August 3, 2010
Board of Trustees
SMC Career and Educational Facilities Master Plan 2010 Update

INTRODUCTION

At Santa Monica College, clearly defined planning and development principles adopted by the Board of Trustees in the 1998 Facility Master Plan have kept key college, academic, and sustainability objectives on track and have served to successfully guide campus construction. All of the earthquake recovery replacement projects are now completed or in construction (science, parking structures, theatre arts, humanities, library, pool, main quad, and student services), and a number of programs have moved from the main campus to satellite locations at the Academy, Bundy, Performing Arts, and Emeritus campuses.

Planning has been ongoing at SMC, including Board-approved 5-year capital outlay plans; facility assessment surveys conducted in 2001, 2002, and 2003; projects submitted for State funding; projects approved by the voters of Santa Monica and Malibu in the bond measure elections of 2002, 2004, and 2008 (Measures U, S, and AA); and the ongoing activities of the District Planning and Advisory Council (DPAC) Facilities Sub-Committee.

The 1998 Master Plan was amended in 2002 to provide for facilities on the Bundy campus and for Parking Lot 6 on the Main Campus, in 2004 to adjust building placements on the Main Campus, and in 2007 to incorporate comprehensive planning for the Bundy Campus.

The Master Plan is a living document that provides the long range planning framework for Santa Monica College and flexibility to accommodate changes in future conditions. The Master Plan 2010 Update incorporates an understanding of SMC, incorporates current planning, projects future needs, and provides for an approach to implementation. It is an update of the 1998 Master Plan which identified the guiding principles and parameters for future development. This iteration of the Master Plan promotes sustainability and makes provisions for a superior educational environment.

In order to prepare the future leaders of this world, Santa Monica College is tasked with providing exceptional educational programs for training and education in premier facilities that support this mission. With over 160,000 assignable square feet of new educational facilities and acres of new open space planned on the various Santa Monica College campuses, it is the intent of the Career and Educational Facilities Master Plan 2010 Update to guide development so that the vision for Santa Monica College becomes a reality.

Proposed facilities providing superior learning environments for the Arts, Sciences, Humanities, Technology, and Physical Education programs are at the very heart of this vision. As educational needs change over time, flexible facilities will aid the College in adapting, allowing it to continue providing exceptional learning environments. These facilities will be havens for learning and creativity and serve as a model of sustainability. Attaining, at a minimum, a LEED Silver rating, these buildings will exemplify Santa Monica College's commitment to the environment through innovation and practice.

Equally as important, open spaces are planned to be renewed, revived and reinvented and newly created throughout the Santa Monica College campuses. These spaces will create venues where students, faculty, staff, and the neighboring community can come together to meet, learn, and play. Extending outwards and blurring the line between building and open space will create an expansive and varied educational atmosphere.

The proposed Master Plan document describes existing, present, and proposed conditions. The existing conditions section references the 1998 Master Plan and what it accomplished. Present conditions describe the current physical infrastructure, facilities, and open spaces. Finally, the proposed conditions delineates what can be achieved through the implementation of the Master Plan 2010 Update.

Flexibility is the ultimate goal in the development of the project criteria so that each project responds to current educational needs, technology, and trends that are paramount in creating a campus system that can continue to thrive. Just as the 1998 Master Plan outlined the development of the physical campus for the previous 10 years, the Career and Educational Facilities Master Plan 2010 Update will aid the planning and design of both future facilities and open spaces so that they best respond to Santa Monica College's mission and guiding principles.

KEY OBJECTIVES AND PURPOSES

Primary Objective. The primary objective of the Master Plan 2010 Update is to update the 1998 Master Plan goals and policies with respect to planning, acquiring, modernizing, improving, developing, and maintaining property, facilities, and equipment to provide the best possible educational environment and promote the incorporation of sustainable resources.

Purposes. The purposes of the Master Plan 2010 Update are to identify long-term planning goals for SMC facilities that will assist the District in preparing students for the jobs of the 21st century and competing in a global economy, including the teaching of math, science, technology, and arts; to identify program improvements for specific projects; and to obtain necessary project-specific approvals.

The Master Plan 2010 Update proposes the renovation, new construction, and demolition on the 41.4-acre Main Campus, the 3.5-acre Academy of Entertainment and Technology Campus, the 2.4-acre Olympic shuttle lot, and the 4.5-acre Performing Arts Campus. In addition, the Master Plan 2010 Update incorporates current facilities and planned improvements already approved by the Board of Trustees at these campuses and at the Bundy Campus, Airport Arts Campus, and Emeritus College.

The Master Plan 2010 Update provides for the orderly implementation of capital improvement projects as identified in Measure AA, a local bond measure approved by the voters of the District in November 2008; the final phase of a modernization program of new and renovated facilities on the Main Campus; the consolidation of related digital media programs in new and renovated facilities on the Academy of Entertainment and Technology Campus; the seismic repair and expansion of facilities at the Performing Arts Campus; related parking improvements; related circulation improvements; related landscaping and open space elements; general site improvements; and the long-range development planning for the Olympic Shuttle site.

Specific Objectives: SMC's specific land use and planning objectives identified for the Master Plan 2010 Update are as follows:

• To identify development opportunities to upgrade and improve SMC Campus sites with regard to improving program accessibility, land use compatibility, transportation and sustainability.

• To provide for a replacement Math and new Science wing building. The math department operates in a temporary facility that is nearing the end of its life cycle. The current facility lacks the infrastructure to support modern classroom technology. The Earth, Life, and Physical Sciences programs are operating in spaces that are too small and scattered around the campus. This inhibits the sharing of resources and incurs expensive replacement costs for laboratory teaching materials. There are insufficient science lab classrooms to offer needed course section for the Allied Health and Nursing Program. The new building would restore to the Main Campus an instructional observatory and would provide a replacement planetarium to meet the increasing demands for course offerings and community educational programs.

• To provide for a replacement Physical Education building. The physical education department is currently operating in a 1958 building in which many of the systems are in poor condition, including the roof, the concrete floors, the restrooms, showers, exhaust systems, and electrical systems. The fire systems are not centrally monitored and the building lacks a fire sprinkler system. A replacement building would provide additional indoor physical education and fitness training, would provide equal

support facilities for men and women, would provide needed facilities for the dance program, and would be available to the community during non-instructional times.

• To provide for a replacement Corsair Field stadium and ESL relocation. The 1948 Corsair Field concrete stadium structure is experiencing deterioration of the concrete and does not meet current seismic standards or current accessibility requirements. The ESL program operates in temporary buildings that are nearing the end of their life cycle.

• To provide for a central plant. A central heating and cooling system for the Main Campus would provide cost savings and energy savings.

• To upgrade and modernize the existing Drescher Hall building, to provide for further improvements along the Pico Boulevard frontage, and to provide new space for a bookstore and small-scale student-serving retail spaces. The open space associated with this improvement provides the main arrival area to campus and a transitional area from a public zone to a campus zone.

• To provide for expansion at the Academy of Entertainment & Technology Campus to bring together programs in digital arts, media, communication, journalism and broadcasting, the relocation of the College's radio station, and incorporated parking;

• To provide for program expansion at the Performing Arts Campus in music, art, public programs, and related parking, and to complete seismic repair. The East Wing of the 1933 classroom building is seismically deficient; a replacement upgrade would provide necessary additional practice space for the Music Department, necessary office space for the performing arts staff and technicians, and a location for community events. An underground parking garage would support increased educational and public use of the stages and auditoriums and would increase open space. A future educational facility would meet future program needs of the music department, art department, and performing arts groups at the site.

• To provide for long-range development planning at the Olympic Shuttle site.

• To reinforce the pedestrian character of the Campuses by: supporting vibrant and walkable campuses, providing for enhanced student and faculty interaction, increasing the ease of navigation throughout each campus, and enhancing links between the open spaces and landscape on the campuses.

• To reorganize and better define bicycle routes and bicycle-related facilities on the Campuses. Specifically, to help promote the use of alternative transportation, increase the ease of use of bicycle facilities and storage, and reduce the impact on traffic on adjacent streets and neighborhoods.

• To continue to expand upon the successful sustainable practices of Santa Monica College. Specifically, to optimize functional relationships of SMC facilities and landscape, increase efficiencies in water and energy use, and to achieve LEED certification on all new facilities.

The Master Planning Process

At its March 15, 2008 retreat, the Board of Trustees provided direction to staff to plan for the construction and financing of a modernization and new construction program. In May 2008, the Board of Trustees discussed a proposed Facilities Master Plan update and means of financing, and approved a contract with Gensler, a world renowned architectural firm headquartered in Santa Monica, for the first phase of the master planning effort. In moving forward, the Board of Trustees noted that based upon a scientific survey of Distict resident voters, 94% considered the College an important part of the community; 58% of the respondents reported that they or someone in their immediate family had attended the College, and 52% of the respondents had been on the College campus within the past year. 65% of the respondents had looked through the SMC course catalog, and 46% had listened to the College's radio station KCRW in the past month (15% of the respondents were KCRW members).

In July 2008, the Board of Trustees approved placing Measure AA, a facilities bond measure, on the November ballot.

With the passage of Measure AA, in November 2008, the Board of Trustees approved a second phase of the master planning effort, to meet with the campus community to examine programs for new buildings, moves and relocations, land use, density, open space, transportation, sustainability, and phasing. Outreach included a presentation to DPAC in December 2008, to the Board of Trustees in January 2009, to faculty and staff in March 2009, to a campus sustainability group in June 2009, and to Senior Staff in September 2009.

In May 2009 the Board of Trustees approved a third phase of the master planning effort, to analyze access, circulation, service, delivery, bicycle routes, and storage needs, and to provide for public outreach. Two public meetings open to the community were held in late September and early October 2009, which were widely advertised through newspaper advertising and through a community-wide mailing. A third community meeting was held October 7, 2009. This meeting also served as the scoping meeting for the EIR process.

The Notice of Preparation of an EIR for the proposed Master Plan 2010 Update was circulated for a 30-day review period starting on September 24, 2009 and ending on October 26, 2009. A report on the community meetings and issues raised was provided to the Board at the November 2009 meeting. Based on a preliminary assessment of the Master Plan and the agency and public comments received, the District determined the scope of the EIR. Consistent with CEQA, the Draft EIR was circulated for a 45-day period starting on April 21, 2010 and ending on June 4, 2010. The Draft EIR was available to the public via the College's official website, copies of the Draft EIR were available for public review at SMC's administrative offices during normal business hours, and notices were published multiple times in the Santa Monica Daily Press. The District received 17 comment letters, including one form letter signed by nine individuals. The comment letters and responses to the comment letters can be found in the Final EIR, dated July 15, 2010. A discussion of the issues is provided below.

Prior to the issuance of the Final EIR, a report on the draft Master Plan was made to the Board of Trustees at the June 2010 meeting. Notices of availability of the Final EIR and responses to comments were mailed to each agency and individual that commented on the Draft EIR on July 16, 2010. Copies of the Final EIR were made available to the public and posted on the District website on July 19, 2010. Courtesy reminders of the availability of the Final EIR and the public hearing on August 3, 2010 were provided through prominent advertisements in the Santa Monica Daily Press.

Other Approved Projects and Educational Initiatives

The environmental analysis provides for future planned improvements at four of the District's campuses. It should be noted that the proposed Master Plan also incorporates existing improvements at all the District campuses, including all previous approvals authorized by the Board of Trustees. The Board has previously approved the Student Services building now under construction on the Main Campus, and has previously approved a planned facility at the Bundy Campus to support SMC's workforce development program and Career Technical Education programs, and to provide for the advanced instruction tailored to the needs of the Westside workforce, in partnership with other agencies.

Additionally, the District has committed to two educational initiatives. One is an Early Childhood Development Lab School in partnership with the City of Santa Monica to be located at the Santa Monica Civic Center. The City of Santa Monica is the Lead Agency for this project.

The other is a possible Malibu Campus, to be located in the Malibu Civic Center. The District will conduct a future environmental analysis of this potential program and facility when the project is further defined.

Project Description

Project Characteristics

In total, the Proposed Project would result in a total of approximately 1,409,151 gross square feet of development (or approximately 903,552 square feet of assignable square feet (ASF)) campus-wide, which is a net increase of 243,626 gross square feet (or approximately 161,990 square feet ASF) as compared to the existing environmental baseline conditions. The Proposed Project would involve the demolition of approximately 227,020 square feet of gross building area (or 144,877 square feet ASF).

For the Main Campus, the Master Plan 2010 Update calls for a replacement Math and Science Extension building (70,057 ASF); a replacement Health, Fitness, Dance, and Physical Education building (38,000 ASF); a new centralized plant for heating and cooling; additional renovations and additions related to the modernization of Drescher Hall and the Pico Promenade beautification project (7,100 ASF); and the replacement of the stadium and related facilities (20,047 ASF). The Master Plan calls for the demolition of the Liberal Arts Building (-19,278 ASF), the demolition of the Letters and Science Building (-14,892 ASF), the demolition of the Math Complex and the Library Village (-32,010 ASF), the demolition of the Physical Education building (-16,744 ASF), the demolition of the English as a Second Language (ESL) Building (-4,828 ASF), and the demolition of the Corsair stadium and related facilities (-16,518 ASF).

Implementation of the Master Plan at the Main Campus will result in a net increase of 11,037 ASF on the Main Campus compared to baseline conditions in January 2009 and interim projects. When fully implemented under the 2010 Master Plan, the total building area for the Main Campus, including all projects currently existing or entitled, will be approximately five percent below the gross square feet called for under the 1998 Master Plan.

For the Academy of Entertainment and Technology Campus, the Master Plan calls for a reduction of the existing 31,521 ASF building to a new building area of 29,297 ASF; the addition of a new wing to the existing building with 19,419 ASF, including a new parking structure with 450 parking spaces to replace 255 surface parking spaces; and a new building to house SMC's radio station (KCRW) with 27,753 ASF. Parking will be provided in two levels below grade and four levels above grade plus rooftop parking, with entry and egress from a relocated driveway on Pennsylvania Avenue, currently a one-way street flowing to the east. A commercial project pending with the City of Santa Monica proposes the conversion of Pennsylvania Avenue to a two-way street, and the Master Plan 2010 Update accommodates this anticipated change by the City of Santa Monica.

Implementation of the 2010 Master Plan at the Academy of Entertainment and Technology Campus will result in a net increase of 47,172 ASF and the net addition of 195 parking spaces.

For the Olympic Shuttle site, the Master Plan 2010 Update calls for the long-range development of educational facilities with a total building area of 48,750 ASF plus a parking structure with 630 parking spaces, to replace a surface parking lot with 211 parking places.

For the SMC Performing Arts Campus, the Master Plan 2010 Update calls for a replacement of the east wing of the main classroom building at 1310 11th Street with a new two-story wing that connects at both levels to the main structure (15,461 ASF); a new extension to the west wing of the main building (3,350 ASF); and a new fine arts exhibition building with related classrooms and offices (40,600 ASF). The 2010 Master Plan calls for the demolition of the existing east wing (-2,980 ASF) and the removal of temporary office trailers (-1,400 ASF). The 2010 Master Plan also calls for a new 3-level underground parking structure and surface parking (650 spaces) to replace an existing surface parking lot (285 spaces).

Implementation of the 2010 Master Plan at the Performing Arts Campus will result in a net increase of approximately 55,031 ASF on the Performing Arts Campus and a net increase of approximately 365 parking spaces.

Architectural Scale and Massing

The scale and massing of the buildings proposed as part of the SMC Facilities Master Plan 2010 Update would be compatible with the existing design and urban form within the main campus and at each of the respective satellite campus locations.

Main Campus. On the Main Campus the existing buildings are between one and four stories in height. Corsair Stadium would be demolished and replaced in the same location with a new stadium that is approximately the same height and footprint as the existing stadium. The temporary math complex (a series of one-story buildings fronting Pearl Street) would be demolished and would then become open space. The one-story physical education building would be replaced with a 3-level Health, P.E., Fitness, and Dance building. The IT Telecom Relocation would extend the existing 2-level library building to the south closer to Pearl Street. The 2-story Liberal Arts and Letters & Science buildings and one-story counseling complex would be demolished and redeveloped with a 3-level and 2-level building to support Math and Sciences.

AET Campus. The AET Campus is currently developed with a 50,000 square foot 2-story building. The proposed 2010 Update would redevelop this site with a 3-level KCRW building and a 2-level AET expansion building with a 7-level parking structure (2 levels below grade and 5 levels above grade) fronting Pennsylvania Avenue.

Olympic Shuttle Lot. The Olympic Shuttle lot is currently developed as a surface parking structure with a parking attendant kiosk. The proposed 2010 Update would develop the site with a 3-level, 75,000 square foot structure and below grade parking.

Performing Arts Campus. The existing Performing Arts Campus is developed with a 2-level structure fronting Arizona Avenue and a 3-story, 75-foot high theater building. The proposed 2010 Update would redevelop the southern portion of the site, which is currently surface parking, with a 3-level educational facility and underground parking structure.

Environmental Analysis

The Initial Study/Notice of Preparation determined that the following environmental impacts were not considered potentially significant and were not addressed in the Final EIR: biological resources and cultural resources.

The Final EIR determined that the following environmental impacts were found to be less than significant and would not result in significant cumulative impacts, and no mitigations are required or recommended: hydrology, land use and planning, public utilities (sewer, water, energy, solid waste), and public services (police).

The Final EIR determined that the following environmental impacts were found to be less than significant and no mitigations are required; nonetheless, the College shall implement mitigation measures as part of the Master Plan 2010 Update in the following areas: air quality and fire protection. The mitigations for these areas are found in the Mitigation Monitoring Program in the accompanying resolution.

The Final EIR determined that the following environmental impacts could feasibly be eliminated or substantially reduced below a level of significance and that the College shall implement mitigation measures in these areas as part of the Master Plan 2010 Update: aesthetics, hazards and hazardous materials, noise/vibration, geology/soils, and neighborhood effects (aesthetics, hazards and hazardous

materials, noise/vibration, and geology/soils). The mitigations for these areas are found in the Mitigation Monitoring Program in the accompanying resolution.

The Final EIR determined that the environmental impacts in the area of traffic and transportation cannot feasibly be avoided or mitigated to below a level of significance. Nevertheless, their impacts are found to be acceptable due to overriding considerations as discussed below. As detailed in the Final EIR, the project would result in a net increase of 5,678 daily weekday trips, including 572 weekday AM peak hour trips and 426 weekday PM peak hour trips, and a net increase of 1,410 daily weekend trips, including 141 weekend mid-day peak hour trips. The Final EIR found that the Project would result in a significant and unavoidable impact at 36 intersections and at 13 street segments. The FEIR mitigation monitoring program, recommended for adoption, would alleviate most of the transportation and traffic impacts through a comprehensive and thorough Transportation Demand Management (TDM) program that would be monitored and measured through at least the year 2017, which is the anticipated build-out of the project, or beyond until the trip generation target is reached in two successive reporting periods. A discussion of the recommended TDM program and other transportation and traffic mitigations is provided below.

Issues For Discussion

Transportation and Traffic

As noted in the Traffic and Parking Study provided as Appendix F of the Draft EIR, on a comparative basis with trip rates provided in the ITE *Trip Generation* manual (ITE Land Use Code 540, Junior/Community College), the observed Santa Monica College trip rates are 21%, 31% and 15% lower than the applicable ITE trip rates for the AM peak hour, PM peak hour, and daily basis. This difference in the observed rates versus the ITE rates is representative of the urban location of SMC which includes extensive public transit service, and pedestrian and bicycle trip-making opportunities provided at the campuses and surrounding areas.

Among other programs, SMC's transportation initiative, the "Any Line, Any Time" collaboration with the City of Santa Monica's Big Blue Bus, has achieved a high public transit ridership to the main campus. According to the Traffic and Parking Study, public transit accounts for 35% of the AM peak hour arrivals and departures and 25% of the PM peak hour arrivals and departures at the Main Campus.

With the implementation of the mitigation measures for transportation and traffic—including the goal of ensuring that cumulative vehicular trip generation does not exceed current levels at the affected campuses in the weekday afternoon peak hour—potentially significant traffic impacts will be reduced, but it is anticipated that there will remain significant impacts at individual intersections and street segments that cannot feasibly be avoided or fully mitigated to below a level of significance.

Pages IV.J-79 through IV.J-82 of the Draft EIR offer a discussion regarding the recommended transportation and traffic mitigation measures outlined for the Proposed Project. These measures primarily outline the implementation of a Transportation Demand Management (TDM) plan to reduce vehicular traffic and parking generated by the various project campuses. The TDM measures implemented as part of the Project will be aimed at decreasing the number of vehicular trips generated by persons traveling to and from the site by offering specific facilities, services, and actions designed to increase the use of alternative transportation modes (e.g., transit, rail, walking, bicycling, etc.) and ridesharing.

Consistent with the objectives of the City of Santa Monica's Draft LUCE, the goal of the SMC TDM plan is to manage the total aggregate trip generation of the SMC Main Campus, AET, Olympic Shuttle Lot, and PAC campuses such that the PM peak hour trip generation would not exceed pre-Project levels (see Mitigation Measure J-3). While the overall SMC system would be "traffic neutral" the actual trip reductions measured at each campus may vary considerably, and may not be equivalent to the potential

increases otherwise forecasted for each campus. Thus, even if the aggregate trip reduction targets are attained, some campuses may generate additional trips as compared to current conditions following Project completion while other campuses may experience a relative decrease in trips. Accordingly, due to the high sensitivity of the City of Santa Monica's significant traffic impact thresholds utilized in the assessment of impacts at the study intersections and street segments, it is likely that some locations would still experience traffic increases due to the Project that would cause traffic impacts to be deemed significant. Nevertheless, the implementation of the SMC TDM plan is recommended to eliminate the significant traffic impacts at some locations and reduce the level of severity of the significant traffic impacts at other locations.

Other measures have been considered to reduce the significant transportation impacts forecast through the provision of additional intersection capacity under either the weekday AM and PM peak hour, or weekend mid-day peak hour conditions to less than significant levels. A discussion of the capacity enhancement measures at the study intersections is provided in Appendix K of the Traffic Study of the Draft EIR. These measures primarily focus on increasing the capacity of the affected intersections through improvements such as roadway restriping, roadway widening, changes in existing traffic signal operations, and/or installation of new traffic signals. As such, it is recommended that the capacity enhancement measures not be considered as potential traffic mitigation for the following reasons:

• Implementation of the potential measures is beyond the control of the Lead Agency (and therefore is not a certainty) as the improvements would require approval from the City of Santa Monica, the City of Los Angeles, and/or Caltrans in order to permit construction;

• Many of the potential measures would require the removal of existing curbside parking spaces, which could result in secondary adverse impacts due to the loss of curbside parking, which is heavily utilized in an urban area such as Santa Monica;

• The City of Santa Monica by practice typically does not allow street widening, particularly if it causes a reduction in sidewalk/parkway width; and

• The relatively high costs of implementing the potential capacity enhancement measures substantially outweigh the relative low severity of the potential traffic impacts due to the Project.

Corsair Stadium Replacement

A number of comments regarding the proposed demolition and reconstruction of Corsair Stadium were received in response to the publication of the Draft EIR. Many of the issues are addressed in the Draft EIR. Specifically, the Draft EIR states that Corsair Stadium would be demolished and replaced in the same location with a new stadium that is approximately the same height and footprint as the existing stadium. The impacts related to the demolition of Corsair Stadium are included in the construction related air quality emission modeling as shown on Section IV.C Air Quality of the Draft EIR. Table IV.C-8, Construction Parameters, identifies all of the associated construction activities planned to occur on each campus. For the Main Campus, the Corsair Stadium/ESL demolition estimates are stated to occur on a 1.34-acre site with 29,686 square feet of demolition and 0.75 acres of surface areas to be paved. It should be noted the modeling assumptions are based on asphalt paved surfaces, which generate increased emissions associated with off gassing. This estimate provides for a conservative estimate as the 0.75 acres of paved surfaces would be improved with various hardscape materials other than asphalt such as preformed concrete pavers, blocks, concrete and/or crushed rock materials. The estimated daily peak construction emissions are reported in Table IV.C-9.

With respect to contaminants and potential health issues to local sensitive receptors, the air quality analysis in the Draft EIR concludes that the Proposed Project would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, and no toxic airborne emissions would result from its implementation. In addition, construction activities associated with the Proposed Project would be typical of other sites in the City, and would be subject to the

regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

With respect to the proposed demolition and reconstruction of Corsair Stadium and the potential for structural impacts upon neighboring properties, no impacts are expected to occur. The minimum distance between Corsair Stadium and the nearest off-site structures (the single-family residences along 16th Street), is greater than 60 feet, with 16th Street in between. Construction activities such as jackhammering, scraping asphalt, excavating soil and building construction would not result in any physical impacts to structures located at a distance of 60 feet. It should also be noted that SMC has completed several improvement projects near and adjacent to other commercial, school, and residential land uses without incident and has demonstrated good housekeeping practices on all construction sites.

SMC has investigated the option to repair, restore and upgrade Corsair Stadium and has found this option to be infeasible from both an economic and technical basis. For one, the geotechnical upgrades required to meet seismic code safety regulations and ADA access requirements would involve a considerable amount of demolition to cut and reinforce cement foundations. In this regard, little benefit would be realized in terms of avoiding construction impacts because much of the cement would need to be jackhammered, cut and removed from the site. In addition, a planned reinforcement effort would take longer to design and implement and would extend the overall duration of the renovation or construction process. (See the Corsair Field Stadium Seismic Evaluation Study, prepared by John A. Martin & Associates, Draft dated October 15, 2006, included as Appendix D to this Final EIR.)

Bicycles

Comments on master plan improvements to accommodate and promote bicycle use were received from a number of residents and from a local bicycle advocacy group. In response, the District notes that bicycle volume counts were conducted on the Main Campus as part of the EIR, as shown in Table III-6 on page III-21 of the Final EIR, and notes a number of existing programs and planned improvements for bicycle use as detailed beginning on page III-25. A number of these improvements are a component of the Pico Promenade Improvements project now under construction. The District also notes its ongoing activities with the City of Santa Monica in addressing the planning and implementation of bicycle routes and its collaboration with the City and the School District in support of a grant application to integrate Campus planning with street planning with regard to bicycle, pedestrian, and transit use. The District notes that ultimately, the City has jurisdiction over the design and operation of bicycle routes on City streets. The District is encouraged by the strong advocacy for bicycles and will continue to integrate the use of bicycles into its facility planning efforts.

Air Quality Analysis

The South Coast Air Quality Management District (AQMD) requested the quantification of localized air quality impacts from oxides of nitrogen (NO_x) and particulate matter (PM_{10} and $PM_{2.5}$). Although not required, in an effort to meet the request of the AQMD, the Final EIR has been revised to quantify localized construction and operational air quality impacts from NO_x, PM_{10}, CO, and $PM_{2.5}$ emissions. As shown in detail beginning on page III-5 of the Final EIR, the proposed project would not exceed the thresholds of significance for air quality impacts from these emissions.

Project Alternatives

According to CEQA guidelines, an EIR must include the analysis of a reasonable range of alternatives to the proposed project. The Final EIR includes an analysis of a "No Project Alternative," a "Reduced Density Alternative," and a "Olympic Shuttle Lot Land Swap Alternative." CEQA mandates that the Lead Agency identify the environmentally superior alternative (the alternative that reduces the significant impacts of the project to the greatest extent; if the No Project Alternative is the environmentally

significant alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives). However, the Lead Agency may consider the project objectives in part or in total in approving the project, and may adopt a statement of overriding consideration in doing so.

The CEQA-mandated environmentally superior alternative is the "Reduced Density Alternative." The Reduced Density Alternative would be environmentally superior to the Project because it would reduce weekday traffic impacts at 15 of the significantly impacted study intersections, and would eliminate only the AM peak hour impact at two additional intersections and the PM peak hour impact at one additional intersection. In total, the Reduced Density Alternative would result in 14 significantly impacted traffic intersections on weekday peak hours. With respect to street segments, the Reduced Density Alternative would reduce street segment traffic impacts at five of the 13 significantly impacted street segments. The Reduced Density Alternative would result in impacts equal to or less than the impacts of the Project, as well as the other alternatives considered; but the Reduced Density Alternative would be likely to result in significant adverse traffic impacts at individual intersections and street segments. The No Project Alternative also would result in impacts that would be equal to or less than the impacts of the proposed project.

However, neither the Reduced Density Alternative nor the No Project Alternative are feasible because they do not satisfy the Project Objectives to sufficiently accomplish needed demolition and replacement of aging and inadequate teaching facilities to the extent identified as needed on the Project Sites.

Because of their reduced scope, neither the Reduced Density Alternative nor the No Project Alternative would fully accomplish replacing a temporary facility that is nearing the end of its life cycle (i.e., Math), integrating and providing adequate space for the Earth, Life and Physical Sciences programs, providing safer and necessary replacement facilities for Physical Education, improving the seismic safety and replacing deteriorated condition of the stadium, upgrading and modernizing Drescher Hall, all of which are on the Main Campus. Nor does the Reduced Density Alternative or the No Project Alternative meet the Project Objective of providing sufficient facilities to bring together programs in digital arts, media, communication, journalism and broadcasting, as well as the College's radio station and incorporated parking at the Academy of Entertainment & Technology Campus. Nor does the Reduced Density Alternative or the No Project Alternative meet the Project Objective to sufficiently accommodate program expansion of music (additional practice space), art (necessary office space), public programs (location for community events), and related parking, as well as needed seismic repairs to the East Wing of the school building constructed in 1925 and reconstructed following the 1933 earthquake, all of which are on the Performing Arts Campus. Nor does the Reduced Density Alternative or the No Project Alternative meet the Project Objective of providing sufficient space for the envisioned long-range development of the Olympic Shuttle site, although that planning is more conceptual in nature and will likely trigger further environmental review as the development of that site is refined in the future.

There are also benefits to the long-range development of satellite campuses such as the Olympic Shuttle site because the Main Campus is land-locked and expansion of the boundaries of the Main Campus would therefore be problematic.

The contemplated replacement, seismic safety upgrades, program expansion, program integration, and future capacity fulfillment as outlined in the Project Objectives are essential to the educational mission of the College, the future education of its students, and the variety of services and benefits provided to the surrounding community by an educational institution of this caliber.

The Olympic Shuttle Lot Land Swap Alternative would also be environmentally superior to the Project because it would reduce weekday traffic impacts below levels of significance at eight of the significantly impacted study intersections. With regard to street segments, the projected impacts would be the same as for the Project. While it may be environmentally superior to the Project, the Olympic Shuttle Lot Land Swap Alternative is not feasible at this time because there is no final agreement between the City

of Santa Monica and the District as to the contemplated exchange of property between these two public institutions. As the EIR notes in Section VI.C, this Alternative consists of a "potential land swap between the City of Santa Monica and SMC." The target property for the land swap is owned by the City and leased to third parties. The District itself does not have a practice of exercising its powers of eminent domain in such circumstances, and thus as a matter of policy cannot achieve this alternative without the concurrent agreement and actions of the City of Santa Monica. Such an agreement has not been reached at this time; therefore, the contemplated land swap cannot be successfully accomplished at this time, and the Olympic Shuttle Lot Land Swap Alternative is not presently feasible. Should ongoing discussions with the City result in a land swap, we will revise the Master Plan to remove the Shuttle site.

Statement of Overriding Considerations

As fully described in Section IV.J, the Final EIR found that the Project would result in significant and unavoidable adverse impacts to traffic and transportation. Consistent with 1405 (n) of the Santa Monica College CEQA Guidelines and Section 15093 of the State CEQA Guidelines, the Board of Trustees may make a Statement of Overriding Considerations and find that the educational, social, cultural and economic benefits of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project outweigh the unavoidable environmental impacts based on the reasons stated below and more particularly in Section 6 of the resolution before the Board. The benefits identified are each one, in and of themselves, sufficient to make a determination that the adverse environmental effects are acceptable.

The Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project will address important deficiencies in the College's facilities to support delivery of "the best possible educational environment" and to "promote the use of sustainable resources," as reflected in the College's mission statement. The improvements contemplated in the Master Plan 2010 Update were endorsed by the voters of the District in November 2008, when they passed local bond measure AA.

At present, the College has a significant deficiency of facilities for math, science, physical education, and ESL on the Main Campus

The physical education department is currently operating in a 1958 building in which many of the systems are in poor condition, including the roof, the concrete floors, the restrooms, showers, exhaust systems, and electrical systems, and must be replaced.

The Project would provide for a replacement Corsair Field stadium that does not meet current seismic standards and for the ESL relocation from temporary buildings.

At present, the College is unable to fully integrate its educational programs in media arts. The 2010 Master Plan will enable the College to bring together compatible educational programs in digital arts, media, communication, journalism and broadcasting on one integrated media campus.

The East Wing of the classroom building at the Performing Arts Campus is seismically deficient; replacement is more cost efficient. Furthermore, the demand for additional educational opportunities related to dance, drama/theater, music, or visual arts cannot be accommodated within the existing facilities at the Performing Arts Campus.

The 2010 Master Plan will better reinforce the pedestrian character of the Campuses by supporting vibrant and walkable campuses, providing for enhanced student and faculty interaction, increasing the ease of navigation throughout each campus, and enhancing links between the open spaces and landscape on the campuses.

The 2010 Master Plan will reorganize and better define bicycle routes and bicycle-related facilities on the Campuses. This, in turn, will help promote the use of this alternative means of transportation, increase

the ease of using bicycles, and correspondingly reduce the impact of traffic on adjacent streets and neighborhoods.

The 2010 Master Plan will continue to expand upon the College's successful sustainable practices through optimizing functional relationships of facilities and landscape, increasing efficiencies in water and energy consumption, and accomplishing LEED certification on all new facilities.

In contrast to these extensive educational, cultural, social and economic benefits, the Project's one single area of adverse environmental effects which cannot be mitigated below a level of significance is comparatively minor in nature. Specifically:

• The Final EIR's finding of potentially unmitigable significant adverse traffic impacts at some of the study intersections and street segments are partially offset by the comprehensive Transportation Demand Management (TDM) plan as developed through the EIR process.

• Some of those impacts stem from the EIR's use of the City of Santa Monica's highly sensitive thresholds for measuring significant traffic impacts.

• The additional traffic caused by this Project is likely to constitute a very small percentage of both the overall traffic and the incremental additional traffic at these intersections.

• The College has not declined to implement any feasible traffic mitigation measures identified in the EIR.

Recommendation

For the above reasons, it is respectfully recommended that the Board of Trustees:

1. Adopt the resolution contained in Attachment A entitled "A Resolution of the Board of Trustees of the Santa Monica Community College District Certifying the Final Environmental Impact Report Prepared for the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project."

2. Adopt the resolution contained in Attachment B entitled "A Resolution of the Board Of Trustees of the Santa Monica Community College District Making Findings Necessary To Approve the Santa Monica College Career and Educational Facilities Master Plan 2010 Update, Adopting Statement of Overriding Considerations, Adopting a Mitigation Monitoring Plan, and Approving the Santa Monica College Career and Educational Facilities Master Plan 2010 Update."