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan.	<b>Consistent:</b> The Master Plan would meet user needs by providing additional classroom space on the Bundy Campus for those fields of study that have grown most recently at the Main Campus. At buildout, the Master Plan will be substantially below the allowable density for the Bundy Campus. The Master Plan shows an aesthetically-pleasing satellite community college facility on a property formerly occupied by industrial uses, thereby providing a use more compatible with and of potential use to nearby single-family residences. Furthermore, as discussed above, educational institutions are permitted in the more restrictive C2 Zone, and therefore are permitted in the M1 Zone.
<b>Public and Institutional Land Use Overview:</b> Public facility development should be phased and scheduled to provide an efficient and adequate balance between land use and public services.	<b>Consistent:</b> The Master Plan contemplates phasing in SMC's use of the Bundy Campus through current use of the renovated West Building and future demolition of the vacant East Building before construction of the New Building. The Master Plan contemplates interim commercial use of the East Building.
<b>Schools Overview:</b> Shared use of school facilities for the general public after hours and on weekends is encouraged. School grounds should be made available to the public for after school hour recreational uses.	<b>Consistent:</b> Under the Master Plan, SMC would provide certain facilities within the Bundy Campus that would be available to community members after hours.
<b>Public and Institutional Land Use Goal 6:</b> The needs of the existing and future population should be served by adequate school facilities in appropriate locations.	<b>Consistent:</b> The Master Plan would offer additional classroom space on the Bundy Campus for those fields of study that have grown most recently at the Main Campus, including Nursing, Education, and Communication programs. The Master Plan would buildout a satellite community college campus in proximity to various neighborhoods that currently utilize such facilities, as well as being near the I-405 and I-10 freeways, such that students from the region may also easily access the Bundy Campus.
<b>Public and Institutional Land Use Policy 6-1.1:</b> School locations, site layout and architectural design should be compatible with adjacent land uses and community character.	<b>Consistent:</b> The Bundy Campus already exists and operates at this location. At Master Plan buildout, the existing East Building along Bundy Drive will be demolished and both of the buildings on the Bundy Campus will be located in the interior of the site. The architectural design will be compatible with surrounding land uses by providing a modern two-story building in proximity to the existing four-story West Building.

**Table IV.F-3 (Continued)**  
**Consistency with Palms-Mar Vista-Del Rey Community Plan Goals, Objectives, and Policies <sup>a</sup>**

Community Plan Goals, Objectives, and Policies	Master Plan Consistency
<p><b>Public and Institutional Land Use Policy 6-1.2:</b> Classrooms should be buffered from noise sources.</p>	<p><b>Consistent:</b> The Master Plan would demolish the East Building and construct the New Building in the interior of the campus farther away from the street traffic along Bundy Drive. The classrooms will be designed to protect against intrusion by exterior noise sources. See detailed discussion of this issue in Section IV.G (Noise) of this Draft EIR.</p>
<p><b>Public and Institutional Land Use Policy 6-1.3:</b> Expansion of existing school facilities is preferred over acquisition of new sites.</p>	<p><b>Consistent:</b> SMC has already acquired the Bundy Campus and has been offering classes on the Bundy Campus since the Summer 2005 Session. The Master Plan contemplates expansion of the current classrooms through demolition of the East Building and construction of the New Building for additional classroom space on the Bundy Campus.</p>
<p><b>Transportation Policy 10-1.2:</b> Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.</p>	<p><b>Consistent:</b> Under the Master Plan, SMC would continue to provide easy access to SMC shuttles and City of Santa Monica Blue buses which serve the Bundy Campus. The proposed New Building and all proposed walkways would be ADA-accessible.</p>
<p><b>Transportation Policy 10-2.1:</b> Develop an intermodal mass transportation plan to implement linkages to future mass transit service</p>	<p><b>Consistent:</b> Under the Master Plan, SMC would continue to provide easy access to public transit, including SMC shuttles and City of Santa Monica Blue buses which serve the Bundy Campus.</p>
<p><b>Parking Goal 13:</b> Well-designed and convenient off-street parking facilities should be provided in any new project.</p>	<p><b>Consistent:</b> See detailed discussion of this issue in Section IV.J (Transportation and Traffic) of this Draft EIR.</p>
<p><b>Parking Policy 13-1.1:</b> Parking should be consolidated where appropriate to eliminate the number of ingress and egress points onto arterial streets.</p>	<p><b>Consistent:</b> See detailed discussion of this issue in Section IV.J (Transportation and Traffic) of this Draft EIR.</p>
<p><b>Parking Policy 13-1.2:</b> New parking lots and garages shall be development in accordance with design standards.</p>	<p><b>Consistent:</b> See detailed discussion of this issue in Section IV.J (Transportation and Traffic) of this Draft EIR.</p>
<p><b>Highways and Street Improvements Objective 16-1:</b> Road access and street improvement shall be provided as necessary to accommodate traffic generated by all new development.</p>	<p><b>Consistent:</b> See detailed discussion of this issue in Section IV.J (Transportation and Traffic) of this Draft EIR.</p>
<p><b>Residential Neighborhood Protection Plan Overview:</b> An effective residential neighborhood protection plan can only be implemented on an area-wide basis involving all affected parties, including planners, traffic engineers, neighborhood residents and Council representatives.</p>	<p><b>Consistent:</b> See detailed discussion of this issue in Section IV.J (Transportation and Traffic) of this Draft EIR.</p>
<p><sup>a</sup> Table lists only those Community Plan goals, objectives, and policies that are applicable to the Master Plan.  Source: City of Los Angeles, Palms-Mar Vista-Del Rey Community Plan, updated September 16, 1997; and Christopher A. Joseph &amp; Associates, August 2006.</p>	

### *Consistency with the Specific Plan*

Private and public elementary and secondary schools and all non-profit educational institutions are exempt from the standard requirement of payment of a TIA fee. Santa Monica College qualifies for this exemption. Therefore, the Master Plan would be consistent with the Specific Plan and no impact would occur.

### *Consistency with the Planning and Zoning Code*

The Master Plan is consistent with the standards and criteria of the Planning and Zoning Code as discussed below.

### Permitted Uses

As discussed above, the Bundy Campus is zoned M1-1, P-1, P-1VL, and [Q]CR-1. (See Figure IV.F-1.)

The existing four-story West Building and the proposed two-story New Building are both located within the M1 Zone. The use of these buildings for educational institution uses is allowed in the M1 Zone.

The existing two-story East Building is located within the CR Zone. Interim use of the building for either general office uses, student services, community education, storage, or leased for most other commercial purposes would be consistent with the uses allowed in the CR Zone. The proposed open space use of the eastern portion of the Bundy Campus upon the building's demolition would not conflict with the CR Zone and P Zone, which allow government-owned parks, and landscaped areas, respectively. With respect to the [Q] prohibition of residential development on the parcel zoned [Q]CR-1, the Master Plan does not include any residential uses.

All development within the remaining portions of the Bundy Campus that are within the P Zone would involve paved parking areas and parking lot driveways, which are permitted in the P Zone. Therefore, the Master Plan is consistent with the underlying zoning for the Bundy Campus because these land uses are permitted in the Planning and Zoning Code and no adverse impact would occur.

### Density

At full buildout under the Master Plan, the site will contain less than 15 percent of the allowable density for the Bundy Campus. The Planning and Zoning Code allows a maximum density of 1.5:1 FAR. The Bundy Campus consists of 10.4 acres (approximately 453,024 sf). As a result, under the Planning and Zoning Code, approximately 679,536 sf of floor area is allowed to be developed on the Bundy Campus (679,536 sf allowed / 453,024 sf lot area = 1.5:1). The Master Plan would consist of approximately 100,000 sf of total floor area on the Bundy Campus at full buildout. This results in an overall FAR of roughly 0.22:1 (100,000 sf proposed / 453,024 sf lot area). The combined floor area of the existing West Building and the New Building is substantially less than the 1.5:1 FAR allowed for the Bundy Campus. Because the proposed FAR is well below what is permitted, no adverse impact would occur.

Furthermore, because the approximately 38,055 sf New Building would contain less than 100,000 sf, it falls below the threshold for discretionary review in the City of Los Angeles.

### Height

The Bundy Campus is located within Height District 1. The Planning and Zoning Code does not impose a specific height limit for M1 properties within Height District 1. The New Building will consist of two stories and will be approximately 20 to 30 feet in height. The Master Plan does not propose any new development on the parcel zoned P-1VL; therefore, the 45-foot height limitation for that parcel would not be exceeded. The Master Plan is consistent with any height requirements and no adverse impact would occur.

### Setbacks and Open Space

The Master Plan, which would not provide residential uses, is not required to dedicate on-site open space or pay Recreation and Park fees. Nonetheless, as illustrated in the Proposed Site Plan provided in Figure II-3 in Section II (Project Description), the Master Plan would increase the pervious surface area of the Bundy Campus from approximately 24 to approximately 38 percent of the campus. The proposed open space would include the provision of a plaza/courtyard between the West Building and proposed New Building, the introduction of a green parkway along Bundy Drive, and additional landscaping improvements, such as shade trees and palms, along the walkways throughout the Bundy Campus, for students, faculty and staff, community residents, and other members of the public to enjoy.

The Bundy Campus is zoned M1-1, [Q]CR-1, P-1 and P-1VL. The M1, P, or CR Zones do not dictate minimum lot area requirements for buildings used exclusively for non-residential purposes.

The Bundy Campus is zoned P-1 and P-1VL on its east (i.e., front), south (i.e., side), and west (i.e., rear) parcels (fronting Bundy Drive, single-family residences beyond Stanwood Place, and single-family residences beyond Stewart Avenue, respectively) and is zoned M1-1 with a small strip of [Q]CR-1 along its north (i.e., side) parcel (fronting the airport-related commercial uses in the City of Santa Monica). The M1 Zone does not require any side yard setback. The CR Zone requires side yard setbacks of between five and ten feet in certain circumstances only. The Master Plan does not trigger any side yard setback requirements in the CR Zone. Because the CR Zone property is an interior lot, it does not have a rear yard of any consequence to the Master Plan. The P Zone does not require any front, side, or rear yard setbacks. While not required, the two-story New Building would be located within the center of the Bundy Campus, located approximately 100 feet east of the existing four-story West Building, approximately 535 feet west of Bundy Drive, and more than 90 feet north of the single-family residences to the south of the Bundy Campus.

Therefore, the Master Plan would provide ample open space and setbacks, satisfying all applicable open space and setback requirements, and no adverse impact would occur.

### Parking

The Master Plan would provide approximately 780 parking spaces for the approximately 100,000 sf of floor area proposed on the Bundy Campus at buildout. This would result in approximately 3.9 parking spaces for every 500 sf of floor area, which would by far exceed the Planning and Zoning Code parking requirement which most closely applies to community colleges, of one space per 500 sf of institutional floor area. The Master Plan would provide more parking than is required under the Planning and Zoning Code parking requirement for institutions; therefore, no adverse impact would occur. In addition, an operational parking demand analysis for the Bundy Campus, based on campus-specific trip generation rates, is provided in Section IV.J (Transportation and Traffic). As discussed in that Section, the Master Plan would provide adequate parking to fully accommodate the Master Plan's parking demands onsite.

### *Project Compatibility with Surrounding Land Uses*

The land uses surrounding the Bundy Campus generally consist of commercial, restaurant, and airport-related industrial uses fronting Airport Avenue followed by the Santa Monica Airport to the north; Bundy Drive to the east, beyond which are single-family residences; single-family residences along Stanwood Place to the south; and Stewart Avenue to the west, beyond which are single-family residences. Properties south, east, and west of the Bundy Campus along Stanwood Place and Stewart Avenue, respectively, are generally zoned R1-1 Residential in the City of Los Angeles Planning and Zoning Code. Properties north of the Bundy Campus are generally zoned "Airport" in the City of Santa Monica Planning and Zoning Code. The Master Plan would not change the current use of the Bundy Campus as an institutional use (e.g., satellite community college campus). The existing East Building on the Bundy Campus, which is currently vacant and formerly provided office and laboratory uses for a defense contractor, would be demolished as part of the Master Plan. This building would be replaced with a New Building closer to the existing West Building, which would provide modern architecture, massing, and landscaping consistent with the remainder of the Bundy Campus. Overall, the Master Plan would improve the consistency of the land uses on the Bundy Campus with the surrounding residential and commercial land uses, and land use consistency impacts would be less than significant.

## **CUMULATIVE IMPACTS**

Cumulative land use impacts could occur if the related projects as identified in Section III (Environmental Setting) would combine with the Master Plan to create cumulatively considerable impacts related to land use compatibility.

All related projects would be required to comply with applicable local and regional plans and policies. Related projects would be subject to local policies including those outlined in the General Plan Framework, applicable Community Plans, applicable Specific Plans, and the Planning and Zoning Code. Related projects would also be required to conform to regional SCAG, SCAQMD, and County policies. Furthermore, related projects would be expected to provide compatible uses with the surrounding community which is generally characterized by single-family residential, commercial, industrial, and public facility uses. Assuming the related projects conform to all applicable local and regional plans,

policies, and zoning requirements, cumulative impacts related to land use would be expected to be less than significant.

### **MITIGATION MEASURES**

As the Master Plan would result in less-than-significant impacts with respect to land use and planning, no mitigation measures are required.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

The Master Plan would result in less-than-significant impacts with respect to land use and planning.