IV. ENVIRONMENTAL IMPACT ANALYSIS
K. NEIGHBORHOOD EFFECTS

The following summary of neighborhood effects was included because the City of Santa Monica Land Use and Circulation Element of the General Plan requires that a neighborhood impact statement be completed for all EIRs prepared by the City. Although the Bundy Campus is not located in the City of Santa Monica, the Bundy Campus is situated at the border of the City of Santa Monica, and as such, has the potential to impact neighborhoods that are within the City of Santa Monica. Therefore, a neighborhood impact statement is included to provide a preliminary assessment of the Master Plan's impacts with respect to compatibility with the existing character of the surrounding area.

ENVIRONMENTAL SETTING

Project Site Characteristics

The Bundy Campus is located at 3171 S. Bundy Drive (also known as Centinela Avenue), south of Airport Drive and north of Stanwood Place, in the City of Los Angeles adjacent to the City of Santa Monica city limits. The Bundy Campus is currently developed with two on-site buildings including the four-story West Building of approximately 64,000 square feet (sf) located in the central portion of the Bundy Campus, and the two-story Existing Building of approximately 33,055 sf located in the eastern portion of the site, set back approximately 80 feet (ft) from Bundy Drive.

Existing activities at the Bundy Campus occur Monday through Friday, generally between the hours of 7:00 a.m. and 10:00 p.m., with some classes and programming events scheduled on weekends. Typical to community college operations, class and program schedules fluctuate on a semester-by-semester basis in accordance with student demographics, class enrollment, and program demands. The 2005 Fall Session curriculum at the Bundy Campus included General Education, Continuing Education, Non-Credit, Early Childhood Development, Teacher Education, and Nursing classes.

The Bundy Campus currently provides approximately 609 parking spaces in a parking lot that occupies the majority of the Bundy Campus both west of the West Building, and between the West Building and East Building. Access to the parking lot is provided via an ingress/egress driveway on Bundy Drive and, as of January 2006, a right-turn egress-only driveway onto Airport Avenue. As of January 2006, on-site parking for students, faculty, staff, and visitors is provided free of charge.

Neighborhood Characteristics

The Bundy Campus is bounded by commercial, restaurant, and airport-related industrial uses associated with the Santa Monica Airport to the north; Bundy Drive to the east, followed by residential development; residential development along Stanwood Place to the south; and Stewart Avenue followed by residential development to the west. Uses located north of the Bundy Campus are within the City of Santa Monica; uses located east, west, and south of the Bundy Campus are within the City of Santa Monica. Following is a detailed discussion of the neighborhoods located in the surrounding area.

Neighborhood North of the Bundy Campus

Single-story commercial/industrial uses and surface parking associated with the Santa Monica Airport are located along the Bundy Campus's northern property boundary (see Views 19 through 21 in Figure III-8). Beyond these uses is Airport Avenue, which runs east-west between 23rd Street and Bundy Drive. On the north side of Airport Avenue, is an existing surface parking lot which formerly served as a park-and-ride shuttle site to SMC's Main Campus. This parking lot was vacated on November 9, 2005 and the 8.0-acre site is currently under construction with the development of the City of Santa Monica's Airport Park Expansion project (see Related Project No. 113 in Section III (Environmental Setting)). With the exception of the Airport Park site, the Santa Monica Airport occupies the majority of the property bounded by Bundy Drive, Airport Avenue, 23rd Street, and Ocean Park Boulevard. Properties north of the Bundy Campus are generally zoned "Airport" in the City of Santa Monica Zoning Map.

Neighborhood South and West of the Bundy Campus

The properties south and west of the Bundy Campus are developed with single-family residential uses along Stanwood Place and Stewart Avenue, respectively (see View 13 through 15 in Figure III-6). The adjacent single-family residential areas to the south and across Stewart Avenue west of the Bundy Campus are generally at the same elevation as the Bundy Campus. Most of the homes in this neighborhood are single-story. Stewart Avenue, Stanwood Place, and the surrounding streets are lined with abundant and mature streetscape, including American Sweet Gums and Chinese Elms (see View 13 in Figure III-6). Properties south and west of the Bundy Campus along Stanwood Place and Stewart Avenue are generally zoned R1-1 Residential in the City of Los Angeles Planning and Zoning Code. Farther to the west of the Bundy Campus, beyond the intersection of Airport Avenue and Walgrove Avenue/23rd Street, are single-family residences along 23rd Street, Oak Street, Hill Street, Ashland Avenue, Pier Avenue, Marine Street, Navy Street, and other residential streets.

Neighborhood East of the Bundy Campus

Directly east of the Bundy Campus is Bundy Drive, designated a Major Class II Highway in the City of Los Angeles General Plan Transportation Element, providing 2 to 3 lanes in each directions. Further east of Bundy Drive are single-family homes that are generally located along Grand View Boulevard. These homes are located at a considerably higher elevation than the Bundy Campus (see Views 16 through 18 in Figure III-7) and offers westerly views towards the Pacific Ocean. Grand View Boulevard is parallel to Bundy Drive and is accessible from Stanwood Drive, south of the Bundy Campus. Most of the homes in this neighborhood are single-story and are zoned R1-1 Residential in the City of Los Angeles Planning and Zoning Code.

A group of vacant parcels roughly bounded by Grand View Boulevard to the east, residential uses along Everglade Street to the south, Centinela Avenue to the west, and residential uses along Stanwood Drive to the north is designated as Open Space per the City of Los Angeles Zoning Code. This partially vacant government-owned property is occupied by North Venice Little League fields and Ocean View Farms, a community garden that rents small gardening beds to private individuals. At an elevation of

approximately 190 ft above mean sea level (msl), panoramic views of the Pacific Ocean, Santa Monica Mountains, and the Cities of Los Angeles and Santa Monica are available from this property, although views are screened in some places by vegetation and topography (see View 1 in Figure IV.B-1).

ENVIRONMENTAL IMPACTS

Thresholds of Significance

As stated above, the City of Santa Monica General Plan Land Use and Circulation Element requires the preparation of a neighborhood impact statement for all EIRs prepared by the City. The statement assesses neighborhood impacts associated with all proposed projects on the character and cohesiveness of each neighborhood in the City. The significance criterion for each impact is discussed in each respective Section of this Draft EIR (i.e., Aesthetics, Air Quality, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Utilities, Public Services, and Traffic and Transportation).

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

As discussed in Section II (Project Description), buildout of the Master Plan calls for the retention of the existing four-story (approximately 64,000 sf) West Building, and proposes the eventual demolition of the two-story East Building (approximately 33,055 sf) and its replacement with a building of similar size to be located to the immediate east of the West Building. The New Building will be located within the center of the Bundy Campus east of the existing West Building, creating a pedestrian-friendly campus green space in between the two buildings. The total developed floor area envisioned for the Bundy Campus would be approximately 100,000 sf. The proposed Site Plan depicting this vision is provided in Figure II-3 in Section II (Project Description).

Project Impacts

A summary of the environmental impacts for each of the environmental issue areas analyzed in this EIR with respect to surrounding neighborhoods is provided below.

Aesthetics

Short Term Construction Impacts

Construction of the Master Plan would temporarily alter the existing visual environment and aesthetic quality of the Bundy Campus and the immediate surrounding area. The Master Plan would involve the demolition of the existing two-story East Building fronting Bundy Drive. Exposed earthwork, construction debris, presence of construction equipment, heavy truck staging and stockpiled construction material would occupy the field of view of the Bundy Campus from locations surrounding the site for a temporary period. However, due to the short-term nature of the construction process and the required coordination and monitoring efforts by the project contractors and SMC administrators, potential short-term aesthetic impacts would be less than significant.

Post-Project Views

There are no identified scenic vistas from locations south, west, or north of the Bundy Campus. Westerly-facing views from locations east of the Bundy Campus include scenic vistas of the Pacific Ocean, Santa Monica Mountains, and the Cities of Los Angeles and Santa Monica, which can be viewed from locations east of Bundy Drive, including from private homes off Dewey Street, Navy Street, Marine Street, and Clover Avenue and from public vantage points on the government-owned open space parcels occupied by North Venice Little League fields and Ocean View Farms, south of Grand View Drive. Nonetheless, due to the topography of the project area, existing structures on the Bundy Campus are below the line-of-sight from these vantage points. (These viewpoints are all located at a higher elevation than the Bundy Campus.) The Master Plan would alter the lower foreground of the identified scenic vistas by removing an existing two-story East Building along Bundy Drive and constructing a similarly sized two-story New Building adjacent the existing West Building in the center of the Bundy Campus. The proposed New Building, like the existing East Building, would be below the line-of-sight of viewing areas east of Bundy Drive, and therefore would not block the scenic vistas available from these locations. As such, impacts to viewsheds, including scenic vistas, would be less than significant.

Visual Character

The Master Plan is projected to improve the aesthetic character of the Bundy Campus' frontage along Bundy Drive by replacing views of an outdated building with views of a landscaped parkway and pedestrian path, with buildings visible at a lower elevation in the background. The proposed building placement would reduce visual impacts related to building mass and blockage of views because the proposed two-story New Building would be located adjacent to the existing four-story West Building, (i.e., within a viewshed that is already occupied by an existing structure). This would create a more

coherent, centrally located, and pedestrian-friendly building arrangement, which would enhance the visual and aesthetic appeal of the Bundy Campus. The visual character of the site would also be enhanced by the proposed planting of 50 additional trees throughout the campus, for a total of 300 trees on the Bundy Campus at Master Plan buildout. Furthermore, the proposed building would be designed in a contemporary architectural style, analogous to the existing four-story West Building which underwent renovations in 2004/2005. Thus, the Master Plan would promote architectural consistency on the Bundy Campus and would modernize the site's appearance within the community, consistent with the desired aesthetic image of the West Los Angeles/Santa Monica area. Overall, the Master Plan would positively contribute to the surrounding area's aesthetic value, and impacts related to aesthetic quality would be less than significant.

Light and Glare

Light

The Master Plan would increase the amount of nighttime lighting at the Bundy Campus as the existing East Building is currently vacant and therefore does not emit as much light as an operating facility. The Master Plan would introduce interior lighting and exterior security lighting associated with the proposed New Building adjacent to the existing West Building, as well as headlight lighting associated with a slight increase in motor vehicles in the parking areas. Security lighting would be installed to provide a secure environment in and around the Bundy Campus. The Bundy Campus has already implemented a parking lot light-shielding program to reduce light travel from the existing parking areas onto surrounding properties. Furthermore, the 10-foot soundwall along the southern and western boundaries of the Bundy Campus serves a dual purpose, blocking both noise as well as light from traveling onto neighboring properties to the south and west from vehicles in the parking lots on Bundy Campus. Continuing these existing efforts, all new lighting fixtures under the Master Plan would be directed towards the interior of the Bundy Campus and directed away from the neighboring land uses. The Master Plan would not cause excessive nighttime lighting that is out of character with the land uses surrounding the Bundy Campus, or result in a substantial increase in light that would affect surrounding land uses. Implementation of the mitigation measure identified in Section IV.B (Aesthetics) would ensure that impacts related to lighting are less than significant.

Glare

The Master Plan would replace the existing East Building, near Bundy Drive, with a similarly sized New Building closer to the existing West Building in the interior of the Bundy Campus. While the East Building does not contain large windows or other highly reflective surfaces, the removal of this structure adjacent to Bundy Drive would reduce glare impacts on passing motorists. Furthermore, the proposed New Building would be constructed of glare-reducing materials to minimize glare impacts on motorists and other persons within the Bundy Campus, as well as within neighboring land uses. The Master Plan would not cause excessive daytime glare that is out of character with the land uses surrounding the Bundy Campus, or result in a substantial increase in glare that would affect surrounding land uses.

Implementation of the mitigation measure identified in Section IV.B (Aesthetics) would ensure that impacts related to glare are less than significant.

Air Quality

Air Quality Management Plan (AQMP) Consistency

The proposed Master Plan would not result in or induce direct population growth in the City. To the contrary, the proposed Master Plan would provide expanded classroom and instructional space for Continuing Education and other non-credit programs at the Bundy Campus in response to community demand. In terms of employment, approximately 53 faculty and staff are expected to be employed at the Bundy Campus under the proposed Master Plan. Based on staffing assignments, a total of approximately 35 faculty and staff were on the Bundy Campus at any given time during the Fall 2005 semester; implementation of the proposed Master Plan would result in an additional 18 faculty and staff members. Southern California Association of Government's (SCAG) regional forecasts indicate an increase in employment in the City of Los Angeles from approximately 1,800,766 persons in 2005 to 1,994,358 persons in 2010. Thus, the Master Plan would not increase local employment within the City beyond those already projected by the SCAG. Overall, the proposed Master Plan does not provide for population, housing, or employment growth that exceeds the SCAG forecast. Consequently, implementation of the Master Plan would be consistent with AQMP attainment forecasts, and this impact would be less than significant.

Construction Impacts

Regional Air Quality Impacts

Based on the URBEMIS 2002 computer model recommended by the South Coast Air Quality Management District (SCAQMD), peak daily construction emissions generated by the Master Plan's site demolition, grading/excavation, and building phases would not exceed the regional emissions thresholds recommended by the SCAQMD for any of the criteria pollutants (i.e., VOC, NO_x, CO, SO_x, and PM_{10}). Therefore, construction-related air quality impacts would be less than significant. In addition, implementation of identified mitigation measures would further ensure that construction-related air quality impacts would be minimized to the extent feasible during construction.

Local Air Quality Impacts

The daily construction emissions generated by the Master Plan were also analyzed against SCAQMD's localized significance thresholds (LSTs) to determine whether the emissions would cause or contribute to adverse localized air quality impacts. Because construction activities associated with the Master Plan would disturb between one and two acres of land on the Bundy Campus at any given time, the two-acre sample construction scenario developed by the SCAQMD is used as a template to analyze the significance of the construction emissions generated by the Master Plan. Based on the analysis, it was determined that the on-site emissions generated at the Bundy Campus during the different phases of

construction would not exceed the established SCAQMD localized thresholds for the applicable criteria pollutants (i.e., NO_x, CO, and PM_{10}). Therefore, the localized air quality impacts resulting from construction emissions associated with the Master Plan would be less than significant.

Operational Impacts

Regional Air Quality Impacts

The Master Plan would introduce operational emissions generated by both stationary and mobile sources associated with the normal day-to-day activities on the Bundy Campus after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the Bundy Campus. Based on an analysis of the daily operational emissions generated by the Master Plan using the URBEMIS 2002 computer model recommended by the SCAQMD, it was determined that the operational emissions associated with the proposed Master Plan would not exceed the established SCAQMD threshold levels for VOC, NO_x, CO, SO_x, and PM_{10}. Therefore, impacts associated with regional operational emissions from the Master Plan would be less than significant.

Local Air Quality Impacts

To determine whether operational emissions generated by the Master Plan would result in localized air quality impacts, the operational emissions of the Master Plan were analyzed against the SCAQMD's LSTs. Because the LST methodology is applicable to projects where emission sources occupy a fixed location, the LSTs would only apply to the emissions generated from stationary sources associated with the Master Plan (e.g., water and space heaters, landscaping equipment, etc.). By analyzing the daily operational emissions generated by stationary sources associated with the New Building under the Master Plan against the SCAQMD's localized operational emission thresholds, it was determined that the on-site operational emissions generated by the New Building under the Master Plan would not exceed the established SCAQMD localized thresholds for NO_x, CO, and PM_{10}. Thus, the localized air quality impacts resulting from operational emissions associated with the Master Plan would be less than significant.

Localized CO Impacts

The Master Plan would introduce additional traffic in the Bundy Campus vicinity, with the potential to generate localized high levels of CO. Based projected future traffic volumes and associated future CO concentrations at study intersections, future CO concentrations near the study intersections would not exceed national or State ambient air quality standards. Therefore, CO hotspots would not occur near any of the identified study intersections in the future with operation of the Master Plan and impacts related to local CO concentrations at these intersections would be less than significant.

Hazards

Construction-Related Impacts

Construction of the Master Plan would involve the removal of the existing East Building, which contains friable and non-friable asbestos-containing materials (ACM) in the sprayed-on acoustic ceiling, pipe elbow and hanger insulation (TSI), interior plaster on walls, flooring and mastic throughout the building, mastic underneath the carpet, wallboard and joint compound, roof penetration mastic, duct joint tape, and presumably the pipe insulation and exterior fire door insulation. The East Building also likely contains lead-based paint (LBP) beneath the fireproofing on "red iron" metal beams. Implementation of the mitigation measures identified in Section IV.D (Hazards and Hazardous Materials) would ensure that impacts related to potential exposure of construction workers and any other persons in the surrounding area during demolition of the East Building would be reduced to less-than-significant levels.

Operational Impacts

The Master Plan involves the construction of a two-story, approximately 38,205 sf New Building adjacent to the existing West Building to provide additional classroom and administrative space. The Master Plan would not expose students, faculty, staff, or other visitors to risks associated with ACM or LBP, which would be removed prior to the construction of the proposed New Building. During operation of the Master Plan, the Bundy Campus would use minor amounts of hazardous materials for routine cleaning, maintenance, and landscaping in small quantities that would not result in substantial risks due to accidental releases. Subsurface investigation at the Bundy Campus showed levels of tetrachloroethene (PCE), trichloroethene (TCE), and some of their breakdown products in groundwater beneath the existing clarifier that exceed then Title 22 levels and City goals; however, the Master Plan would not involve excavation to the depth of the groundwater level. Implementation of the mitigation measure identified in Section IV.D (Hazards and Hazardous Materials) would ensure that the Master Plan would not expose students, faculty, staff, visitors, and neighbors to the effects of contaminated groundwater and impacts would be reduced to a less-than-significant level.

Hydrology and Water Quality

Storm Drainage Pattern

The quantity of runoff generated by the New Building proposed under the Master Plan is projected to be similar to that generated by the existing East Building slated for demolition as the buildings are similar in footprint. Moreover, the Master Plan would increase the pervious surface area within the Bundy Campus from approximately 24 percent to approximately 38 percent of the total Bundy Campus area through the provision of perimeter landscaping around the east, south and west property fences; planting of lawn areas between and surrounding the existing West Building and proposed New Building; introduction of a meandering landscaped walkway area along the Bundy Drive frontage; and the use of permeable driveway material where appropriate in new pavement within the Bundy Campus. The proposed New Building in the center of the Bundy Campus would drain via sheet flow to the existing gutters along the

north and south property boundaries, from there flowing towards the existing detention basin in the southwest corner of the Bundy Campus. The detention basin would continue to direct runoff back into the surrounding soil and, when necessary, slowly discharge excess water into City of Los Angeles storm drains in Stewart Avenue. As the Master Plan would increase the permeable surface area of the Bundy Campus and would direct most surface runoff towards the on-site detention basin, the Master Plan is not anticipated to increase the amount of rainwater entering the City of Los Angeles storm drains. This would benefit the existing drainage pattern in the area and reduce impacts associated with on- or off-site erosion or flooding, as well as impacts associated with overload of the surrounding City of Los Angeles storm drainage infrastructure. As such, impacts related to erosion, flooding, and storm drain capacity are projected to be less than significant.

Construction-Related Water Quality

The Master Plan is anticipated to disturb between one and two acres of land during the demolition of the existing East Building, construction of the New Building, and the excavation of the approximately 230-space subterranean parking garage**.** Therefore, construction activities associated with the Master Plan would be required to obtain a National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit. In addition, SMC would file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. As part of the SWPPP, construction activities for the Master Plan would be required to implement effective Best Management Practices (BMPs) to minimize water pollution to the Maximum Extent Practical (MEP). In addition, the final drainage plans would be required to provide BMPs to mitigate (infiltrate or treat) storm water runoff. Implementation of the BMPs in the project SWPPP and compliance with the City of Los Angeles' discharge requirements would ensure that the project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Implementation of mitigation measures identified in Section IV.E (Hydrology and Water Quality) would ensure that BMPs are implemented and would reduce impacts related to polluted runoff during construction to less-than-significant levels.

Operation

Buildout and operation of the Master Plan would generate substances that could degrade the quality of water runoff. The Bundy Campus would continue to be classified as a non-point source for water pollution, as the proposed classroom and school administrative office uses do not generate wastewater beyond that which is associated with typical domestic plumbing fixtures. The existing parking lot on the Bundy Campus currently generates various chemicals (i.e., metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids) that enter the storm drain system and this would slightly increase with the net increase of approximately 171 parking spaces that would be provided under the Master Plan.[1]

[1] *The Bundy Campus Master Plan involves the removal of some of the existing 609 parking spaces to accommodate the new 230-space subterranean parking garage, for a total of 780 parking spaces provided on the Campus at project buildout (a net increase of 171 spaces).*

However, adverse effects related to additional contaminants would also be offset by the increase in permeable surface area provided throughout the Bundy Campus. Furthermore, as discussed previously, SMC would be required to prepare a SWPPP that would mandate that the subterranean and above-grade parking lot areas include oil and grease separator traps to filter on site contaminants and prevent increased contamination of the City of Los Angeles storm drain system. Implementation of mitigation measures identified in Section IV.E (Hydrology and Water Quality) would effectively reduce potential impacts related to polluted runoff during operation to a less-than-significant level.

Land Use

Project Consistency with Land Use Plans/Zoning

The Master Plan proposes uses and property development standards that are consistent with current City of Los Angeles land use regulations, including SCAG's Regional Comprehensive Plan and Guide (RCPG), SCAQMD's AQMP, the County's Congestion Management Program (CMP), and the City's General Plan Framework, Community Plan, Specific Plan, and Planning and Zoning Code. The Master Plan would provide an educational institution, although the Bundy Campus is currently identified for limited industrial uses in the Palms-Mar Vista-Del Rey Community Plan. However, the Community Plan permits uses which are allowed in more restrictive zones, such as educational uses. Overall, impacts associated with land use plans and zoning consistency would be less than-significant.

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 surrounding land use consistency impacts would be less than significant.

Noise

Construction Noise

Under the proposed Master Plan, the greatest construction-related noise levels would be generated during the demolition of the existing two-story 33,055 square feet East Building and construction of the two-story New Building of similar size. Thus, the noise levels generated during these construction activities at the Bundy Campus are analyzed for the purpose of providing a "worst-case" analysis for impacts associated with construction noise. During demolition of the existing two-story East Building and construction of the proposed New Building, the existing residential uses located south of the Bundy Campus would likely experience an increase in ambient exterior noise levels exceeding 5 dBA L_{eq}. In addition, the existing four-story West Building within the Bundy Campus would also likely experience an increase in ambient exterior noise levels by more than 5 dBA L_{eq} during construction of the proposed New Building. Thus, demolition and construction activities associated with the proposed Master Plan would represent a substantial temporary or periodic increase in ambient noise levels at these on- and off-site noise sensitive receptors, and potentially significant short-term noise impacts would occur with respect to the thresholds established in the City of Los Angeles' Draft L.A. CEQA Threshold Guide. However, it has been the City's standard practice to exempt construction projects from the City's noise standards as long as these projects conform to Sections 41.40 and 112.05 of the LAMC, including operating within the permissible hours and days of the week. The construction activities associated with the proposed Master Plan would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. In addition, implementation of Mitigation Measures G-1 through G-4, which would require the implementation of noise reduction devices and techniques during demolition and construction at the Bundy Campus, would serve to reduce the noise levels associated with these activities to the maximum extent feasible. Thus, the proposed Master Plan would be in compliance with the City's Code in regards to demolition and construction activity, and would not violate the noise standards established in the LAMC. Nevertheless, because demolition and construction noise levels associated with the proposed Master Plan are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three month period, construction-related noise impacts would be significant and unavoidable upon the sensitive receptors identified above. Therefore, demolition and construction activities associated with the proposed Master Plan would generate a substantial temporary or periodic increase in ambient noise levels in the Bundy Campus vicinity, resulting in significant and unavoidable construction noise impacts even after the implementation of identified mitigation measures.

Construction-Related Groundborne Vibration

During demolition of the existing two-story East Building, the vibration levels experienced by the residential uses located to the east and south of the Bundy Campus and the existing four-story West Building located onsite would not exceed the Federal Railway Administration's (FRA's) vibration impact thresholds for residences and institutional buildings, respectively. During construction of the proposed New Building at the Bundy Campus, the vibration levels experienced by the residential uses located south of the Bundy Campus and the existing West Building would also not exceed the FRA's vibration impact

thresholds for residences and institutional buildings, respectively. Furthermore, implementation of Mitigation Measure G-3, which serves to locate groundborne vibration construction activities as far as possible from the nearest vibration-sensitive land use, would further reduce the less-than-significant vibration levels experienced at the existing residential uses located south of the Bundy Campus. Overall, impacts associated with groundborne vibration during construction within the Bundy Campus would be less than significant.

Operational Noise

Traffic Noise

During the Master Plan's operational phase, noise would primarily be generated by traffic, on-site equipment operating, and parking. Based on an analysis of future noise levels associated with the Bundy Campus traffic at surrounding noise monitoring locations, the Bundy Campus would generate a maximum noise increase of 1.23 dBA at the intersection of Airport Avenue and Donald Douglas Loop South, which is considered to be barely perceptible to the human ear, and would generate lesser increases in noise levels at other analyzed locations. Therefore, the Master Plan's impacts associated with a permanent increase in ambient noise levels from mobile noise sources would be less than significant.

Equipment Noise

The newly constructed New Building at the Bundy Campus would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the structure. Because the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 decibels, these on-site equipment would be designed such that they would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. In addition, nighttime noise limits would be applicable to any equipment items required to operate between the hours of 10:00 p.m. and 7:00 a.m. With implementation of Mitigation Measure G-7, which ensures that all new mechanical equipment associated with the proposed Master Plan would adhere to LAMC Section 112.02, potential noise impacts from such equipment would be less than significant.

Parking/Airport Noise

Implementation of the proposed Master Plan would call for the provision of a total of approximately 780 on-site parking spaces, of which approximately 550 would be surface parking spaces and approximately 230 would be subterranean parking spaces. Because approximately 230 parking spaces would be located underground, noise levels generated by vehicles parking in the subterranean structure would not affect the existing four-story West Building or the off-site residential uses located around the Bundy Campus. In addition, because the Bundy Campus currently provides on-site surface parking for approximately 609 vehicles, the provision of approximately 550 surface parking spaces under the proposed Master Plan

would result in a net decrease in surface parking spaces. As such, the noise levels generated by vehicles using the surface parking spaces under the proposed Master Plan would not result in a substantial increase in noise levels when compared to existing noise levels, and noise impacts associated with parking at the Bundy Campus would be less than significant.

The Bundy Campus is located adjacent to and south of several commercial and airport-related facilities, followed by the Santa Monica Airport. As the nearest Santa Monica Airport runway is approximately 0.25 mile from Bundy Campus, north of Airport Avenue, the Master Plan could potentially expose students, faculty, staff, and other site visitors to noise associated with airport operations. The Bundy Campus, however, does not fall within the Santa Monica Airport Runway Protection Zone (RPZ), or 70 Community Noise Equivalent Level (CNEL) noise contour as identified in the Los Angeles County Airport Land Use Commission (ALUC)'s Comprehensive Land Use Plan (CLUP). Furthermore, as the Bundy Campus is located over 500 feet from the nearest runway, the Bundy Campus would not be within the 60 CNEL noise contour of the Airport. As the "normally acceptable" community noise range for schools is 50-70 dBA CNEL, the noise levels generated by operation of the Santa Monica Airport would not adversely affect operation of the Bundy Campus. Furthermore, as no requested flight paths for arrival and departures at the Santa Monica Airport pass over the Bundy Campus, people residing or working in the project area would not be exposed to excessive noise levels. Therefore, this impact would be less than significant.

Utilities

Wastewater

The Master Plan is projected to increase wastewater generation at the Bundy Campus by approximately 2,253 gallons per day (gpd) (approximately 0.002 million gallons per day (mgd)) of wastewater above existing generation. Based upon the Bureau of Sanitation's preliminary evaluation, existing wastewater infrastructure on and surrounding the Bundy Campus is projected to be able to accommodate this increase in wastewater generation. Further detailed gauging and evaluation of the local line capacities will be determined during the permit application process by the City of Los Angeles Bureau of Engineering.[2] In addition, the Bundy Campus' increase in wastewater generation would not compromise the wastewater treatment capacity of the Hyperion Treatment Plant (HTP).[3] Impacts associated with wastewater would be less than significant.

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[2] *Written correspondence from Adel Hagekhalil, Division Manager of Wastewater Engineering Services, City of Los Angeles Department of Public Works, Bureau of Sanitation, September 12, 2005.*

[3] *Ibid.*

Water

The Master Plan is projected to increase water consumption at the Bundy Campus by approximately 2,703 gpd (less than 0.003 mgd) of water above existing consumption. Based upon the City of Los Angeles Department of Water and Power's (LADWP) preliminary evaluation, existing water infrastructure on and surrounding the Bundy Campus will be able to accommodate this increase in water generation.[4] Furthermore, as the Bundy Campus' increase in water demand has been accommodated within the context of regional water supply planning of LADWP, the Master Plan would not compromise the regional water supply. Impacts associated with water service would be less than significant.

Energy

The Master Plan is projected to increase electricity and natural gas consumption on the Bundy Campus by approximately 441,268 kilowatt-hours (kWh) per year (1,209 kWh per day) of electricity and approximately 110,795 cubic feet (cf) per month (3,574 cf per day) of natural gas. Electric and natural gas service would continue to be provided to the Bundy Campus via existing infrastructure on and surrounding the Bundy Campus, and existing regional energy supplies. Based upon the LADWP's preliminary evaluation, the ability of the LADWP's local electrical infrastructure to deliver the peak electricity requirement to the site will not be severely affected by implementation of the Master Plan. If off-site electrical system improvements are determined to be necessary by LADWP in order to serve the Bundy Campus, they would be required to be implemented prior to project completion.[5] Likewise, the Southern California Gas Company (SCG) has stated that the delivery of gas to serve the Bundy Campus will not result in a significant impact of the environment under the Master Plan.[6] Impacts associated with energy would be less than significant.

Public Services

Police

The Master Plan would slightly increase the demand for police protection services at the Bundy Campus as a result of the increase in student activity and parking on-site. The Santa Monica College Police Department (SMCPD) is prepared to provide this additional service. Moreover, the SMCPD's ability to further service and accommodate this growth at the Bundy Campus would not require substantial additional equipment, station space, or staff, and, as such, would not require substantial supplemental

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[4] *Written correspondence from Charles C. Holloway, Supervisor of Environmental Assessment, City of Los Angeles Department of Water and Power, August 25, 2005.*

[5] *Ibid.*

[6] *Written correspondence from Gayle Jovoni, Pacific Region Pipeline Planner, Sempra Energy Company, September 16, 2005.*

police services from the City of Los Angeles Police Department (LAPD). Impacts associated with police service would be less than significant.

Fire

The Master Plan would slightly increase the demand for fire protection services at the Bundy Campus with the increased activity onsite. The Bundy Campus will be adequately served by existing fire stations in the project area and existing fire flow and water pressure in the water lines on the Bundy Campus. The City of Los Angeles Fire Department (LAFD) has required one additional fire hydrant to serve the proposed New Building. The LAFD may require sprinklers in the New Building as the nearest fire station currently serving the Bundy Campus is being replaced with a new station at a slightly greater distance. Impacts associated with fire protection would be less than significant.

Transportation, Traffic, and Parking

Intersection Traffic

The Master Plan would result in significant traffic impacts at up to six of the 27 study intersections during one or both of the analyzed peak hours under cumulative plus project 2010 conditions. Intersections impacted under all Access Alternatives include the following: Bundy Drive and I-10 eastbound on-ramp; Bundy Drive and Ocean Park Boulevard; Bundy Drive and National Boulevard; and Bundy Drive and Airport Avenue. In addition, the intersection of 23rd Street/Walgrove Avenue and Airport Avenue would be impacted under Access Alternatives A1, A5, A6, A9, A10, B1, B2, B4, and C2. Furthermore, the intersection of Bundy Drive and Bundy Driveway would also be impacted under Access Alternatives A1, A2, A3, A4, A5, A7, A8, A9, A10, B1, B3, and B4. The impacts to Bundy Drive and the Bundy Driveway, and 23rd Street/Walgrove Avenue and Airport Avenue, would be reduced to a less-than-significant level with the implementation of mitigation. Mitigation is also recommended for the impacted intersection of Bundy Drive and Airport Avenue, although the impact would not be reduced to a less-than-significant level. No feasible and fully effective mitigation measures were identified for other intersection impacts, which would remain significant and unavoidable.

Street Segments

Under all Access Alternatives, the Master Plan would create a significant impact on two of the 22 studied street segments, including 23rd Street north of Airport Avenue and Dewey Street between 21st Street and 23rd Street. A significant impact would also be created on the street segment of Airport Avenue west of Centinela Avenue under Access Alternatives C1 and C2. No feasible and fully effective mitigation measures were identified for these street segments impacts and impacts to street segments would remain significant and unavoidable.

Regional Transportation

The Master Plan's impacts with respect to CMP arterial monitoring location, freeway monitoring locations, and transit service would be less than significant.

Parking

The Master Plan would provide approximately 780 on-site parking spaces on the site in a combination of surface and subterranean parking, which would be expected to exceed the estimated peak need of approximately 765 spaces. Therefore, no off-site parking impacts would occur under the Master Plan and impacts related to parking would be less than significant.

CUMULATIVE IMPACTS

As discussed in the "Cumulative Impacts" discussion for Sections IV.B through IV.J of this EIR, the Master Plan would not contribute to a potentially significant cumulative impact with respect to any of the environmental issue areas analyzed, and, as such, cumulative neighborhood effects would also be less than significant.

MITIGATION MEASURES

Where mitigation measures have been identified to reduce the Master Plan's potentially significant environmental impacts, they are presented in each respective section of this EIR.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

For a discussion of the level of significance for each of the environmental issue areas discussed in this EIR, refer to each respective section of this EIR.