

APPENDIX E

Santa Monica Bundy Campus Responses to Questions

Responses to City of Santa Monica Comments

SANTA MONICA COLLEGE BUNDY CAMPUS TRAFFIC AND CIRCULATION

Information Needed from Santa Monica College/Airport Access Study

Santa Monica College has asked the City to consider allowing access from Santa Monica College property (the former BAE site), in Los Angeles to Bundy Drive/Centinela via airport property owned by the City of Santa Monica, rather than directly from the site to Bundy Drive/Centinela Avenue in the City of Los Angeles.

City staff understands that a traffic analysis of the future use of the site is underway, and we believe the following questions should be answered in the study, if it is to provide an adequate foundation the Council can use to evaluate whether or not to allow access through its property to the public right of way at Bundy Drive/Centinela Avenue.

1. How many parking spaces will be provided on the site?

Who will they serve?
Replacement shuttle parking?
On-site uses?
Expanded shuttle parking?

There will be initially 609 parking spaces and 668 at build-out. Parking on site will transition from an interim use that provides surplus parking to the College as a whole to a proposed Master Plan that is for a self-contained campus. The shuttle program will be moved to another location. Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.

2. What will the other uses on the site be?

Classrooms?
Offices?
If shuttle parking is to be provided, will the stops be on the site?

There will be classes and offices on-site with sufficient parking for all program needs. The shuttle bus will stop on-site during an interim use. An inter-campus transit bus will stop on campus as provided in the proposed Master Plan. Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.

3. How will Airport Avenue function during the peak traffic periods?

Peak hours of student parking (first two weeks of each semester)
Peak hours of Airport Park
Peak hours of adjacent street traffic.
Routing and schedule of any parking shuttle trips or SMC shuttle trips

The campus will generate car trips at numbers similar to the existing shuttle operation, with a similar decline throughout the semester. The site will better accommodate peak loads, due to large areas available for queuing and overflow parking on-site. As a consequence, the site will not conflict with Airport Park or adjacent street traffic. An intercampus shuttle will be maintained, and may be reduced to match the level that the College currently understands is necessary at the College's Academy campus. A monitoring program will be implemented to adjust shuttle schedule to site conditions. Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES. Monitoring Proposed – YES

4. Are there feasible alternatives to free parking?

How much free parking is provided at comparable community colleges? What about a direct transit link between SMC and Palms, where students live?
What about subsidizing student transit fares to the same level as parking?

*There are no feasible alternatives to free parking since free parking is currently available at the Airport and on neighboring streets. There is public transportation available from Palms and Mar Vista currently available. There is no source of funding available for subsidizing student mass transit fares.
Reviewed w/City Staff – YES*

5. Baseline information

Traffic counts/LOS-peak periods and ADT on Airport Avenue, 23rd Street

*The EIR will provide updated counts for these street segments. The June 2005 site analysis memorandum provides projected counts for these street segments.
Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.*

6. If allowed, will have any net effect on college traffic in Sunset Park?

If uses are relocated from other SMC sites, what will replace them?

In Fall 2005, the new campus is projected to generate about 30 new weekday a.m. peak hour trips and 11 new weekday p.m. peak hour trips on surface streets to the northwest of the campus (towards Santa Monica). The current peak hour a.m. volume of 23rd Street in the segment north of Airport Avenue and before Ocean Park Boulevard is 2,115 trips and the p.m. peak hour volume is 2,192 trips.

In Fall 2010, at build-out, these numbers drop to 17 new weekday a.m. peak hour trips and less than one new weekday p.m. peak hour trip on surface streets to the northwest of the campus (towards Santa Monica).

The Nursing Program is being relocated from the Madison Campus; an applied Music Program will replace the Nursing Program. Both programs are low volume programs. The Education program moves from the Main Campus from a building that will be removed and not replaced. The Communications program may be moved from the Main Campus from the same building that will be removed and not replaced. The Continuing Education program moves from the Madison campus and operates at low volumes in the evening and on weekends. The Continuing Education program will be replaced by the Applied Music Program.

Reviewed w/City Staff – YES.

7. Infrastructure Changes Required by Proposed Project Alternatives

- 7a. The proposed project in terms of its options that involve access through the airport cannot take place without infrastructure as well as operational changes. Any such infrastructure changes, their impacts, traffic safety and potential mitigations should be fully identified and analyzed for a valid study.

*SMC staff has reviewed with City staff the necessary infrastructure changes to support access from Airport property. Based on City staff direction, SMC staff has submitted site and roadway drawings that address infrastructure and operational issues. A review of these drawings is ongoing.
Reviewed w/City Staff – YES.*

- 7b. The study needs to address existing site conditions: there is no gate or access to DDLS. The College has constructed concreted driveway forms up to the airport fence, at a location significantly off-set from DDLS. What would the proposed alignment be and what would be required to accomplish this and how would that work with existing traffic and the park

*SMC staff has reviewed with City staff the necessary infrastructure changes to support access from Airport property. Based on City staff direction, SMC staff has submitted site and roadway drawings that address infrastructure and operational issues. A review of these drawings is ongoing.
Reviewed w/City Staff – YES.*

7c. What changes will take place to the parking lot and how will it effect safe access and parking for tenants

*SMC staff has reviewed with City staff the necessary infrastructure changes to support access from Airport property. Based on City staff direction, SMC staff has submitted site and roadway drawings that address infrastructure and operational issues. A review of these drawings is ongoing.
Reviewed w/City Staff – YES.*

7d. If the intersection of DDLS and the 3200 parking lot (which is now strictly parking access) becomes the College entrance point, tenants and their guests from 3200, 3300 and the west side of 3400 will be left with only one driveway. They would have to enter and exit their parking areas from that Airport Avenue point which is directly across from the park. The study would need to address the potential increase in mid-block congestion and mid-block left turns.

*SMC staff has reviewed with City staff the necessary infrastructure changes to support access from Airport property. Based on City staff direction, SMC staff has submitted site and roadway drawings that address infrastructure and operational issues. A review of these drawings is ongoing.
Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.*

7e. What changes to the DDLS and Airport Avenue intersection would be necessary. What is the capacity of that intersection as a 4 way stop and how will that be impacted, what are the safety considerations. What about back-up at the intersection (the current shuttle usage would require vehicles enter from Airport Avenue before the 4 way stop. The proposed usage would require the vehicles to go through that 4 way stop both coming and going from the campus).

*SMC staff has reviewed with City staff the necessary infrastructure changes to support access from Airport property. Based on City staff direction, SMC staff has submitted site and roadway drawings that address infrastructure and operational issues. A review of these drawings is ongoing.
Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.*

7f. How will flow on Airport Avenue be affected? What about impacts on airport tenant and visitor access, including Airport Park. How will they get in and out, what about the parking loss? The impacts over the length of Airport Avenue should be addressed

SMC staff has reviewed with City staff the necessary infrastructure changes to support access from Airport property. Based on City staff direction, SMC staff has submitted site and roadway drawings that address infrastructure and operational issues. A review of these drawings is ongoing.

SMC does not anticipate any Airport parking as the College intends to remove the College shuttle program. No impacts are expected along Airport Avenue.

Alternatives that include access from Airport Avenue are superior to ones that do not due to increased delays and potential queuing and increased college-related through traffic in the neighborhoods immediately south and northwest of the campus.

Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.

7g. What changes in the physical dimensions and layout of Airport Avenue from Bundy to DDLS would be needed/anticipated? What would the impact be on Airport Park? Would the impact be on the south side tenants?

See question 7f answer.

7h. What about bus impacts in terms of geometry, wear and tear of roadways, etc? What would be the bus routes and frequency?

The interim bus frequency and routes would be the same as the current frequency and route direction. The bus route would be modified to enter on Bundy and exit on Airport Avenue. The Master Plan intercampus transit frequency would be adjusted based on site demand and is expected to be reduced to match the frequency the College experiences at its Academy campus.

SMC has offered a mitigation payment for the future upgrade of Airport Avenue based on a fair share usage calculation.

Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.

8. Traffic and Parking Measurement Factors and Impacts

- 8a. What are the impacts on airport, airport tenant and park parking if there is direct pedestrian as well as vehicular access to the Bundy Campus. The analysis should consider situations where all users are active (college indicated it will have evening and weekend activities) - college programs going, event at Barker, soccer tournament at park plus dog users, airport restaurants and other tenants operating.

The College is proposing a Monitoring Program to respond to use conflicts such as the ones cited as well as to assure that the College does not schedule programs at the Bundy Campus site beyond the capacity of the site. The site capacity is similar to the existing shuttle site capacity and based on past experience such conflicts are unusual. In the event of changes to uses on the Airport, the College can adjust class start times, for example.

Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES (Community Education Classes only); Monitoring Proposed – YES.

- 8b. The impact on Sunset Park as well as Mar Vista/Palms communities should be examined as well as on specific streets such as Bundy, (whether traffic from the College use exits Airport Avenue or the campus it will flow onto to Bundy) 23rd/Walgrove and Ocean Park.

The June 2005 Site Access Memorandum provides an analysis of trip generation estimates for the proposed Master Plan and an intersection level of service analysis at 20 intersections for three access alternatives at Fall 2005 and at build-out.

Studied in Site Analysis of June 2005 – YES.

- 8c. The current usages need to reflect average and peak demand situations in the monitoring process. There is also the factor that has been consistently experienced year in and year out that at the beginning of a semester the traffic and parking demand are substantially higher - normally it takes about two weeks into a semester before traffic settles into an "average"

The use of 30 students per classroom is a high average calculation that is appropriate for traffic analysis. Nonetheless, there may be times early in the semester when demand is higher. The Bundy Campus surface parking lots can accommodate early semester peak loads through a variety of strategies, including internal roadway curb parking and internal stack parking (valet parking). The proposed Monitoring Program can oversee the efficacy of these strategies.

Reviewed w/City Staff – YES; Monitoring Proposed – YES.

- 8d. During those several weeks of each and every semester the airport has been overwhelmed with students parking everywhere (taking tenant spaces) and associated traffic. A measurement at this time should be made - measurements at the tail end of the semester will not reflect that demand and are likely to be on the low side. If monitoring is done only at the end of term then the numbers should be adjusted to reflect that (the numbers fall on about 25% after the class drop date)

The Environmental Study will measure student parking at the beginning of the Fall 2005 semester.

Reviewed w/City Staff – YES.

- 8e. All potential hours the college would operate need to be considered in the traffic analysis - and considered in terms of other airport traffic. As the college intends to be operating evenings and weekends - consider conflict with Antique Mart, Farmers Market, Barker events, etc. The report should address what those peak volumes will be.

See 8a answer above.

- 8f. The impact on the airport access road from the proposed Airport Avenue/DDL college use should be addressed. Congestion on Airport Avenue could cause more use of the secure access road by those with card access in order to avoid Airport Avenue for trips that normally would not be in the secure area - it

becoming a shortcut (and pressure on card holders to let others use their cards, etc). That access road is supposed to be for essential aviation use only because of incursion and security risks.

*The College has reduced the potential for this circumstance by reducing its planned use of the Bundy Campus to the one that has the least impact. In the very unlikely event of incursion, College staff has the authority to disqualify student offenders. In the extremely unlikely circumstance of routine incursion, the Monitoring Program will address and eliminate the problem.
Monitoring proposed – YES.*

- 8g. The potential "shortcutting" by vehicles coming down Airport Avenue from Bundy through the driveway and parking lots behind 3300 and 3200 Airport Avenue, particularly to avoid the four way stop at DDLS. This would be a safety concern and interfere with tenants and tenant patrons. This would be a safety concern and interfere with tenants and tenant patrons.

*In consultation with Airport staff, SMC has prepared design solutions for the access roadway that address this concern.
Reviewed w/City Staff – YES.*

- 8h. The impact on emergency vehicles and services on Airport Avenue - the only access route for the south side of the airport - due to increased usage.

*By proposing the site plan with the least impact, the College has addressed this concern.
Reviewed w/City Staff – YES.*

- 8i. All of these items need to be specifically addressed in terms of safety and impacts airport and the surrounding communities.

*The College is recommending the site option with the least impact and the access option that provides the greatest safety as the proposed Master Plan.
Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.*

9. The study should have an accurate baseline.

- 9a. The earlier study used apparently high numbers for the BAE use from a model based on land area rather than actual usage.

The existing conditions cited in the November 2004 study and the June 2005 site access memorandum do not include any prior use by BAE. The EIR will not either.

- 9b. The study needs to address cumulative uses - the demands of the current shuttle (which every semester overwhelm the airport for its first few weeks) plus the addition of all the programs on the Bundy campus. At the visioning meeting it was indicated that the existing proposed Bundy campus programs will take up the on-campus parking about 600 spaces. That 600 potentially would be on top of the 400 plus shuttle parking space use. This would represent a potential 150% increase in parking spaces to be used by students and the correlated potential traffic associated on Airport Avenue with the proposed DDLS access.

*The College is proposing a site use significantly below the numbers cited in the question. This proposed use meets the concerns raised.
Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.*

- 9c. The project alternatives should include Campus access from Bundy and the placement of any parking structure on the campus itself and accessed from Bundy. Also alternatives should include shuttle parking at other locations than airport and Bundy campus.

*The proposed Master Plan for the Bundy Campus includes removal of shuttle parking from the Airport and from the Bundy Campus.
Reviewed w/City Staff – YES. Studied in Site Analysis of June 2005 – YES.*

10. Environmental

10a. Santa Monica College

The proposed circulation and development plan that is being proposed should address CEQA requirements. A description of the proposed environmental process and schedule to be undertaken by the College should be provided and the City should be among the notified agencies in the review process.

*The College will comply with this request.
Reviewed w/City Staff – YES.*

10b. City of Santa Monica

The City is being asked to make a discretionary decision involving potentially significant impacts in areas such as traffic and circulation and to make permanent infrastructure changes in roadways and intersections.

*This is a decision for the City. The College has recommended a site plan that provides the least impact on the Airport, has prepared access roadway design options that address Airport operational concerns in consultation with Airport staff, has offered to pay for these improvements, and has offered to pay for other Airport improvements insofar as these improvements also benefit and enhance the College use of the Bundy Campus.
Reviewed w/City Staff – YES.*

Santa Monica Bundy Campus
Responses to Santa Monica Residents and Mar Vista Residents Questions from
Community Visioning Meetings March 29 and 30, 2005

TRAFFIC

If SMC gains access to Airport Avenue, how will the college minimize traffic to 23rd Street?

SMC is recommending a preferred site plan that has the least impacts on traffic. In Fall 2005, the new campus is projected to generate about 30 new weekday a.m. peak hour trips and 11 new weekday p.m. peak hour trips on surface streets to the northwest of the campus (towards Santa Monica). The current peak hour a.m. volume of 23rd Street in the segment north of Airport Avenue and before Ocean Park Boulevard is 2,115 trips and the p.m. peak hour volume is 2,192 trips. In Fall 2010, at build-out, these numbers drop to 17 new weekday a.m. peak hour trips and less than one new weekday p.m. peak hour trip on surface streets to the northwest of the campus (towards Santa Monica) due to the removal of shuttle parking.

What can SMC do to prevent gridlock on the streets around the Airport Campus?

SMC is recommending a preferred site plan that has the least impacts on traffic. In addition, SMC is recommending a monitoring program that calls for an annual public meeting of the College Board and City Council to address any future concerns.

Where are the entrance & egress locations?

The preferred master plan proposes entrance and egress from Airport Avenue using the south leg of Donald Douglas Loop South and from Bundy Drive. The Stewart Avenue gate will be for emergency vehicles only.

What is the traffic capacity presently for Airport Blvd., 23rd Street & Centinela Avenue?

The peak hour intersection levels of service for these intersections for a.m. and p.m. for three alternatives of access and vehicle routing is provided in Table 5 in the June 2005 Site Access Memorandum available on the College website.

How many car trips per day are anticipated for the Bundy Campus?

Table 4 of the same report as above provides trip generation estimates for Fall 2005, for an intermediate phase, and for final build-out of the campus.

Will the Campus provide traffic control?

Yes, the College employs its own sworn police officers and public safety officers. Public safety officers are stationed at all College parking lots and parking structures.

How will the Santa Monica College Board and City Council address the traffic?

The College will conduct an Environmental Impact Review of the Master Plan. The College is also recommending a Monitoring Program that calls for an annual meeting of the College Board and City Council to address any future concerns.

What are the approval procedures for traffic solutions?

Access from Airport Avenue will require City of Santa Monica approval. Traffic operations on Airport Avenue are governed by the City of Santa Monica. Santa Monica College has provided design solutions to minimize impact of College traffic on Airport Avenue and has recommended a site plan that has the least impact on street traffic.

What is the EIR status on traffic? EIR schedule for this project? What is the environmental impact of increased traffic?

Following possible Board of Trustee authorization to proceed with the Bundy Campus Master Plan process on July 6, 2005, the College will proceed with the environmental impact analysis (EIR) of the long-range plan for the Bundy Campus. The timeline for the EIR has not been established. The EIR will determine the environmental impact. A traffic analysis has been prepared for the proposed site plan and is available on the College website.

Will Airport Avenue be widened?

The College has no information regarding this question.

What is the impact to Rose, Dewey & Colonial?

The College does not project any impact to these streets. The Stewart Avenue gate is closed to all traffic except emergency vehicles and parking on site is adequate for onsite activities at all times so no spill-over parking is anticipated. Site exiting for northbound traffic on Bundy is proposed to exit onto Airport Avenue and use the signalized intersection.

How many car trips are anticipated on a daily basis and how will SMC mitigate the car trips?

Table 4 of the June 2005 Site Access Memorandum available on the College website provides trip generation estimates for Fall 2005, for an intermediate phase, and for final build-out of the campus.

Will SMC put the Stewart gate closure (with emergency access only) in a deed restriction?

The District Superintendent has agreed to recommend restricting Stewart Avenue access to emergency access only as long as the College District operates the site as an educational facility.

PARKING

What is the projected student population for the Airport Campus?

Table 3 of the June 2005 Site Access Memorandum available on the College website provides parking supply and demand estimates for Fall 2005, Fall 2007, and final build-out for the Bundy Campus. The student population for these time periods can be inferred from this table.

Is a parking structure needed now that a structure has been built on the Main Campus?

The parking structure built on the main campus (an extension to Parking Structure C, which replaced the earthquake destroyed Parking Structure B) does not replace all parking lost to the Northridge earthquake, nor does it replace street parking lost to expansion of preferential parking surrounding the main campus. Nevertheless, the College is not proposing a parking structure at the Bundy Campus except for a basement structure under the proposed 2-story building that will increase available parking from 609 spaces to 668 spaces.

Will students have to pay for parking on the Airport Campus?

No. It would not be possible to control student use of parking at the Airport which is currently free and usually available if the College were to charge for parking at the Bundy Campus.

Will there be enough parking spaces on the Campus to accommodate the students?

Yes. See Table 3 of the June 2005 Site Access Memorandum available on the College website.

How many entrances and exits are required for 1,200 parking spaces?

The College is not proposing this structure on the Bundy Campus.

Why is additional green space planned for the SMC Main Campus and shuttle parking planned for the Airport Campus?

Shuttle parking is not proposed for the Bundy Campus beyond an interim use of the campus for this purpose. The College is proposing parking under Corsair Field to replace parking lost to the Northridge earthquake, to provide parking availability for community users of College recreational facilities, and to partially offset parking lost to expansion of preferential parking.

Do other SMC sites have their share of parking?

Yes. The Madison campus, the Academy campus, and the Airport Arts campus are parking self-sufficient. A small intercampus transit operates between these satellite locations and the main campus.

How many parking spaces are planned and will there be a cap on the number of students and parking spaces?

The campus will open with 609 parking spaces and the Master Plan proposes a final count of 668 parking spaces. A Monitoring Program is proposed as an annual joint meeting of the College Board and the City of Santa Monica Council that will provide for public comment and review to maintain parking self-

sufficiency.

How will no student parking be enforced in the surrounding neighborhoods?

The site will provide adequate parking at all times.

GREEN SPACE

What is the air quality of playing fields on top of a garage?

The College is not proposing a garage at the Airport. The College is proposing a garage under Corsair Field. Typically, garages require air handling equipment to maintain air quality and the College will adhere to the highest standards in provide sufficient air handling for this purpose.

Who will manage the green space?

College staff is responsible for maintaining and securing the open spaces at the Bundy Campus.

OTHER

How large will the Bundy Campus grow?

The Bundy Campus proposed Master Plan retains the use of the 64,000 square foot 4-story building and proposes the replacement of the 30,000 2-story building with a building of like size.

What is the long-range plan for SMC growth / expansion? Is there a 2025 plan?

SMC's last Master Facility Plan was prepared in 1998. SMC also prepares annually a Five Year Capital Improvement Plan for State review. SMC expects to revise its Master Facility Plan within the next few years and that will become a 2025 plan.

What is the time line for completing the Master Plan?

Board authorization to proceed with the Bundy Campus Master Plan is anticipated on July 6, 2005, and a timeline will be prepared from that point.

Do residents truly have a say in the future of this campus?

Mar Vista neighbors, both immediately adjacent to the campus and at some distance from the campus; Sunset Park neighbors on collector streets running through Sunset Park and others concerned about overall impacts; Airport Commissioners; child care advocates; and college faculty and staff have all shaped the proposed Master Plan in clearly identifiable ways. The preferred site option has the least impacts of all options studied. In addition, College staff is recommending a Monitoring Program to provide future public comment and review of site development. Immediate neighbors asked for and received the southwestern sound wall, chose the height of the soundwall, and chose the trees that buffer residents from the soundwall and the campus. Concerns about the overall impact of the campus led the College to recommend the option with the least impact. Concerns of Airport Commissioners have led to design proposals that address spill-over parking into adjacent lots; child care advocates have gained an important new resource to address a future need for early childhood development educators as universal pre-school takes hold; and faculty and staff have guided the College in understanding the potential educational uses that can be accommodated at the site.

Will the Campus provide security?

Yes. See answer to a prior question.

Will SMC take an active role in eliminating jet traffic at the airport? Why is the College exposing students to jet fumes?

The District is not aware of any risk of harm to students from aircraft or jet fumes. The Airport Administration provides exceptionally rigorous monitoring of air quality.

Will there be more development of the property after the initial building phase?

The Master Plan proposed final build-out in the year 2010; however, it is extremely unlikely that build-out will occur by then. The College does not have the funding or the educational need to accelerate the

replacement of the 2-story building.

Is mitigation of contaminated soils and groundwater required on Bundy Campus based on previous owner (BAE Systems)?

No. The District has initiated and completed all testing of the soils and groundwater and no remediation is needed.

Why is SMC opening the campus to students this summer without a plan?

The summer program is designed to accommodate the schedule of local high school students who need college-level general education classes to advance towards their graduation or to get a head start on College. This program serves a limited number of students that can be accommodated by means of an interim arrangement with the City of Santa Monica.

Why is SMC in Los Angeles / Mar Vista?

Santa Monica College has been the community college for a region that includes Pacific Palisades, West LA, Santa Monica, Palms, Mar Vista, Venice, and other communities since its founding in 1929. Palisades High, University High, Santa Monica High, Malibu High, Venice High, and Westchester High all feed students to Santa Monica College to begin their higher education or for career training.

Is SMC open to another campus location?

The District has committed significant public funds to securing and improving the Bundy Campus for educational programs. To change to another campus location would require compelling financial gain and/or compelling public benefit.

What kind of security / patrol will be provided on the Campus?

The Santa Monica College Police Department operates 24 hours a day, seven days a week. Their phone number is 310-434-4300.

Who do residents contact if there is a problem on the Campus (Santa Monica, Los Angeles)?

The Bundy Campus will operate with a Campus Provost (Marvin Martinez, 310-434-4199) and a Campus Dean (Dianne Berman, 310-434-4071).

When will the EIR be completed for the project?

See answer above.

Will the City of Los Angeles be involved in this process?

Yes. The City of Los Angeles has been extensively involved in the Master Plan process and the College will provide the City of Los Angeles with appropriate notice in order to facilitate their continuing involvement.