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## VI. ALTERNATIVES TO THE MASTER PLAN

### D. ACCESS ALTERNATIVES

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#### INTRODUCTION

As described in Section IV.J (Transportation and Traffic) of this Draft EIR, the Traffic Study for the Master Plan involved an analysis of 17 potential Access Alternatives (including the No Project Access Alternative). Any one of these Access Alternatives could be paired with the Master Plan or any one of the Project Alternatives, including the No Project Alternative (1), No Project Alternative (2), No Project Alternative (3), or the Renovated East Building Alternative. These Access Alternatives are discussed below. Table IV.J-12 and Figure IV.J-4 in Section IV.J (Transportation and Traffic) provide a matrix and location map of the various Access Alternatives.

- Access Alternative A1 – The existing Bundy Driveway would have full access and would be signalized. There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A2 – The existing Bundy Driveway would have full access and would be signalized. There would also be left-in/right-out/right-in access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A3 – The existing Bundy Driveway would have full access and would be signalized. There would also be right-out only access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A4 – The existing Bundy Driveway would have full access and would be signalized. This would be the only access location for the site. There would be no access at the intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A5 – The existing Bundy Driveway would have full access and would be signalized. There would be no access at the intersection of Donald Douglas Loop South and Airport Avenue but full access between the site and Airport Avenue would be available at the Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway.
- Access Alternative A6 – The Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (that would not affect the movement of northbound through vehicles). There would also be full access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.
- Access Alternative A7 – The existing Bundy Driveway would be configured for inbound-only access and would be controlled by a half traffic signal (that would not affect the movement of northbound through vehicles). There would also be right-out only access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue.

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

would be controlled by a half traffic signal (which would not affect the movement of northbound through vehicles).

- Access Alternative C1 – This Access Alternative is similar to Alternative A2, except that it envisions the realignment of Airport Avenue southward to run along the northern edge of the campus near Bundy Drive. The existing full traffic signal at Bundy Drive and Airport Avenue would be relocated to this location and college-related traffic would have direct access to Airport Avenue. In addition, there would be left-in/right-out/right-in access at the stop-controlled intersection of Donald Douglas Loop South and Airport Avenue. The existing Bundy Driveway would be closed under this Access Alternative.
- Access Alternative C2 – This Access Alternative is similar to Alternative A5, except that it envisions the realignment of Airport Avenue southward to run along the northern edge of the campus near Bundy Drive. The existing traffic signal at Bundy Drive and Airport Avenue would be relocated to this location and college-related traffic would have full access to Airport Avenue at the Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway. The existing Bundy Driveway would be closed under this Access Alternative.
- No Project Access Alternative – The existing Bundy Driveway would continue to provide right-in/left-in/right-out access and would remain unsignalized. There would be no access from the site to or from Airport Avenue through Donald Douglas Loop South, as was provided in Fall 2005.

## **ANALYSIS OF ACCESS ALTERNATIVES**

Because the Access Alternatives primarily involve traffic impacts, and because any one of these Access Alternatives could be paired with the Master Plan or any one of the Project Alternatives, including the No Project Alternative (1), No Project Alternative (2), No Project Alternative (3), or Renovated East Building Alternative, the impacts associated with each of the Access Alternatives are evaluated in the Traffic Study, summarized in Section IV.J (Transportation and Traffic) of this Draft EIR. Based on the results of the Traffic Study, the preferred Access Alternative under the Master Plan would be Access Alternative B4. Access Alternative B4 would provide full inbound access with a half signal at the new Northeast Bundy Driveway, right-out only access at the existing Bundy Driveway, and right-out, left-out only access to Airport Avenue at Donald Douglas Loop South. The Spitfire Grill Driveway and the 3400 Airport Avenue Building Driveway would not be used once access is secured to Airport Avenue via Donald Douglas Loop South. The Stewart Avenue access shall only be opened in an emergency or when necessary to perform routine maintenance activities on the wall or parkway west of the wall. When the gate is opened for routine maintenance activities, SMC will have personnel present to ensure that faculty, staff, students, visitors, or vendors do not enter or exit the Bundy Campus through the Stewart Avenue gate.