Draft Environmental Impact Report

Santa Monica College Career and Educational Facilities Master Plan (2010 Update)

Prepared for:

Santa Monica Community College District
1900 Pico Boulevard
Santa Monica, California 90405

SCH# 2009091093

Santa Monica College

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Environmental Planning and Research

April 21, 2010

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APPENDICES

(Included on compact disc and attached to the back of this Draft EIR)

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I. INTRODUCTION/SUMMARY

INTRODUCTION

CEQA Process

The California Environmental Quality Act (CEQA) (Public Resources Code (P.R.C.) Division 13, § 21000 et seq.) was enacted in 1970 with the main objective of providing public disclosure to inform decision makers and the public of the significant environmental effects of proposed activities and to require agencies to avoid or reduce the environmental effects by implementing feasible alternatives or mitigation measures.

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed Santa Monica College Career and Educational Facilities Master Plan (2010 Update) requires discretionary approval from the Santa Monica College Board of Trustees (Trustees) and, therefore, is subject to the environmental review requirements established under CEQA. For purposes of complying with CEQA, Santa Monica Community College District ("SMCCD" or "SMC") is identified as the Lead Agency for the Proposed Project.

This Draft Environmental Impact Report (EIR) was prepared in accordance with CEQA, the State CEQA Guidelines (California Code of Regulations (C.C.R.), Title 14, Division 6, Chapter 3, §§ 15000-15387, as amended), and the Santa Monica College Guidelines for Implementation of CEQA (January 2002). The State CEQA Guidelines § 15121(a) provides the following description of an EIR:

> *An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*

Furthermore, this Draft EIR was prepared in accordance with State CEQA Guidelines § 15151 which defines the standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

This EIR is both a Program and Project-level EIR in accordance with State CEQA Guidelines §§ 15161-15168. In addition, the Master Plan satisfies CEQA statutes pertaining to the preparation of EIRs for public higher education and long-range development plans in the context of Section 21080.09 of the CEQA statute, which provides the following definitions for these terms:

> *"(a) For purposes of this section, the following definitions apply:*
>
> *(1) "Public higher education" has the same meaning as specified in Section 66010 of the Education Code.*
>
> *(2) "Long range development plan" means a physical development and land use plan to meet the academic and institutional objectives for a particular campus or medical center of public higher education.*
>
> *(b) The selection of a location for a particular campus and the approval of a long-range development plan are subject to this division and require the preparation of an environmental impact report. Environmental effects relating to changes in enrollment levels shall be considered for each campus or medical center of public higher education in the environmental impact report prepared for the long range development plan for the campus or medical center.*
>
> *(c) The approval of a project on a particular campus or medical center of public higher education is subject to this division and may be addressed, subject to the other provisions of this division, in a tiered environmental analysis based upon a long range development plan environmental impact report.*
>
> *(d) Compliance with this section satisfies the obligations of public higher education pursuant to this division to consider the environmental impact of academic and enrollment plans as they affect campuses or medical centers, provided that any such plans shall become effective for a campus or medical center only after the environmental effects of those plans have been analyzed as required by this division in a long range development plan environmental impact report or tiered analysis based upon that environmental impact report for that campus or medical center, and addressed as required by this division."*

Notice of Preparation and EIR Scope

Comments on the scope of the Draft EIR were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a 30-day review period starting on September 24, 2009 and ending on October 26, 2009. Refer to Appendices A and B to this Draft EIR for a copy of the NOP and written comments submitted to SMC in response to the NOP. Based on a preliminary assessment of the Master Plan and the agency and public comments received in response to the NOP, the Lead Agency determined that the following environmental issue areas should be included within the scope of the EIR:

- Aesthetics (Views, Light and Glare)
- Air Quality/Global Climate Change

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise/Vibration
- Public Utilities (Water, Sewer, Energy Conservation, Solid Waste)
- Public Services (Police and Fire Protection)
- Transportation/Traffic/Parking
- Neighborhood Effects
- Geology/Soils
- Cumulative Impacts

Public Participation

To provide full public disclosure of potential environmental impacts that may occur as a result of a proposed project, CEQA requires the Draft EIR to be circulated during the public review period to all responsible agencies, trustee agencies, and the general public. Consistent with CEQA, this Draft EIR shall be circulated for a 45-day review period (P.R.C. § 21091 (a)). During this review period, all public agencies and interested individuals and organizations have the opportunity to provide written comments raising their concerns, if any, with the adequacy and completeness of the Draft EIR. When providing written comments on the subject matter of the Draft EIR, the readers are referred to State CEQA Guidelines §15204(a), which states:

> *In reviewing Draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

The Draft EIR public review period will begin on April 21, 2010 and will end on June 4, 2010**.** During this period, the Draft EIR will be made available to the public via the College's official website at: http://www.smc.edu. Copies of the Draft EIR and all documents referenced in the Draft EIR will be also be available for public review at SMC's Administrative Offices during normal business hours at 2714 Pico Boulevard, Room 320, Santa Monica, California 90405. All comments regarding the adequacy and completeness of the Draft EIR should be submitted in writing to the following address by no later than 5:00 p.m. on June 4, 2010:

Randal Lawson, Executive Vice-President
Santa Monica College
1900 Pico Boulevard
Santa Monica, CA 90405

Following the public review period, the Lead Agency will prepare a Final EIR. The Final EIR will include additions and corrections to the Draft EIR, as appropriate, and written responses addressing the comments and recommendations received from individuals, organizations, and public agencies during the public review period.

Organization of Draft EIR

This Draft EIR is organized into eight sections, as follows:

Section I. Introduction/Summary: This section provides an introduction to the environmental review process per CEQA, a summary of the Proposed Project, areas of concern, issues to be resolved, alternatives to the Proposed Project, and environmental impacts and mitigation measures.

Section II. Project Description: This section provides a description of the Proposed Project, including the project location, project objectives, project characteristics, and required discretionary actions.

Section III. Environmental Setting: An overview of the study area's environmental setting is provided including a description of existing and surrounding land uses as they existed at the time of the NOP, and a list of related projects proposed in the project area.

Section IV. Environmental Impact Analysis: Section IV.A provides a summary of the environmental issues that the Initial Study determined would not be significantly affected by the Proposed Project. Sections IV.B through IV.L are the focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions for the project area, an assessment and discussion of the significance of impacts associated with the Proposed Project, proposed mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section V. General Impact Categories: This section provides a summary of any significant and unavoidable impacts and a discussion of the potential growth inducement of the Proposed Project.

Section VI. Alternatives to the Proposed Project: This section provides an analysis of a reasonable range of alternatives to the Proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Proposed Project and their ability to avoid or substantially lessen any of the significant effects of the Proposed Project. This section also identifies various alternatives that were considered but rejected as infeasible during the scoping process and briefly explains the reasons underlying the determination of infeasibility.

Section VII. Preparers of the EIR and Persons Consulted: This section presents a list of SMC and other agencies and consultant team members that contributed to the preparation of the Draft EIR.

Section VIII. References and Acronyms: This section includes a list of written materials used in the preparation of this Draft EIR.

Appendices: The various technical appendices cited and referenced throughout the Draft EIR are included on compact disc and attached to this Draft EIR.

PROPOSED PROJECT

Interim Phase – 2010 Master Plan

The Interim Phase of the 2010 Master Plan involves the buildout of projects that are currently approved and under construction or that have been recently entitled and approved by the Board of Trustees under separate actions that preceded the development of the current draft master planning process. The Interim Phase would include buildout of the Bundy Campus,[1] the Liberal Arts Replacement Project,[2] the Information Technology Relocation Project to the Library Building,[3] the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project,[4] and the 1410 Pico Boulevard Parking Lot Improvement Project.[5] Because no further discretionary review of these projects is necessary, those projects are not re-examined in this EIR.

Proposed 2010 Master Plan

The primary objective of the Santa Monica College Career and Educational Facilities Master Plan (2010 Update) is to update the 1998 Santa Monica College [Educational Facilities] Master Plan (Amended 2002, 2004, and 2007) 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.

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1 *Bundy Campus Master Plan Final EIR (SCH # 2005091142), January 26, 2007.*
2 *Initial Study/Mitigated Negative Declaration for the SMC Liberal Arts Replacement Project, July 2, 2003.*
3 *Notice of Exemption, Information Technology Relocation, July 28, 2009.*
4 *Initial Study/Mitigated Negative Declaration for the Student Services Replacement, Bookstore Modernization and Pico Boulevard Improvements Project, February 2008.*
5 *Notice of Exemption, 1410 Pico Boulevard Parking Lot Improvements, June 4, 2008.*

The purposes of the Proposed Project 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 improving the teaching of math, science, and technology; to identify program improvements for specific projects; and to obtain necessary project-specific approvals.

The Proposed Project will involve renovation, new construction and demolition of facilities on the 41.5-acre Santa Monica College Main Campus at 1900 Pico Boulevard, the 3.5-acre Academy of Entertainment and Technology Campus at 1660 Stewart Street, the 2.4-acre Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, and the 4.5-acre SMC Performing Arts Campus located at 1310 11th Street. All properties are located in the City of Santa Monica. No facility changes are proposed at Emeritus College, the Airport Arts Campus nor the Administration Building. No changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update.

The Proposed Project 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.

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 a complete, detailed summary of the Proposed Project, refer to Section II, Project Description, of this Draft EIR.

AREAS OF CONCERN

Included in Appendix B to this Draft EIR, are written comment letters that have been submitted to Mr. Randal Lawson, Executive Vice-President of SMC during the NOP public review period. Environmental concerns that were raised within the comment letters include the following topics: air quality, hazardous materials/risk of upset, noise, traffic/parking, and public utilities.

In addition to these written comments, verbal comments were made at three public outreach meetings, including one formal scoping session. Verbal comments focused on the issues of neighborhood effects, including: dust and air quality during construction, construction noise and vibration, operational noise levels at intersections, pedestrian and bicycle circulation, the bus system and turnouts along Pico Boulevard fronting the Main Campus, risk of upset from demolition activities and debris, and cumulative impacts. Collectively these issues are addressed within the scope of this EIR within the respective sections contained in Section IV, Environmental Impact Analysis.

ISSUES TO BE RESOLVED

Issues to be resolved include identification of how to mitigate potentially significant environmental impacts related to the Proposed Project to a level of insignificance, identification of any potentially significant environmental impacts that cannot feasibly be mitigated to a level of insignificance, identification of the Environmentally Superior Project Alternative, and consideration of whether one of the alternatives should be approved rather than the Proposed Project.

ALTERNATIVES

Section 15126.6(c) of the State CEQA Guidelines requires that the Draft EIR include a reasonable range of project alternatives that could feasibly accomplish most of the basics objectives of the Proposed Project and could avoid or lessen one or more of the significant effects of the Proposed Project. The following Alternatives are analyzed in this Draft EIR:

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the Interim Projects that are currently under construction or which have been previously planned for and approved by the Board of Trustees under separate actions that preceded the development of the current draft master planning process would be implemented. The Future Interim Projects would result in a total Campus-wide development of 1,165,525 GSF of floor area and 741,562 ASF of floor area. As compared to the current conditions, this reasonably foreseeable growth would result in a net increase of 89,123 GSF and 60,181 ASF.

- **Alternative 1: Olympic Shuttle Lot Land Swap Alternative.** This Alternative would consist of a project that is similar to the Proposed Master Plan 2010 Update with the exception of the future development envisioned for the Olympic Shuttle Lot. This Alternative addresses the potential land swap between the City of Santa Monica and SMC where the Olympic Shuttle Lot would be exchanged for a surface parking lot located at the southwest corner of Airport Avenue and Bundy Drive and adjacent to the SMC Bundy Campus. Under this scenario, SMC would utilize the Airport Shuttle Lot to accommodate surface parking for students, with direct access to the Big Blue Bus route at the Bundy Campus shuttle stop.

  The future development at the Olympic Shuttle Lot under the City's ownership would no longer be associated with the SMC Master Plan and any future development at that location would be subject to a separate environmental review under CEQA. It should be noted that a potential development at that location has already been addressed within the Exposition Line Phase 2 Project EIR.

- **Alternative 2: Reduced Density Alternative:** The Reduced Density Alternative consists of a master plan buildout scenario that contains all of the same components and features as the Proposed Project, but with a 50% reduction to future development.

As required pursuant Section 15126.6 of the State CEQA Guidelines, this Draft EIR includes selection of an "environmentally superior" alternative from amongst the Project Alternatives analyzed and discussion of the reasons for such selection. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. Based on the Analysis contained in Section VI, Alternatives, of this EIR, the environmentally superior alternative is Alternative 2, the Reduced Density Alternative.

Section VI, Alternatives to the Proposed Project, includes a detailed description of each of the above-listed Alternatives, including the logic in choosing the Alternative and an analysis of the potential environmental impacts of each Alternative as compared to the impacts of the Proposed Project.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table I-1 on the following pages summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
B. Aesthetics		
Views: No designated public viewsheds would be impacted by the Proposed Project. Apart from intermittent views of the Santa Monica Mountains to the north, there are no scenic vistas within the vicinity of any of the identified campuses under the Proposed Project. No scenic viewsheds would be obstructed by the implementation of the Proposed Project, and impacts would be less than significant **Visual Character:** The Master Plan is expected to improve the aesthetic character of the SMC Campus and Satellite Campuses' frontages by replacing views of outdated buildings, temporary modular buildings, and surface parking lots with views of new and updated buildings not out of scale with existing or surrounding development. As such, the Master Plan would positively contribute to the area's aesthetic value, and impacts related to visual and aesthetic qualities would be less than significant. **Lighting:** Sources of lighting under the Master Plan would include interior lighting, exterior security lighting, and headlights associated with motor vehicles on-site and passing on neighboring streets. Security lighting would be installed to provide a secure environment in and around the campuses. Continuing existing efforts to minimize excessive light spillover off-site, all new lighting fixtures under the Master Plan would be directed towards the interior of the Main Campus, AET Campus, Olympic Shuttle Lot, and PAC, and directed away from the neighboring land uses.	(B-1) A Campus Lighting Plan shall be developed to ensure that lighting provided throughout the SMC Campus system minimizes the extent of spillover onto adjacent properties. (B-2) All new structures shall be constructed of glare-reducing materials that minimize glare impacts on motorists and other persons on and offsite.	The Master Plan would result in a less-than-significant impact associated with aesthetics.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Light impacts would therefore be substantially similar to the existing conditions, and in some instances further improved, and impacts would be less than significant. **Glare:** The Master Plan would not cause excessive glare that is out of character with the land uses surrounding the SMC Campuses, or result in a substantial increase in light or glare that would affect surrounding land uses. In addition, implementation of the mitigation measures would ensure that impacts related to glare would remain less than significant. Glare impacts would therefore be substantially similar to the existing conditions and impacts would be less than significant.		
C. Air Quality/Global Climate Change		
AQMP Consistency: The Proposed Project is a school project that is aimed at accommodating the existing and future educational needs in the project vicinity and it is not considered to be growth-inducing. Therefore, the Proposed Project would not impair implementation of the AQMP, and this impact would be less than significant. **Construction Impacts:** The peak daily emissions generated during project construction would not exceed the regional emissions threshold recommended by the SCAQMD for NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ during period of construction. However, ROG exceeds the SCAQMD significance threshold of 75 pounds per day between the years of 2013 and 2016. As such, without mitigation, the regional air	(C-1) The project applicant shall require, by contract specifications, that architectural coatings used at the Proposed Project contain no more than 100 grams of VOC per liter.	The Master Plan would result in a less-than-significant impact associated with air quality during construction and operation.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
quality impacts associated with the project-related construction emissions would be potentially significant. **Operational Impacts:** The net operational emissions associated with the Proposed Project would not exceed the established SCAQMD threshold levels for ROG, NO_x, CO, SO_x PM_{10}, and $PM_{2.5}$ during both the summertime (smog season) and wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant. **Localized CO Impacts:** Future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and State standards for localized CO concentrations are 9.0 ppm). Therefore, implementation of the Proposed Project and cumulative development would not expose any possible sensitive receptors located in close proximity to these intersections to substantial localized pollutant concentrations. This would be a less than significant impact regarding the exposure of sensitive receptors to substantial pollutant concentrations. **Toxic Air Contaminants:** As the Proposed Project would consist of the development of educational uses, and would not include any land uses involving		

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, no toxic airborne emissions would result from its implementation. **Greenhouse Gas Emissions/Global Climate Change:** The operational GHG emissions for the Proposed Project have been calculated and are estimated to result in a net increase of 8,700 CO_2e in metric tons per year. The consistency of the Proposed Project has been evaluated against the strategies from the 2006 CAT Report and the recommended measures in the ARB's Scoping Plan. As shown therein, the Proposed Project would be consistent with all feasible and applicable strategies to reduce GHG emissions in California. Therefore, the impact of the Proposed Project with respect to GHG emissions would be less than significant.		
D. Hazards and Hazardous Materials		
Construction Due to the age of the various structures that occur at each Project Site, asbestos-containing materials (ACMs) and lead-based paint (LBP) are presumed to be located within the older buildings (pre-1976) where renovation and demolition activities are proposed. However, the recommended mitigation measure D-1 regarding the requirement for abatement of asbestos containing materials and lead-based paint, if found to be present, would ensure that potential impacts related to the release of hazardous materials into the environment would be less than significant. In the event impacted soils are encountered during site preparation,	(D-1) Prior to the issuance of a demolition permit, a letter shall be obtained by the SMC Office of Facilities Planning from a qualified asbestos abatement and lead-based paint consultant stating that no ACMs or LBP are present in the structures. If ACMs or LBPs are found to be present, such materials will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations. (D-2) If contaminated soils are encountered during Project construction, the District shall prepare and implement a Soil Management Plan (SMP), as required by the Division of the State Architect and in accordance with an approved Memorandum of Agreement between the Applicant	The Master Plan would result in a less-than-significant impact associated with hazards and hazardous materials with the implementation of the recommended mitigation measures.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
grading, and excavations, all work would cease and the Division of the State Architect shall be contacted. Mitigation measure D-2 would require the Project Applicant to implement a Soil Management Plan (SMP), as required by the Division of the State Architect, to the satisfaction of the Regional Water Quality Control Board, which would ensure remediation of contaminated soils and groundwater, if encountered. **Operation** The operation of Proposed Project buildings and improvements would not expose students, faculty, staff, or other visitors to risks associated with ACM or LBP, which would be removed prior to construction. The operation of Proposed Project buildings and improvements would continue to require the use of hazardous materials in relatively small quantities for routine cleaning, maintenance, and landscaping. Such use would not require the routine transport, use, or disposal of substantial amounts of hazardous materials. With respect to the AET and Olympic Shuttle Lot, methane should be presumed to be located beneath the soil as the site is in the general vicinity of a closed former landfill. Constructing habitable structures without proper foundation design could result in the accumulation of methane below the building(s), which would have the potential to create a hazardous situation if not properly addressed with performance based methane mitigation investigations and mitigation measures to ensure a safe and secure environment. Therefore, there would be no substantial risks associated with accidental releases of hazardous materials and a less-than-significant impact would occur.	and the RWQCB. (D-3) Prior to commencement of construction at either site, the soils beneath all proposed structures at the AET and Olympic Shuttle lot, respectively, shall be independently analyzed by a qualified engineer, who shall investigate and record detectable methane levels and recommend appropriate measures to prevent or retard potential methane gas seepage into the proposed buildings. If warranted, all commercial, industrial, and institutional buildings shall be constructed with an approved Methane Control System, with a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
E. Hydrology and Water Quality		
Construction Construction of the proposed project would involve site preparation activities such as grading and excavation. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, as the construction site would be greater than one acre, the project would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the project would implement a SWPPP, which would specify BMPs and erosion control measures to be used during construction to prevent pollution. In addition, the project would be required to comply with State grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, with compliance of all NPDES General Construction Permit requirements including preparation of a SWPPP, implementation of BMPs, and compliance with all applicable grading regulations, the proposed project would not violate water quality standards. Construction-related impacts to hydrology and surface water quality would therefore be less than significant. **Operation** Buildout of the SMC campuses under the Proposed Project would result in a slight decrease in the total amount of impervious surface area contained within the four sites. As a result, there would be no loss of potential groundwater recharge as a result of the project	The Proposed Project would be required to comply with federal, state, and municipal regulations concerning stormwater quantity and quality, including relevant requirements under the NPDES permits for construction sites and municipal storm drain systems. No project specific mitigation measures are required.	The Master Plan would result in a less-than-significant impact with respect to hydrology and water quality.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
when compared to existing conditions at the Project Sites. In addition, the proposed project would not significantly contribute to the depletion of existing groundwater supplies as it would be supplied from the City's existing municipal water sources, as is the case with existing development on the SMC campuses. Furthermore, all storm drain runoff collected at each individual site must be treated by means of BMPs as prescribed by the SUSMP requirements. The final selection of BMPs would be completed through coordination with the DSA. With compliance of the SUSMP requirements, operational project impacts associated with water quality would be less than significant. **Flooding & Other Hazards** FEMA has identified that the City of Santa Monica is located in a zone with minimal risk from flooding (Zone C). In addition, potential for tsunami inundation would be remote. None of the identified campuses are positioned down slope from an area of potential mudflow, and no impact would occur with respect to mudflows. In light of the lack of significant bodies of water adjacent to the site, the potential for a seiche to impact the sites is considered low. The Geotechnical Investigation for the Proposed Parking Structure, AET Building, and KCRW Building found that the AET Campus and Olympic Shuttle lot are located outside of the designated inundation hazard area and are thus not susceptible to flooding. Accordingly, the Proposed Project would result in less than significant impacts with respect to flooding and associated hazards.		

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
F. Land Use and Planning		
Land Use Plan/Zoning Consistency The Proposed Project would not be considered growth-inducing. Accordingly, the Proposed Project would not interfere with any of the goals or policies identified in SCAG's regional planning documents and this impact would be less than significant. The Proposed Project would be generally consistent with all of the applicable objectives and policies of the City of Santa Monica Land Use and Circulation Element (LUCE). The Proposed Project would exceed the height limitations for the applicable zoning designations for the Main Campus, the Performing Arts Campus, the AET Campus, and the Olympic Shuttle lot. However, as discussed in the relevant EIR chapters, these technical inconsistencies would not result in adverse physical changes to the environment. Furthermore, the technical zoning inconsistencies would be resolved through SMC's utilization of Section 53094 of the California Government Code, which provides that school districts may override the local zoning regulations. As such, impacts would be considered less than significant.	No mitigation measures are required.	The Proposed Project would have less than significant impacts with respect to Land Use and Planning.
G. Noise/Vibration		
Construction Noise Maximum construction-related noise levels would not result in increases above 40 dBA indicated for Noise Zone I or III (totaling 100 and 110 dBA, respectively) as stated under the City of Santa Monica Municipal Code. However, the Proposed Project would	**Construction:** (G-1) Pursuant to Section 4.12.110 of the Municipal Code, no demolition of buildings, excavation/grading or construction activity is permitted before 8 a.m. or after 6 p.m. on Monday through Friday, before 9 a.m. or after 5 p.m. on Saturday, all day on Sunday, and on all	With the implementation of the Mitigation Measures G-1 through G-8, noise and vibration impacts

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
increase the equivalent noise level by more than 20 dBA, totaling 80 dBA during construction activities located at in Noise Zone I (the Main Campus, Olympic Shuttle Lot, and Performing Arts Campus). Nevertheless, as provided in SMMC Section 4.12.110 (d), any construction activities that exceed the noise levels established in subsection (1) shall occur between the hours of ten a.m. and three p.m. As such, it is anticipated that construction-related noise impacts at adjacent sensitive receptors would be less than significant. And, mitigation measures are provided to ensure that potential construction-related noise impacts would remain less than significant. **Construction-Related Groundborne Vibration** The Proposed Project would be consistent with the Santa Monica Municipal Code regarding vibration, and the Proposed Project's inclusion of noise mitigation measures will also reduce potential vibration impacts. Therefore, impacts would be considered less than significant. **Operational Noise** ***Traffic Noise*** Project traffic would not increase the ambient noise level at any intersection by more than 3 dBA. In fact, the largest noise increase of 1.6 dBA at Pennsylvania Avenue is considered to be barely perceptible to the human ear. Therefore, project impacts associated with a permanent increase in ambient noise levels to the surrounding noise environment from mobile noise sources would be less than significant.	national holidays. (G-2) Pursuant to Section 4.12.110 (d), any construction activities that exceed an 80 dBA equivalent noise level shall occur between the hours of ten a.m. and three p.m., Monday through Friday. (G-3) Prior to construction, the contractor shall submit a list of equipment and activities required during construction to the SMC Office of Facilities Planning. (G-4) All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features. (G-5) Sound blankets shall be used on all construction equipment where technically feasible. (G-6) A construction relations officer shall be appointed by the College to act as a liaison with neighbors and residents concerning on-site construction activity. (G-7) Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors to the extent feasible **Operation** (G-8) Mechanical equipment shall not be located on the side of any building which is adjacent to a residential building on the adjoining lot unless it can be shown that the noise will comply with the requirements of Section 4.12.060. Roof locations may be used when the mechanical equipment is installed within a noise attenuating structure.	associated with the Master Plan would be considered less than significant.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
On-Site Noise The Proposed project would include new and renovated structures at the Main Campus, AET Campus, Olympic Shuttle Lot Campus and Performing Arts Campus. It is expected that each use 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 structures. Mitigation Measure G-8 would ensure potential noise impacts from such equipment would be less than significant. ***Parking Noise*** Implementation of the Master Plan would call for a total net increase of approximately 195 spaces at the AET Campus, 419 spaces at the Olympic Shuttle Lot Campus, and 365 spaces at the Performing Arts Campus. The existing parking spaces at the AET, Olympic Shuttle Lot and Performing Arts Campuses are all provided in surface parking lots. Under the Proposed Project, all of these existing surface parking spaces would be removed and would be provided in subterranean and/or structured parking. Because the parking spaces would be located underground and in screened parking structures, noise levels generated by vehicles parking in the structures would not result in a substantial increase in noise levels when compared to existing noise levels. Thus, noise impacts associated with parking at these locations would be less than significant.		

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
H. Utilities		
Wastewater The Proposed Project would result in an approximate net increase of 19,491 gpd of wastewater generation. With respect to wastewater treatment facilities, the HTP has approximately 450 mgd of daily flow capacity and averages approximately 362 mgd. Thus, remaining daily flow capacity would be approximately 88 mgd which would accommodate the increased flow of approximately 19,491 gpd (0.02 mgd) that would be generated under the Master Plan. Further, local wastewater service would continue to be provided by the Water Resources Division from the existing wastewater infrastructure on and surrounding the SMC Campuses and this impact is expected to be less than significant. However, to ensure impacts would be less than significant, the Project Applicant would coordinate with the Water Resources Division of the City of Santa Monica demonstrating wastewater systems would not require an upgrade of the serving utilities at the time of construction.	**Wastewater** No mitigation measures are required. However, the SMC Facilities Master Plan will incorporate a variety of project design features intended to minimize the SMC Campus' use of water resources, and thus reduce the campus' wastewater generation, at Master Plan buildout.	**Wastewater** The Proposed Project would have a less than significant impact with respect to wastewater.
Water The Proposed Project would result in an approximate net increase of 23,387 gpd of water demand. While the Master Plan would increase water consumption on the SMC Campuses (21% increase compared to existing conditions), development under the Master Plan would be subject to all applicable water conservation regulations identified in Section 7.16.020 of the Santa Monica Municipal Code which identifies applicable water conservation requirements. In addition, the Water Resources Division has stated that it is ready to serve all development within the City of Santa Monica corporate boundaries. Water service to the SMC	**Water** No mitigation measures are required. However, the SMC Facilities Master Plan will incorporate a variety of project design features intended to minimize the SMC Campus' use of water resources.	**Water** The Master Plan would have a less-than-significant impact with respect to water.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Campuses would continue to be provided by Water Resources Division from the existing water infrastructure on and surrounding the SMC Campuses and this impact would be less than significant.		
Energy The Proposed Project would result in an approximate net increase of 2,813,880 kilowatt hours per year of electricity demand. The Proposed Project would result in an approximate net increase of 487,252 cf/month of natural gas demand. The Proposed Project's increase in electricity demand has been accommodated within the context of regional energy supply planning and impacts related to regional electricity supply would be less than significant. While the Master Plan would slightly increase the demand on the regional natural gas supply, the SMC Campuses would not be expected to reduce the SCG's ability to supply natural gas to other customers. As such, impacts related to regional natural gas supply and infrastructure would be less than significant.	**Energy** No mitigation measures are required.	**Energy** The Master Plan would have a less-than-significant impact with respect to energy resources.
Solid Waste The Proposed Project would result in an approximate net increase of 1,705 pounds per day of solid waste. These estimates however, present a worse case conservative estimate as the generation rates do not account for recycling efforts, which are already in place on all campuses and will continue to be implemented. It should also be noted that the amount of solid waste generated by the Proposed Project is negligible on a regional scale, and would be further reduced with continued implementation of the SMC recycling programs. Furthermore, the Proposed Project would be required to adhere to all applicable federal, State, and local statues and regulations related to solid waste, and impacts would be considered less than significant.	**Solid Waste** No mitigation measures are required.	**Solid Waste** The Master Plan would have a less-than-significant impact with respect to solid waste.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
I. Public Services		
Police The demand for police services would be expected to increase to some degree with the increase in activity across the Main Campus, AET Campus, Olympic Shuttle Lot and PAC Campus, some of which would be accommodated within an on-site subterranean parking garage. The SMC campuses would continue to be served by SMCPD security personnel which would patrol the proposed buildings and parking areas on a regular basis. Overall, SMCPD's ability to further service and accommodate the growth as a result of the Master Plan would not be expected to require substantial additional equipment, station space, or staff. As such, the Proposed Project would have a less-than-significant impact associated with SMCPD police services.	**Police** No mitigation measures are required. However, the Proposed Project will incorporate a variety of project design features intended to minimize the SMC Campus' need for police services. Specifically, SMC and SMCPD will prepare and implement a security plan addressing policies for crime prevention	**Police** The Master Plan would have a less-than-significant impact associated with police services.
Fire Demand for fire protection services at the SMC Campuses would be expected to slightly increase in conjunction with the increase in occupied floor area and student activity on the SMC Campuses. However, the Proposed Project would upgrade some existing structures and introduce new state of the art facilities which would result in an improvement to fire suppression and safety as compared to existing conditions. Implementation of the Proposed Project would, therefore, not be expected to generate new or altered fire protection services from the City of Santa Monica Fire Department. As such, no significant impacts to fire protection services are expected. However, the mitigation measure provided is recommended to ensure that impacts would remain less than significant.	**Fire** (I-1) The following fire safety measures shall be incorporated into the building plans and shall be submitted to the Fire Department for approval prior to the approval by the Division of the State Architect. The plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; and all structures must be within 300 feet of an approved fire hydrant	**Fire** The Master Plan would have a less-than-significant impact associated with fire protection.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
J. Transportation/Traffic/Parking		
Intersection Traffic (City of Santa Monica) Application of the City of Santa Monica's significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create potentially significant impacts at 29 of the 117 City of Santa Monica study intersections during weekday conditions. Application of the City of Santa Monica's significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create potentially significant impacts at four of the City of Santa Monica study intersections located in the vicinity of the PAC Campus during the weekend conditions. **Intersection Traffic (City of Los Angeles)** Application of the City of Los Angeles' significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create potentially significant impacts at ten of the 23 City of Los Angeles study intersections during weekday AM and/or PM peak hour conditions. It should be noted that three of the ten study intersections (Nos. 112, 113 and 114) forecast to be significantly impacted based on the City of Los Angeles methodology also are forecast to be significantly impacted based on the City of Santa Monica methodology.	**TDM Programming Measures** (J-1) *Transportation Demand Management Association*. As part of the LUCE Update process, the City of Santa Monica has identified that a Transportation Demand Management Association (TMA) should be established for the SMC Main Campus. Santa Monica College shall participate in the establishment of a geographic-based TMA for its Main Campus by providing information and sending representatives to the TMA meetings if such a TMA is organized by the City of Santa Monica. If and when formed, the TMA is expected to provide faculty/staff, students, and visitors with resources to increase the amount of trips taken by transit, walking, bicycling, and ridesharing. This mitigation measure does not commit SMC to funding such resources. (J-2) *Employee Transportation Coordinator*. An Employee Transportation Coordinator (ETC) shall be designated for SMC. The ETC shall manage all aspects of this TDM program and participate in City-sponsored workshops and information roundtables. While the Project encompasses multiple sites, the ETC shall be responsible for TDM activities at all campuses. (J-3) *Performance Monitoring and Targets*. SMC shall seek to ensure that cumulative vehicular trip generation for the Proposed Project does not exceed current levels at the Main Campus, AET Campus, Olympic Shuttle Lot Campus, and PAC Campus. Consistent with the objectives of the City's Draft LUCE, trip generation shall be monitored during the weekday PM peak hour. SMC shall contract with a licensed traffic engineer to monitor compliance with the PM peak hour trip reduction target. A baseline PM peak hour trip generation target shall be	With the implementation of mitigation measures listed, 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 mitigation measures 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.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Congestion Management Program The maximum increase in the freeway mainline traffic during the AM peak hour due to the Project is estimated to be 124 vehicles on a portion of the I-10 (Santa Monica) Freeway. During the PM peak hour time period, the maximum increase in the freeway mainline traffic is estimated to be 60 vehicles on a portion of the I-10 Freeway. Similarly, the maximum increase in the freeway mainline traffic during the AM peak hour due to the Project is estimated to be 77 vehicles on a portion of the I-405 (San Diego) Freeway. During the PM peak hour, the maximum increase in the freeway mainline traffic is estimated to be 37 vehicles on a portion of the I-405 Freeway. These increases in overall mainline freeway traffic volumes correspond to a D/C increase of 0.016, or less than two percent of the total capacity of the segments included in the analysis. Increases of this magnitude are likely not to be discernible to typical motorists. Thus, no significant Project-related mainline freeway impacts are anticipated along the I-10 and I-405 Freeways. Thus, no significant Project-related mainline freeway impacts are anticipated along the I-10 and I-405 Freeways. The Project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to the CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required	established following completion and occupancy of the new Student Services Building by counting traffic at the driveways serving the Main Campus, AET Campus, Olympic Shuttle Lot Campus and PAC Campus. The baseline target shall be determined by summing the trip generation counted at each campus during one common hour (e.g., 5:00 – 6:00 PM). Thereafter, once every two years, beginning in the first full school year following the occupancy of the first building greater than 20,000 ASF constructed under this Master Plan, the traffic engineer shall conduct weekday PM peak hour monitoring counts at the SMC campus driveways and prepare a report on compliance for SMC's Board of Trustees. The traffic monitoring should generally be conducted on a mid-weekday (Tuesday, Wednesday or Thursday) in the middle of the Fall semester (e.g., October) corresponding with the methodology used in establishing the baseline. In the event that the target is not reached in a two year period, SMC shall make modifications to the TDM conditions to more effectively achieve, through reasonable and feasible measures that will not substantially increase the cost of mitigation, the performance target herein. Should the PM peak hour trip generation target be reached in two successive reporting periods (i.e., over four years total), no additional monitoring shall be required. In no event shall the monitoring conclude prior to year 2017 (the anticipated build-out of the Master Plan). (J-4) *Transportation Information Centers.* SMC shall provide on-site information at its Main Campus for employees, students, and visitors about local public transit services (including bus lines, future light rail lines, bus fare programs, rideshare programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers [at the Main Campus only in the Physical Education building]). SMC shall also provide walking and biking	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Public Transit The additional public transit trips generated by the Project would cause a potentially significant impact to public transit services, prior to consideration of potential mitigation measures. Implementation of the mitigation measures would ensure that impacts would be less than significant. **Parking** Future parking supply is expected to adequately accommodate the additional parking demand generated by the Proposed Project at each of the identified campuses.	maps for employees, visitors and residents, which shall include but not be limited to information about convenient local services and restaurants within walking distance of the SMC campuses. SMC shall provide information to students and employees of the campuses regarding local rental housing agencies. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the SMC Main Campus. Transportation information may also be maintained at the administrative offices of the SMC satellite campuses, or by directing inquiries to the Main Campus or SMC web site. (J-5) *TDM Web Site Information*. SMC shall be required to provide transportation information in a highly visible and accessible location on the school's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, students and visitors of available alternative transportation modes to access the campuses and travel in the area. The web site should highlight the environmental benefits of utilization of alternative transportation modes. (J-6) *TDM Promotional Material*. SMC shall be required to provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes will be made available to employees, students and visitors during typical business hours. (J-7) *Transit Welcome Package*. SMC shall provide all new students and employees of the college with a Transit Welcome Package (TWP). The TWP at a minimum will include information regarding SMC's arrangement for free or discounted use of the Big Blue Bus, area	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	bus/rail transit route information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the SMC campuses. (J-8) *Expanded SMC Inter-Campus Shuttle*. The existing SMC inter-campus shuttle shall be expanded to connect all SMC campuses, including the subject Main Campus, AET Campus, Olympic Shuttle Lot and PAC Campus. Additionally, the SMC Shuttle System route alignments and schedules shall be expanded in the future to connect with planned Metro Exposition Corridor Transit Project Phase 2 stations located within the City of Santa Monica (i.e., 26th Street/Olympic Boulevard Station, 17th Street/Colorado Boulevard Station and 4th Street/Colorado Boulevard Station). Such shuttle services can be provided by vehicles operated by SMC, or through agreement with a public transit agency such as the Santa Monica BBB. Such expanded shuttle service shall be free or discounted to students and employees of SMC. (J-9) *Internet-Based/Independent Study Education*. SMC shall continue to expand its offering of internet-based and independent study classes which allows for a portion or all of the education activities to occur without students and faculty needing to be physically on-site at an SMC facility. (J-10) *Public Transit Passes*. To the extent feasible, SMC will continue to offer free public transit coordination with the Santa Monica BBB for all students and staff. To the extent feasible, SMC will seek to expand this benefit to other transit providers (i.e., Metro). Should the program whereby students and staff are able to use their SMC identification card for free transit be discontinued or unavailable, SMC will work	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	with the transit agencies to make available the purchase of a transit pass at a highly discounted rate (e.g., 50 percent). (J-11) *Employee Pay for Parking Program*. SMC shall continue to require that employees pay for their own parking. (J-12) *Carpool Program for Employees*. SMC shall provide preferential parking within the parking garage for SMC employees who commute to work in employer registered carpools. An employee who drives to work with at least one other employee to the SMC campuses may register as a carpool entitled to preferential parking within the meaning of this provision. (J-13) *Public Transit Stop Enhancements*. Working in cooperation with other transit agencies and the City of Santa Monica, SMC shall seek to improve existing bus stops with shelters and transit information within the immediate vicinity of the SMC campuses. Enhancements could include weather protection, lighting, benches, telephones, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative. This mitigation measure does not commit SMC to fund any particular improvements. (J-14) *Convenient Parking for Bicycle Riders*. SMC shall provide locations at all four campuses for convenient parking for bicycle commuters for employees working at the sites, students attending classes at the sites, and visitors to the sites. The bicycle parking will be located within the SMC campuses and/or in the public right-of-way adjacent to the commercial uses such that long-term and short-term parkers can be accommodated. For purposes of this requirement, bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. SMC shall observe utilization of the bicycle parking at the Main Campus	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	and satellite campuses each semester and, if necessary, make arrangements for additional bicycle parking if the demand for bicycle parking spaces exceeds the supply. (J-15) *Compressed Work Week Schedule*. When feasible, a Compressed Work Week schedule shall be offered to employees whereby their hours of employment may be scheduled in a manner which reduces trips to/from the worksite during peak hours for the surrounding streets. (J-16) *Flex-Time Schedule*. When feasible, SMC shall permit its employees within the Project to adjust their work hours in order to accommodate public transit schedules, rideshare arrangements, or off-peak hour commuting. (J-17) *Guaranteed Return Trip for Employees*. SMC shall provide vanpool and carpool reliant employees with a free return trip (or to the point of commute origin), when a personal emergency situation requires it. (J-18) *Student Parking Pricing*. SMC shall continue to require that students pay for their own parking. (J-19) *Student Hiring Policies*. To the extent feasible, SMC shall provide preferential consideration to hiring current SMC students for part-time employment based on satisfaction of other requirements of the available positions. (J-20) *Local Hiring Program*. To the extent feasible, when hiring SMC shall conduct outreach to residents who live within one mile of the SMC campus (or other facility to where the position of employment is offered), based on satisfaction of other requirements of the available	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	positions. (J-21) *Expanded Bicycle Routes*. SMC shall coordinate with the City of Santa Monica in an effort to enhance and expand the current network of bicycle routes serving the SMC campuses **CMP Transit Impact Mitigation** (J-22) To the extent feasible, SMC shall continue its program with the Santa Monica Big Blue Bus to provide free public transit services to all SMC students and staff. If this is not feasible or practical, SMC shall work with Santa Monica Big Blue Bus to offer reduced rate transportation to SMC students and staff. (J-23) To the extent feasible, SMC shall work with other public transit providers (e.g., Metro) to offer free public transit services to all SMC students and staff. If this is not feasible or practical, SMC shall work with the public transit providers to offer reduced rate transportation to SMC students and staff. (J-24) SMC shall seek to expand shuttle connections (either through SMC-operated vehicles and/or in coordination with the Santa Monica Big Blue Bus) between campuses, including future connections to the Expo Light Rail Line stations in Santa Monica. (J-25) SMC shall work with the City of Santa Monica, Santa Monica Big Blue Bus and Metro to enhance the Pico Boulevard transit plaza including providing expanded sidewalk areas, shelters, lighting, and other passenger enhancement and safety features for both eastbound and westbound transit vehicles.	

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
K. Neighborhood Effects		
For purposes of identifying and disclosing potential adverse impacts upon neighborhoods adjacent to and within close proximity to the SMC campuses that will undergo physical improvements under the proposed Facilities Master Plan (2010 Update), please refer to each respective issue area already summarized herein: aesthetics/views, air quality emissions, hazardous materials/risk of upset, land use and planning, noise, and traffic/parking. Potential environmental effects associated with global climate change, hydrology and surface water quality, public utilities, public services, and geology/soils are regional in nature and do not generate localized impacts upon a specific neighborhood.	Where mitigation measures have been identified to reduce the Master Plan's potentially significant environmental impacts, they are identified by reference in the summaries herein and presented in detail in each respective section of this Draft EIR.	Please refer to each respective section of this Draft EIR.
L. Geology/Soils		
Seismic Hazards The Proposed Project would be constructed in accordance with the City and State Building Codes and would adhere to all modern earthquake standards, including those relating to soil characteristics. Construction of the Proposed Project would also comply with the requirements of the Division of the State Architect, which would assure safe construction, including building foundation requirements appropriate to site conditions. Mitigation Measure L-1, below, would also ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations for each campus. Therefore, with implementation of the site development recommendations, development of the Proposed Project would not expose people to significant seismic-related ground failure, including liquefaction,	(L-1) The Proposed Project shall be designed and constructed in accordance with the recommendations provided in the Project's Final Geotechnical Report for each Project Site, which shall be reviewed by the Division of the State Architect prior to construction.	With the implementation of Mitigation Measure L-1, impacts related to geology and soils would be less than significant.

Table I-1

Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
and these impacts would be considered less than significant. **Soil Stability** Review of the available literature indicates that the project sites have not been subject to historical subsidence. Expansion test results indicate materials are generally in the middle to low portion of the low-expansion range. Excavation would be required for the subterranean structures of the Proposed Project. In addition, local excavation and earthwork would be conducted to provide footings, foundations, and subterranean walls to support the proposed parking structures and buildings. While considered remote, it is possible that some of the excavation work associated with the Proposed Project could encounter groundwater. If groundwater is encountered during construction, a dewatering system should be installed prior to the subterranean area being excavated below the groundwater level. The dewatering system would be designed in accordance with the geotechnical recommendations for the site-specific conditions as they are encountered in a manner to reduce the potential for subsidence from dewatering activities. Proper construction would be further assured through the compliance with the Division of the State Architect, which includes building foundation requirements appropriate to site conditions. Mitigation Measure L-1, below, would ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations for each campus.		

Source: Christopher A. Joseph & Associates, April 2010.

II. PROJECT DESCRIPTION

INTRODUCTION

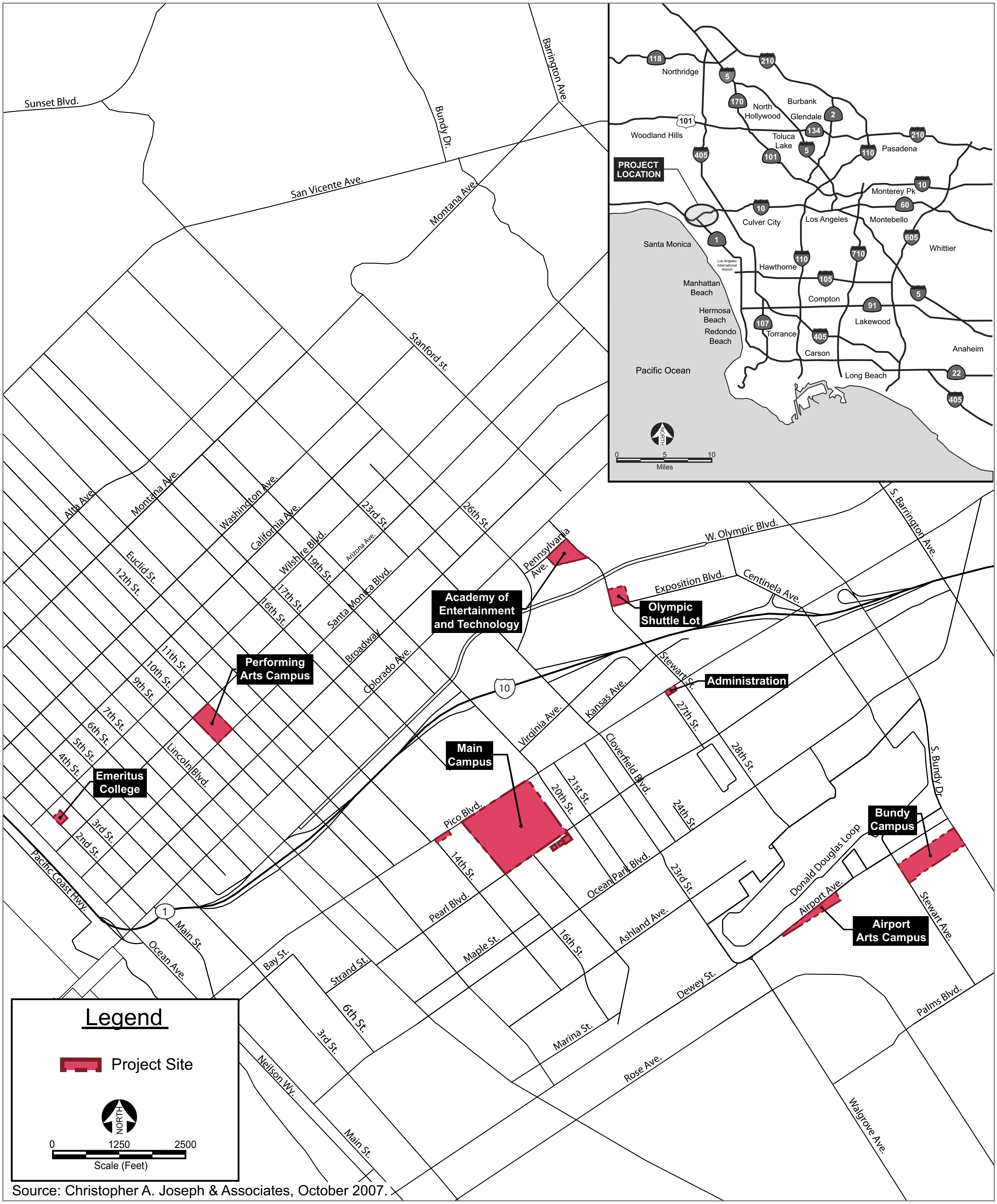
The Santa Monica Community College District (SMCCD), acting as the Lead Agency, has determined that a Program and Project-level Environmental Impact Report (EIR) is required for the Santa Monica College Career and Educational Facilities Master Plan (2010 Update), herein after referred to as the "Proposed Project." The SMCCD is the Project Applicant and the Lead Agency for purposes of complying with the California Environmental Quality Act (CEQA) (P.R.C. 21000 et seq.) and the State CEQA Guidelines (C.C.R. Section 15000 et seq.).

PROJECT LOCATION

The Proposed Project encompasses the Santa Monica College (SMC) Main Campus at 1900 Pico Boulevard, and seven satellite facilities: (1) the Academy of Entertainment and Technology Campus at 1660 Stewart Street, (2) the Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, (3) the SMC Performing Arts Campus at 1310 11th Street, (4) the Emeritus College Campus at 1227 Second Street, (5) the Airport Arts Campus at 2800 Airport Avenue, (6) the Administration Building at 2714 Pico Boulevard, and (7) the Bundy Campus at 3171 South Bundy Drive. The SMC Main Campus and each of the satellite facilities are depicted in Figures II-1 and II-2. Some of the satellite facilities (i.e., Emeritus, Airport Arts, and Administration) will have no proposed changes, and they are not evaluated in this EIR. Future changes to the Bundy Campus were already evaluated in the Bundy Campus Master Plan EIR, and no new changes are proposed to that campus.

EXISTING ENVIRONMENTAL SETTING

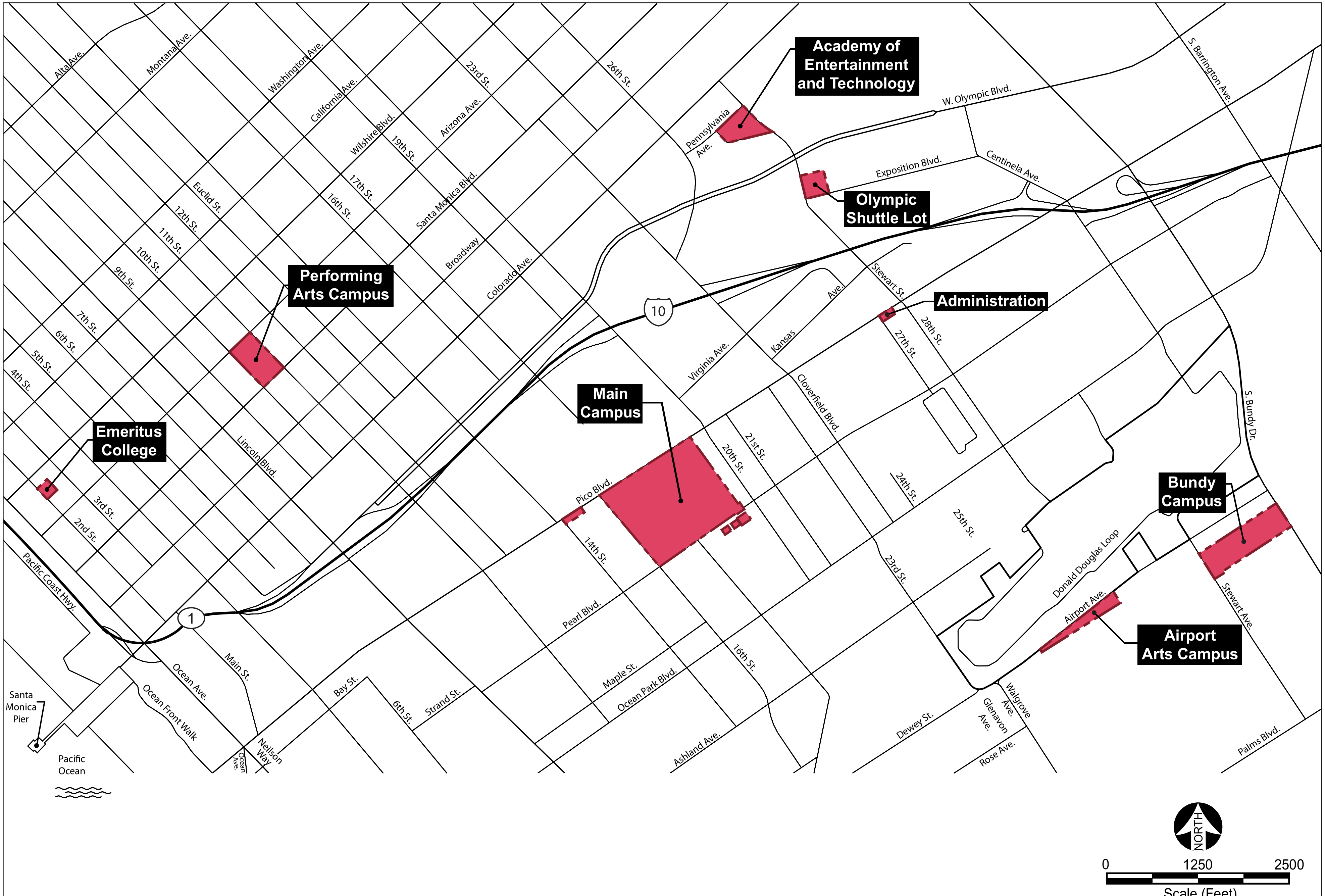
The SMC Main Campus and each of the satellite facilities except for the Bundy Campus are located within the City of Santa Monica. The Bundy Campus is located within the City of Los Angeles at the City of Santa Monica border. All of the SMC campuses are located in areas that are developed and already served by existing infrastructure, including roadways, utility services, and public services. The campus sites are bounded by a mix of land uses, including commercial, industrial, and residential uses depending on the particular campus. In total, the SMC Campus system includes 1,076,402 gross square feet of floor area (GSF) in building area, of which approximately 681,381 square feet is assignable square feet (ASF). A summary of the existing building areas for each campus is provided in Table II-1 on page II-4.



Source: Christopher A. Joseph & Associates, October 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-1
Regional and Project Vicinity Map



Source: Santa Monica College and Christopher A. Joseph & Associates, 2009.

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Environmental Planning and Research

Figure II-2
Campus Locations Map

Table II-1
Summary of Existing Development

Campus	Gross Square Feet (GSF)	Assignable Square Feet (ASF)
Main Campus	823,117	528,681
AET Campus	52,831	30,908
Olympic Shuttle Lot	0	0
Performing Arts Campus	65,519	38,463
Bundy Campus	64,000	34,371
Airport Arts Campus	28,463	21,123
Emeritus Campus	19,875	14,800
2714 Pico Blvd. (Administration)	22,597	13,035
TOTAL	**1,076,402**	**681,381**

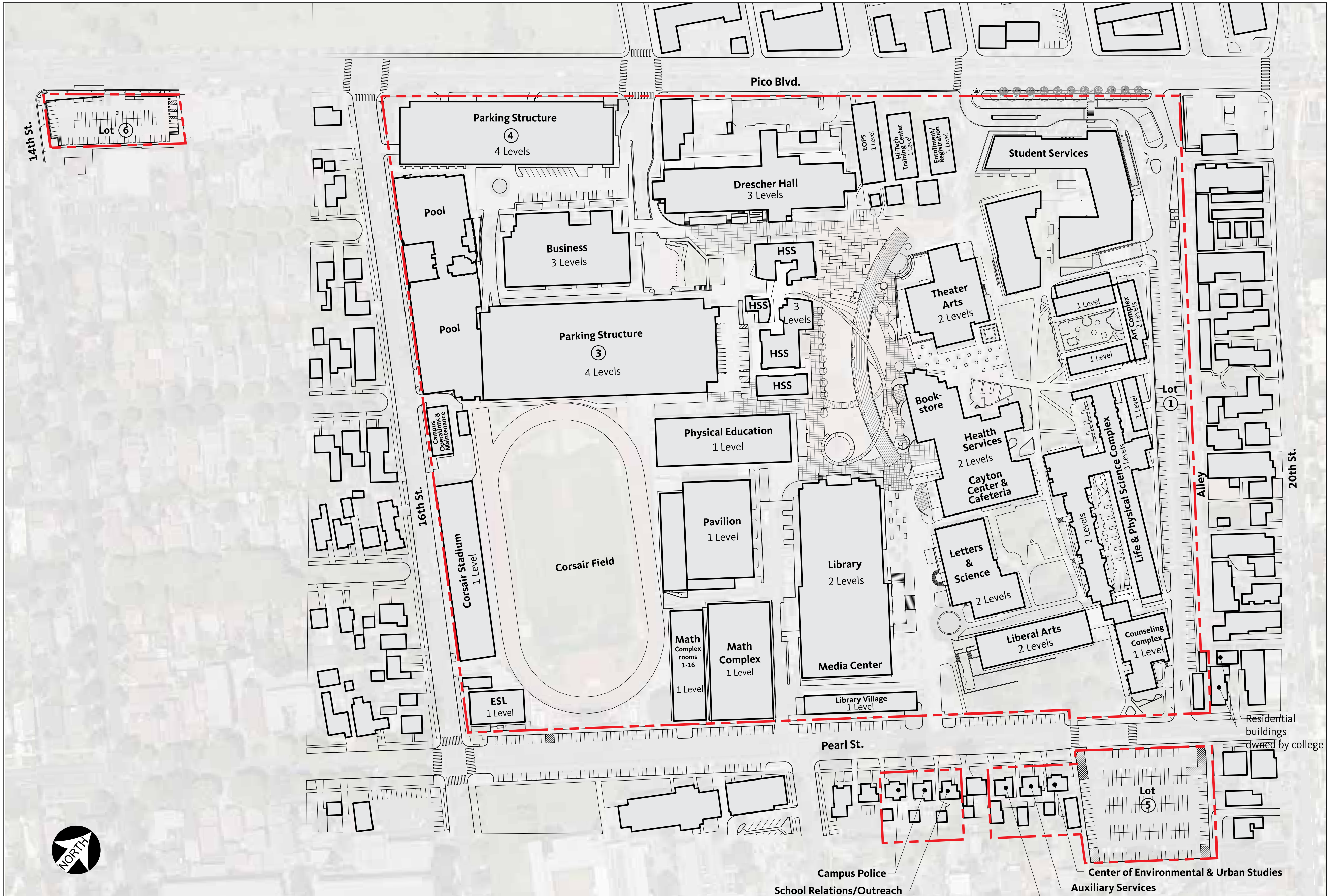
Source: Gensler and SMC, April 2010.

Main Campus

SMC's Main Campus is located at 1900 Pico Boulevard in Santa Monica. As shown in Figure II-3, Main Campus - Existing Conditions, the Main Campus is bounded by Pico Boulevard on the north, 16th Street on the west, Pearl Street on the south, and an alley (18th Court) on the east (this boundary is west of 20th Street), various properties on the south side of Pearl Street at this location, and a property on Pico Boulevard near 14th Street (Parking Lot #6). The site area on the Main Campus consists of approximately 41.5 acres. The Main Campus contains existing floor area of approximately 528,681 assignable square feet (ASF), in addition to an athletic field (Corsair Field), swimming pool, parking structures and various other facilities. The Main Campus contains a total of approximately 2,495 parking spaces and is supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. In February 2008, SMC approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project on the Main Campus.

The Academy of Entertainment and Technology (AET)

The Academy of Entertainment and Technology (AET) campus is located at 1660 Stewart Street in Santa Monica. This satellite campus was established in 1998. The AET campus is located west of Stewart Street and south of Pennsylvania Avenue. The AET campus consists of approximately 3.65 acres. The AET campus contains approximately 30,908 ASF of floor area in a two-story building constructed in 1985. It provides approximately 255 surface parking spaces. See Figure II-4 for an illustration of the existing AET campus.



Source: Santa Monica College, Career & Educational Facilities Master Plan 2010 Update, Gensler, April 2010.

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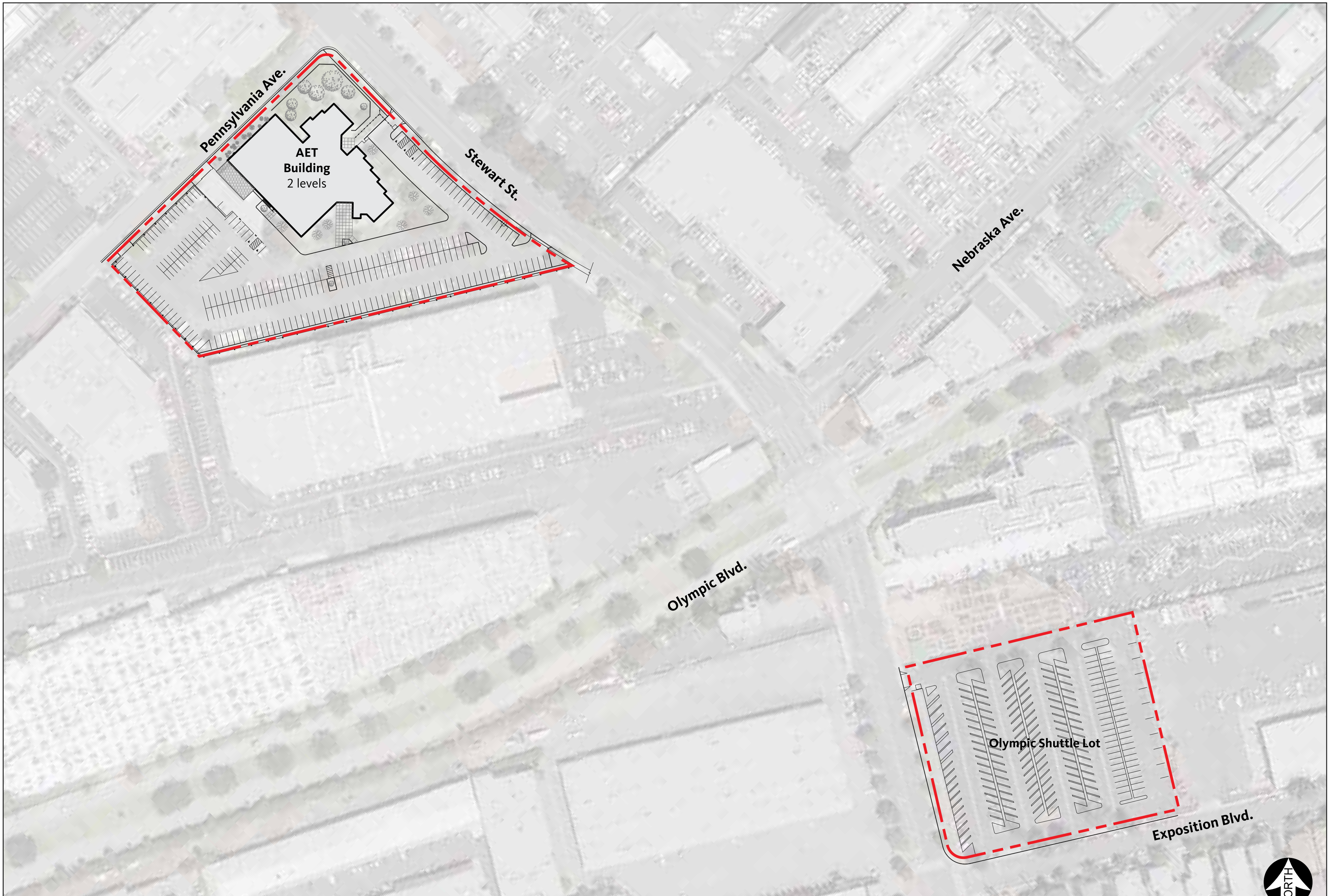
Figure II-3
Main Campus - Existing Conditions



Source: Santa Monica College, Career & Educational Facilities Master Plan 2010 Update, Gensler, April 2010.

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Environmental Planning and Research

Figure II-4
Academy of Entertainment & Technology - Existing Conditions

The Olympic Shuttle Lot

The Olympic Shuttle Lot is located at 1831 Stewart Street, in Santa Monica. It is located east of Stewart Street and north of Exposition Boulevard in Santa Monica. It consists of approximately 2.35 acres and contains approximately 211 surface parking spaces. The Olympic Shuttle Lot is presently used to provide off-campus parking for SMC students. Figure II-4 depicts the Olympic Shuttle Lot in proximity to the AET campus.

SMC Performing Arts Campus (PAC)

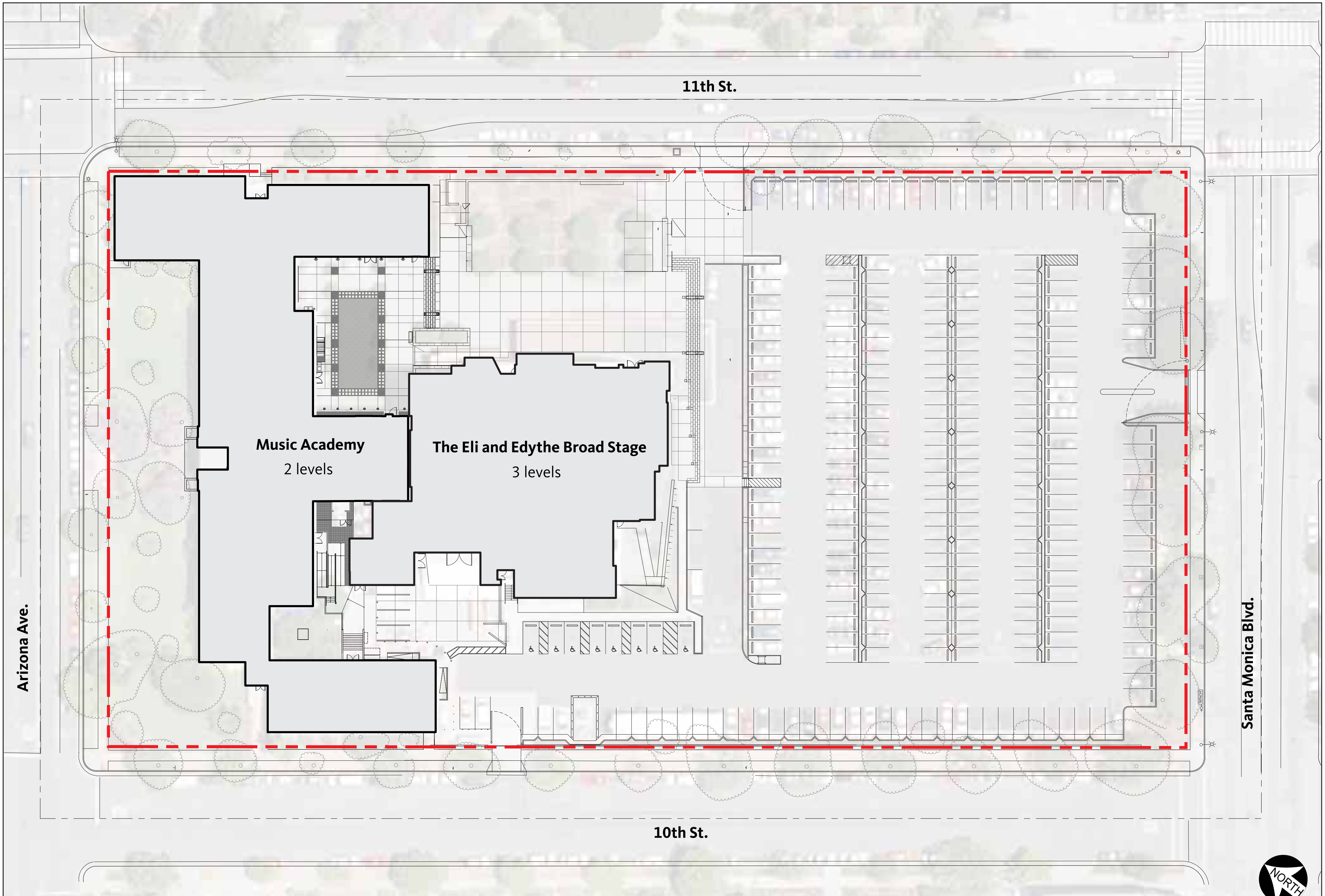
The SMC Performing Arts Campus (PAC), formerly known as the Madison Campus, is located at 1310 11th Street in Santa Monica. SMC began holding classes at this campus in 1990. Figure II-5 provides an illustration of the existing site plan for the Performing Arts Campus. The Performing Arts Campus includes an area bounded by Santa Monica Boulevard to the south, 11th Street to the east, 10th Street to the west, and Arizona Avenue to the north. The Performing Arts Campus consists of approximately 4.5 acres. The campus buildings now contain approximately 38,463 ASF, including a 500-seat performing arts theater known as the Eli and Edythe Broad Stage; a 23,349 ASF, two-story building known as the Music Academy, originally built as an elementary school constructed in 1925 and remodeled in 1937; and 1,400 ASF of temporary trailers. The Pete & Susan Barrett Art Gallery is located within the Music Academy. The site provides approximately 285 surface parking spaces. Year 2008 was the theater's inaugural season.

Bundy Campus

The Bundy Campus is located at 3171 South Bundy Drive in West Los Angeles. Classes at this campus began in the summer of 2005. The Bundy Campus is located west of Bundy Drive, also known as Centinela Avenue, in the City of Los Angeles. It consists of 10.3 acres. The campus is improved with the West Building, a 1980 structure that was renovated in 2004. The West Building contains four stories and approximately 34,371 ASF. The two-story East Building has been demolished, and construction of a replacement two-story building containing approximately 24,833 ASF and an underground parking structure is underway to the east of the West Building pursuant to the SMC Bundy Campus Master Plan EIR certified in February 2007. Upon completion in 2014, the Bundy Campus will provide approximately 780 parking spaces.

Airport Arts Campus

The Airport Arts Campus is located at 2800 Airport Avenue in Santa Monica. Classes at this campus began in 1988. The Airport Arts Campus is located south of Airport Avenue. The Airport Arts Campus consists of approximately 2.2 acres. This campus contains approximately 21,123 ASF of floor area built in 1953. This campus provides approximately 239 parking spaces.



Source: Santa Monica College, Career & Educational Facilities Master Plan 2010 Update, Gensler, April 2010.

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Figure II-5
Performing Arts Campus - Existing Conditions

Emeritus College Campus

SMC's Emeritus College is located at 1227 Second Street in Santa Monica. The Emeritus College program started in 1975. The services provided at this campus primarily target senior citizens. This campus is located on the east side of Second Street mid-block south of Wilshire Boulevard and consists of approximately 0.2 acres. The campus building contains approximately 14,800 ASF built in 2002. There are eleven parking spaces.

PROJECT CHARACTERISTICS

Interim Phase – 2010 Master Plan

The Interim Phase of the 2010 Master Plan involves the buildout of projects that are currently approved and under construction or that have been recently entitled and approved by the Board of Trustees under separate actions that preceded the development of the current draft master planning process. The Interim Phase would include buildout of the Bundy Campus,[1] the Liberal Arts Replacement Project,[2] the Information Technology Relocation Project to the Library Building,[3] the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project,[4] and the 1410 Pico Boulevard Parking Lot Improvement Project.[5]

Proposed 2010 Master Plan

The primary objective of the Santa Monica College Career and Educational Facilities Master Plan (2010 Update) is to update the 1998 Santa Monica College [Educational Facilities] Master Plan (Amended 2002, 2004, and 2007) goals and policies with respect to acquiring, planning, developing, and maintaining facilities and equipment to provide the best possible educational environment and promote the incorporation of sustainable resources. The purposes of the Proposed Project 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 improving the teaching of math, science, and technology; to identify program improvements for specific projects; and to obtain necessary project-specific approvals.

The Proposed Project will involve renovation, new construction and demolition of facilities on the 41.5-acre Santa Monica College Main Campus at 1900 Pico Boulevard, the 3.5-acre Academy of Entertainment and Technology Campus at 1660 Stewart Street, the 2.4-acre Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, and the 4.5-acre SMC Performing Arts

1 *Bundy Campus Master Plan Final EIR (SCH # 2005091142), January 26, 2007.*

2 *Initial Study/Mitigated Negative Declaration for the SMC Liberal Arts Replacement Project, July 2, 2003.*

3 *Notice of Exemption, Information Technology Relocation, July 28, 2009.*

4 *Initial Study/Mitigated Negative Declaration for the Student Services Replacement, Bookstore Modernization and Pico Boulevard Improvements Project, February 2008.*

5 *Notice of Exemption, 1410 Pico Boulevard Parking Lot Improvements, June 4, 2008.*

Campus located at 1310 11th Street. All properties are located in the City of Santa Monica. No facility changes are proposed at Emeritus College, the Airport Arts Campus nor the Administration Building. No changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update.

The Proposed Project 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.

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). A summary of the existing and proposed development under the Proposed Project in both gross building area and assignable square feet is provided in Table II-2, below. A summary of the proposed demolitions is provided in Table II-3.

Table II-2
Summary of Environmental Baseline and Proposed Development

	Environmental Baseline [a]		Proposed Master Plan		Net Increase	
Proposed	**GSF**	**ASF**	**GSF**	**ASF**	**GSF**	**ASF**
Main Campus [b]	876,165	560,272	887,461	571,309	11,296	11,037
AET Campus	52,831	30,908	116,439	78,080	63,608	47,172
Olympic Shuttle Lot	0	0	75,000	48,750	75,000	48,750
PAC Campus	65,519	38,463	159,241	93,494	93,722	55,031
Bundy Campus [c]	100,075	62,961	100,075	62,961	0	0
Airport Arts Campus	28,463	21,123	28,463	21,123	0	0
Emeritus Campus	19,875	14,800	19,875	14,800	0	0
2714 Pico Blvd. (Admin.)	22,597	13,035	22,597	13,035	0	0
	1,165,525	**741,562**	**1,409,151**	**903,552**	**243,626**	**161,990**

Notes:
[a] *For purposes of the environmental analysis, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already been approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented.*
[b] *Includes 823,117 GSF (528,681 ASF) of existing floor area plus 53,048 GSF (31,591 ASF) associated with interim projects.*
[c] *Includes 64,000 GSF (36,075 ASF) of existing floor area plus 34,371 GSF (28,590 ASF) associated with interim projects.*
Source: SMC and Gensler, 2009

Table II-3
Summary of Proposed Demolitions

Proposed Demolitions	GSF	ASF
Main Campus	-221,956	-140,497
AET Campus	0	0
Olympic Shuttle Lot	0	0
PAC Campus	-5,064	-4,380
Bundy Campus	0	0
Airport Arts Campus	0	0
Emeritus Campus	0	0
Administration (2714 Pico Blvd.)	0	0
	-227,020	**-144,877**
Source, Gensler and Santa Monica College, 2009.		

Main Campus

For the Main Campus, the 2010 Master Plan 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. Figure II-6 identifies the proposed building demolitions and developments within the proposed Main Campus layout under the 2010 Master Plan.

Approved Projects:

- ✓ Student Services (Under Construction)
- 1 IT/Telecom Relocation (Needs Board Approval)

Proposed Projects:

- 2 Energy Saving Project - Central Plant
- 3 Health/P.E./Fitness/Dance
- 4 Drescher Hall Modernization & Pico Promenade
- 5 Math & Science Extension Replacement
- 6 Corsair Stadium/ESL Demolition
- 7 Temporary Math Complex Demolition

NORTH

Source: Santa Monica College, Career & Educational Facilities Master Plan 2010 Update, Gensler, April 2010.

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Figure II-6
Main Campus - Proposed Project

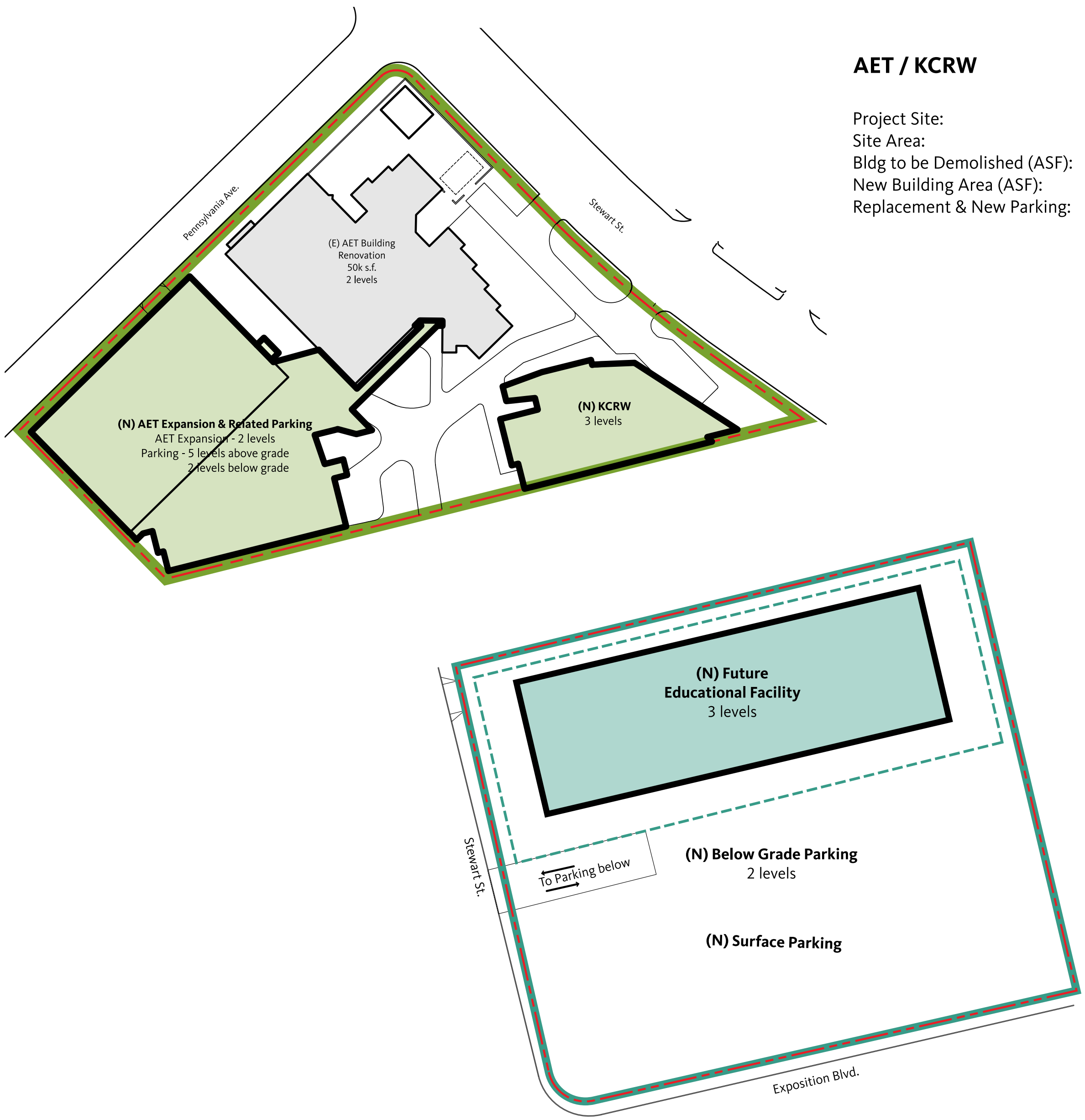
For the Academy of Entertainment and Technology Campus, the Master Plan calls for a reduction of the existing 30,908 ASF building to a new building area of 29,297 ASF; the addition of a new wing to the existing building with 19,419 ASF, including a new parking structure with 450 parking spaces to replace 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 2010 Master Plan 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 2010 Master Plan 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. Because no specific project on the Olympic Shuttle site is proposed at this time, this will be a program-level analysis of this site. See Figure II-7 for an illustration of the proposed AET Campus and Olympic Shuttle Lot under the 2010 Master Plan.

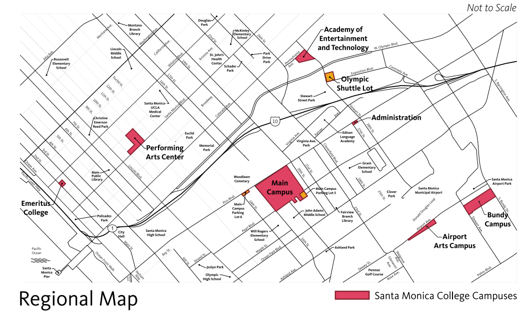
For the SMC Performing Arts Campus, the 2010 Master Plan Update calls for a replacement of the east wing of the main classroom building at 1310 11th Street with a new two-story wing that connects at both levels to the main structure (15,461 ASF); a new extension to the west wing of the main building (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. See Figure II-8 for an illustration of the proposed Performing Arts Campus site plan under the 2010 Master Plan.



AET / KCRW

Project Site:	**AET / KCRW**
Site Area:	2.3 acres
Bldg to be Demolished (ASF):	0 s.f.
New Building Area (ASF):	47,170 s.f *(approx.)*.
Replacement & New Parking:	450 spaces



Regional Map

Future Educational Facility

Project Site:	**Olympic Shuttle Lot**
Site Area:	2.35 acres
Bldg to be Demolished (ASF):	N/A
New Building Area (ASF):	48,750 s.f. *(approx.)*
Replacement & New Parking:	630 spaces

Legend

- Project Site
- Property Line
- Building Envelope
- Potential Footprint

NORTH

Source: Santa Monica College, Career & Educational Facilities Master Plan 2010 Update, Gensler, April 2010.

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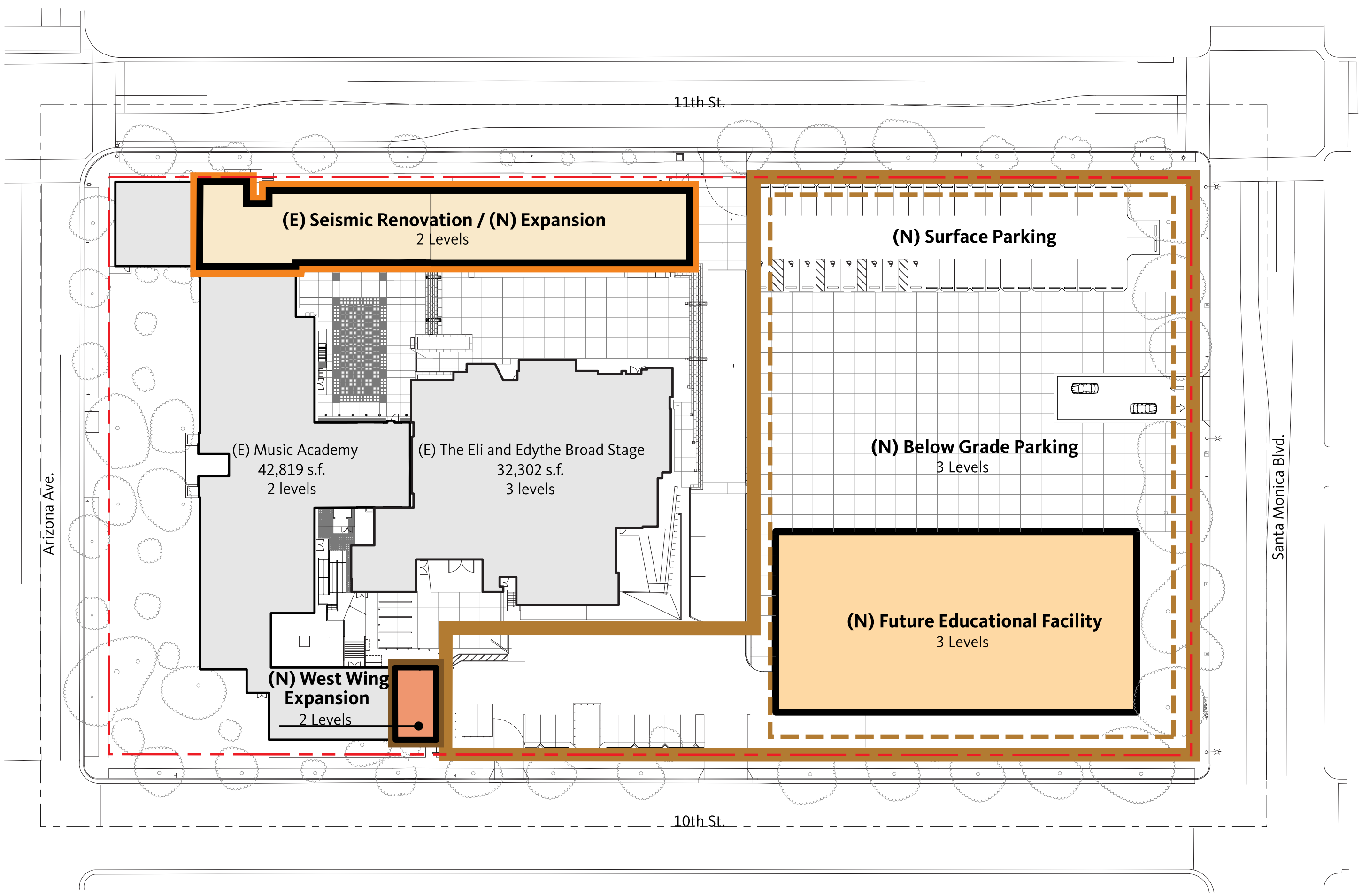
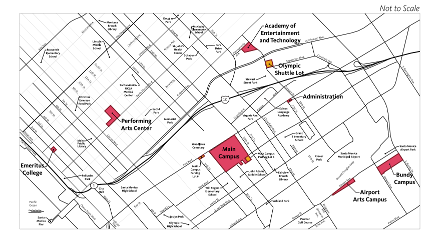
Figure II-7
Academy of Entertainment & Technology - Proposed Project





Regional Map

Future Educational Facility

Project Site:	**Future Educational Facility**
Site Area:	1.72 acres
Bldg to be Demolished (ASF):	N/A
New Building Area (ASF):	40,600 s.f. *(approx.)*
Replacement & New Parking	650 Spaces

Seismic Renovation/ Expansion

Project Site:	**Seismic Renovation / Expansion**
Site Area:	0.25 acres
Bldg to be Demolished (ASF):	N/A
New Building Area (ASF):	15,460 s.f. *(approx.)*

West Wing Expansion

Project Site:	**West Wing Expansion**
Site Area:	0.02 acres
Bldg to be Demolished (ASF):	N/A
New Building Area (ASF):	3,350 s.f. *(approx.)*

Legend

- Project Site - Future Educational Facility
- Project Site - Seismic Renovation / Expansion
- Project Site - West Wing Expansion
- Property Line
- Building Envelope
- Potential Footprint - Future Educational Facility
- Potential Footprint - Seismic Renovation / Expansion
- Potential Footprint - West Wing Expansion

NORTH

Source: Santa Monica College, Career & Educational Facilities Master Plan 2010 Update, Gensler, April 2010.

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Figure II-8
Performing Arts Campus - Proposed Project

LEED CERTIFICATION

SMC intends to apply for "Green Building" recognition through the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system, which will provide third-party validation of the Master Plan's commitment to environmental sustainability. LEED certification will be judged based on the USGBC's LEED-NC, Green Building Rating System for New Construction & Major Renovations, Version 2.2[6] (i.e., LEED-NC Rating System). The LEED-NC Rating System is generally applicable to new commercial construction and major renovation projects and would likely be applied to the Master Plan certification process, unless a LEED rating system specific to educational institution projects is approved in the near future.

With the exception of a few LEED prerequisites, the LEED-NC Rating System allows for flexibility as to which green building "credits" are incorporated into a project, so long as a minimum of 26 points are achieved. A project may incorporate credits from a variety of environmental areas, including: Sustainable Site (SS); Water Efficiency (WE); Energy and Atmosphere (EA); Materials and Resources (MR); Indoor Environmental Quality (EQ); and Innovation & Design Process (ID). Based on a totaling of points achieved, the Master Plan can obtain one of the following designations: "Certified" (i.e., 26 to 32 points); "Silver" (33 to 38 points); "Gold" (39 to 51 points); or "Platinum" (52 to 69 points).

ACCESS AND CIRCULATION

No changes to the existing site access points for the SMC Main Campus and Olympic Shuttle Lot are planned in conjunction with the development of the Project. Additionally, except as otherwise noted below, all of the existing site driveways for the AET and PAC Campuses will remain in place. Provided below is a narrative description of the access and circulations patterns at each of the campus locations.

Main Campus Site Access

Access to the existing Main Campus is provided via driveways along the Pico Boulevard, Pearl Street, a public alley, and 16th Street property frontages. The Main Campus driveways are located as follows:

- Pico Boulevard Driveways: A total of seven driveways are located along the south side of Pico Boulevard including one driveway serving Parking Lot 6, two driveways serving Parking Structure 4, one signalized driveway opposite 17th Street, one signalized driveway opposite 18th Court, one driveway serving Parking Lot 2, and a right-turn only egress driveway for Parking Lot 1.

- Pearl Street Driveways: There are three driveways that are located along the north side of Pearl Street along the campus frontage. Also, there is one driveway situated on the south side of the

6 *United States Green Building Council, LEED – NC, Green Building Rating System for New Construction & Major Renovations, Version 2.2, October 2005.*

roadway serving Parking Lot 5. In addition, there are minor driveways serving the small campus buildings along the south side of Pearl Street.

- Public Alley Driveway: One access driveway is located near the northeast corner of the Main Campus, with access via the public alley and 20th Street.

- 16th Street Driveways: Two driveways are located along the east side of 16th Street including one egress driveway from Parking Structure 4 and one ingress/egress driveway.

AET Campus Site Access

Access to the existing AET Campus is provided via four driveways along the Pennsylvania Avenue and Stewart Street property frontages. The AET Campus driveways are located as follows:

- Pennsylvania Avenue Driveways: Two driveways are located along the south side of Pennsylvania Avenue. Both driveways on Pennsylvania Avenue are right-turn only ingress/egress driveways.

- Stewart Street Driveways: Two driveways are located along the west side of Stewart Street. The northerly Stewart Street driveway is an ingress only driveway and the southerly Stewart Street driveway is an egress only driveway.

A single new driveway is proposed to replace the two existing driveways on Pennsylvania Avenue. The new driveway on Pennsylvania Avenue would be slightly to the west of the existing eastern driveway in order to align with the proposed parking structure entry/egress.

Olympic Shuttle Lot Site Access

The Olympic Shuttle Lot has one single access point provided via an ingress/egress driveway on Stewart Street, at the northwest corner of the parking lot. As confirmed by recent field observations, two driveways at the Olympic Shuttle Lot that would provide access to and from Exposition Boulevard are presently gated and closed.

Performing Arts Campus Site Access

Access to the existing Performing Arts Campus is provided via three driveways along the Santa Monica Boulevard, 10th Street and 11th Street property frontages (i.e., one driveway located along each roadway). The Performing Arts Campus driveways are located as follows:

- Santa Monica Boulevard Driveway: The Santa Monica Boulevard driveway accommodates ingress/egress turning movements.

- 10th Street Driveway: The 10th Street driveway accommodates ingress/egress turning movements but is gated and restricted to service and emergency vehicles only.

- 11th Street Driveway: The 11th Street driveway accommodates ingress/egress turning movements. The 11th Street driveway is generally closed during the weekends.

A second 10th Street driveway is proposed for the Performing Arts Campus north of Santa Monica Boulevard as part of the Project. The proposed new driveway is intended to better facilitate access and internal circulation by service vehicles. The new driveway would also be available for use by emergency vehicles. The proposed 10th Street driveway would be closed for use by the general public (including SMC staff and students).

PARKING

A summary of the proposed parking plan changes for the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus are shown in Table II-4. Altogether, the proposed Facilities Master Plan (2010 Update) proposes an increase of 1,432 parking spaces throughout the SMC campuses. No changes are proposed to the parking plans of the remaining satellite campus locations. A discussion of the proposed parking changes for each location is provided below.

Table II-4
Summary of the Proposed Parking Plan

Campus	Existing Baseline	Proposed Master Plan	Net Increase
Main Campus	2,769 [a]	3,222	453 [b]
AET Campus	255	450	195
Olympic Shuttle Lot	211	630	419
PAC Campus	285	650	365
	3,520	**4,952**	**1,432**

<u>Notes:</u>
[a] *As identified in the Traffic Study, this includes 2,519 spaces on the Main Campus and 250 public on-street spaces provided on roadways immediately adjacent to the Main Campus.*
[b] *Net increase incorporates the closure of Lot 1 North, the opening of Lot 6, and an underground parking garage under construction. For purposes of the environmental analysis, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already been approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented.*
Source: SMC, Gensler, and LLG Engineers, 2010.

Main Campus Parking

The Main Campus currently provides a total of 2,495 spaces on campus within its two parking structures, four major surface parking lots, and various minor surface parking yards. Of the 2,495 spaces, approximately 567 spaces are reserved for faculty/staff or SMC-related vehicles, and 70 spaces are reserved for the handicapped. The remaining 1,858 spaces are available to students and visitors to the Main Campus. In addition, a total of 250 public on-street spaces are provided on roadways immediately adjacent to the Main Campus (i.e., south side of Pico Boulevard between 16th Street and the public alley west of 20th Street, east side of 16th Street between Pico Boulevard and Pearl Street, and both sides of

Pearl Street between 16th Street and the public alley west of 20th Street). An underground parking garage is currently under construction as an interim project and will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces.

AET Campus Parking

The AET Campus currently provides a total of 255 spaces on campus in the surface parking lot. A total of 24 spaces are reserved for faculty/staff members, SMC-related vehicles, and 17 spaces are reserved for the handicapped at the AET Campus. The remaining 214 spaces are available to students and visitors to the AET campus with a parking permit.

Olympic Shuttle Lot Parking

The Olympic Shuttle Lot currently provides a total of 211 spaces in a surface parking lot within close proximity to the AET Campus. A total of seven spaces are reserved for the handicapped. The remaining 204 spaces are available to students and visitors with a parking permit.

Performing Arts Campus Parking

The Performing Arts Campus currently provides a total of 285 spaces on campus in the surface parking lot. A total of 17 spaces are reserved for faculty/staff members, SMC-related vehicles, and eight spaces are reserved for the handicapped at the Performing Arts Campus. The remaining 260 spaces are available to students and visitors to the Performing Arts Campus with a parking permit.

ARCHITECTURAL SCALE, MASSING AND BUILDING ORIENTATION

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 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 1-story buildings fronting Pearl Street) would be demolished and would then become open space. The 1-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 1-story counseling complex would be demolished and redeveloped with a 3-level and a 2-level building to support Math and Sciences.

AET Campus

The AET Campus is currently developed with a 50,000 sf 2-story building. The proposed 2010 Update would redevelop this site with 3-level KCRW building, a 2-level AET expansion building with a connected 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 2 parking attendant kiosks. 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.

PROJECT OBJECTIVES

The proposed Master Plan 2010 Update incorporates current College facility planning, including Board-approved 5-year capital outlay plans; facility assessment surveys conducted in 2001, 2002, and 2003; projects submitted for State funding; and 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). 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 sections 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 concrete stadium structure is showing some deterioration of the concrete and does not meet current seismic standards. 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.

FUTURE CONSTRUCTION

The Master Plan is a long-range master planning document intended to guide the programmatic, architectural and development planning activities for the SMC Campus system over the next 10 years pursuant to applicable provisions of the State Education Code and Title 5 of the California Code of Regulations. The 2010 Update is proposed as a 10-year planning document to identify the College's long-range vision for the SMC Campus system. Implementation of the 2010 Update is anticipated to commence following approval of the 2010 Update by the Trustees and procurement of all necessary governmental approvals (see "Discretionary Actions," below).

Construction and buildout of the proposed physical improvements is anticipated to occur by 2020 (an approximate 10-year buildout horizon).[7] Table II-5 depicts the anticipated construction timeline for buildout of the project. As shown in Table II-5, construction on the Main Campus would occur over an approximate 5-year period beginning in the third quarter of 2010 and ending in the third quarter of 2015. Construction on the Performing Arts Campus would occur over an approximate 1-year period between the third quarter of 2011 and the second quarter of 2012. Construction on the AET Campus is scheduled to occur over an approximate 3-year period starting in the third quarter of 2010 and ending in the second quarter of 2013. Construction on the Bundy Campus 4th Floor Renovation would occur over an approximate 9-month period from the second to fourth quarters of 2011. The entitlement buildout of the Bundy Campus would occur over an approximate 1-year period beginning in the first quarter of 2015.

DISCRETIONARY ACTIONS

The Santa Monica Community College District (District), as the Lead Agency under the California Environmental Quality Act (CEQA), is the primary public agency responsible for approving the proposed Master Plan. Discretionary approvals anticipated at this time could include, but are not limited to certification of this EIR, potential adoption of a statement of overriding considerations, and final approval of the Master Plan by the Board of Trustees, the decision-making body of the District. Other governmental approvals, as may be necessary, will be pursued in accordance with all applicable laws and regulations. SMC will be required to submit building plans to the Division the State Architect for structural safety, access compliance, and fire and life safety approvals.

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7 *While a detailed construction schedule has not yet been developed for the proposed improvements to the Olympic Shuttle Lot, the District anticipates that any future improvements on this lot would be completed by 2020.*

Table II-5
Career and Educational Facilities Master Plan 2009 Update
Construction Timeline

Master plan phase (Construction start date to occupied date)	Start/Finish Dates		2010				2011				2012				2013				2014				2015			
	Start	Finish	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Student Services Building	Q3 2010	Q1 2013																								
2. IT/Telecom Relocation to Library Village	Q2 2011	Q4 2012																								
3. Central Plant	Q3 2011	Q1 2013																								
4. Bundy Renovation (4th Floor)	Q2 2011	Q4 2011																								
5. Health & P.E. Fitness, Dance	Q3 2011	Q1 2013																								
6. Drescher Hall Modernization/Pico Promenade	Q2 2013	Q4 2014																								
7. AET Expansion/KCRW/Olympic Shuttle Lot	Q3 2010	TBD																								
7a. Phase A- New Parking Structure	Q3 2010	Q2 2011																								
7b. Phase B – KCRW Relocation / AET Expansion	Q3 2011	Q2 2013																								
7c. Olympic Shuttle Lot	TBD	TBD																								
8a. Performing Arts Campus – Phase A (Seismic Renovations)	Q3 2011	Q2 2012																								
8b. Performing Arts Campus – Phase B (Entitlements of Future Parking Structure and Buildings)	TBD	TBD																								
9. Replacement Math and Science Extension	Q3 2013	Q3 2015																								
10. Corsair Stadium/ESL Relocation	Q3 2014	Q3 2015																								
11. Bundy Campus (Entitlement Buildout)	Q1 2015	Q4 2015																								
12. Temporary Math Complex Demolition	TBD	TBD																								

Source: SMC and Gensler, 2010.

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

OVERVIEW OF ENVIRONMENTAL SETTING

Project Location

The proposed Santa Monica College (SMC) Career and Educational Facilities Master Plan 2010 Update, herein referred to as the Proposed Project, encompasses all 8 existing SMC campus system sites that comprise SMC, including: (1) the 41.5-acre Santa Monica College Main Campus located at 1900 Pico Boulevard, (2) the 3.5-acre Academy of Entertainment and Technology (AET) Campus located at 1660 Stewart Street, (3) the 2.4-acre Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, (4) the 4.5-acre SMC Performing Arts Campus located at 1310 11th Street, (5) the approximately 0.2 acre Emeritus College Campus located at 1227 Second Street, (6) the approximately 2.2-acre Airport Arts Campus located at 2800 Airport Avenue, (7) the Administration Building located at 2714 Pico Boulevard, and (8) the 10.3 acre Bundy Campus located at 3171 South Bundy Drive (See Figure II-2, Project Locations Map). The SMC campus system is located within the cities of both Santa Monica and Los Angeles, in California. The Bundy Campus is located within the City of Los Angeles, while all other campuses are located within the City of Santa Monica.

Regional access to all of the SMC campuses is provided by the Santa Monica Freeway (I-10), the San Diego Freeway (I-405), and the Pacific Coast Highway, as shown in Figure II-1, Regional Location Map. All of the SMC campuses are located in urbanized areas served by existing infrastructure, including roadways, utility services, and public services. The campus sites are bounded by a mix of uses, including commercial, industrial, and residential uses depending on the particular campus. While the existing SMC campus system includes 8 sites, facility changes proposed in the SMC Career and Educational Facilities Master Plan 2010 Update would involve the Main Campus, the AET Campus, the Olympic Shuttle lot, and the Performing Arts Campus. No facility changes are proposed at Emeritus College, the Airport Arts Campus or the Administration Building, and no amendments are proposed to the Bundy Campus Master Plan (see Section II, Project Description, of this EIR for an expanded discussion of the Proposed Project).

Existing Land Uses

SMC is an accredited public two-year community college originally established in 1929. It currently serves approximately 32,000 students on six campuses (Main Campus, Academy of Entertainment and Technology Campus, Bundy Campus, Performing Arts Campus, Airport Arts Campus, and Emeritus Campus) and through online courses.

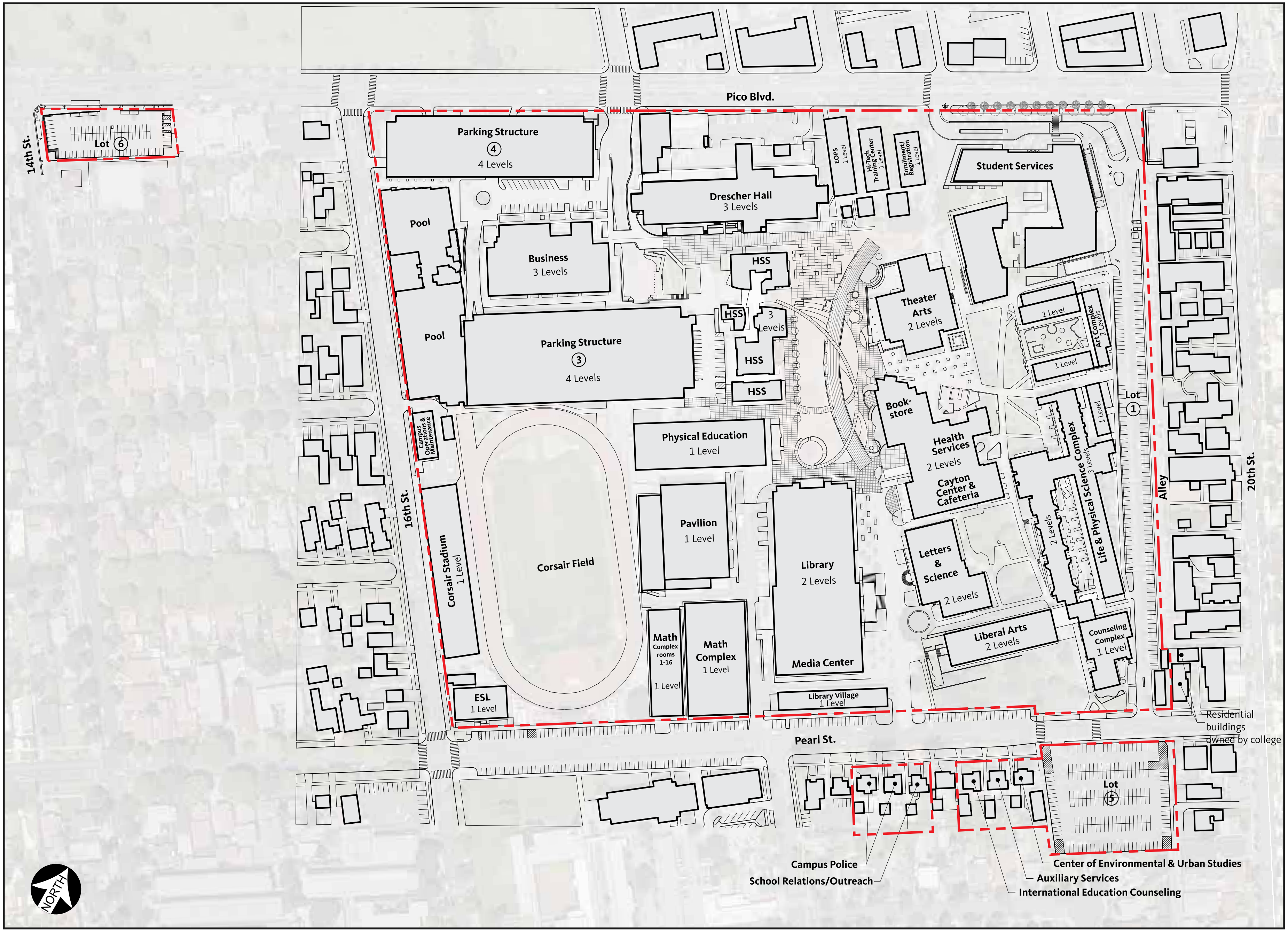
SMC's Main Campus is generally located at 1900 Pico Boulevard in Santa Monica. The Main Campus includes an approximately 41.5-acre area generally bounded by Pico Boulevard on the north, 16th Street on the west, Pearl Street on the south, and an alley (18th Court) on the east (this boundary is west of 20th Street), a number of properties on the south site of Pearl Street (including Parking Lot 5), and a property on Pico Boulevard near 14th Street, currently improved and used as Parking Lot 6. The Main Campus contains existing and interim project floor area of approximately 560,272 assignable square feet (ASF) of academic-related structures including classrooms, a library, a bookstore, a cafeteria, health services, and pavilion, in addition to an athletic field (Corsair Field), swimming pool, parking structures and various other facilities. The Main Campus contains a total of approximately 2,495 parking spaces. The Main Campus is also supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. In February 2008, SMC approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project on the Main Campus. Construction is underway as an interim project and began in January 2009. As part of the interim project, an underground parking garage under construction will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces. Figure III-1, Main Campus - Existing Conditions, presents the relative location of these existing site improvements.

The Academy of Entertainment and Technology (AET) campus is located at 1660 Stewart Street in Santa Monica. This satellite campus was established in 1998. The AET campus is located west of Stewart Street and south of Pennsylvania Avenue, and consists of approximately 3.5 acres. The AET campus contains approximately 31,521 ASF of floor area in a two-story building constructed in 1985. It provides 255 surface parking spaces. Figure III-2, Academy of Entertainment & Technology - Existing Conditions, presents the relative location of these existing site improvements within the AET Campus.

The Olympic Shuttle Lot is located at 1831 Stewart Street, in Santa Monica. It is located east of Stewart Street and north of Exposition Boulevard in Santa Monica and consists of approximately 2.35 acres. The Olympic Shuttle Lot contains 211 surface parking spaces and is presently used to provide off-campus parking for SMC students. Figure III-2, Academy of Entertainment & Technology - Existing Conditions, identifies the location of the Olympic Shuttle Lot site improvements relative to the AET Campus.

The SMC Performing Arts Campus, formerly known as the Madison Campus, is located at 1310 11th Street in Santa Monica. SMC began holding classes at this campus in 1990. The Performing Arts Campus includes the area bounded by Santa Monica Boulevard to the southeast, 11th Street to the northeast, 10th Street to the southwest, and Arizona Avenue to the northwest. It consists of approximately 4.5 acres. The campus buildings now contain approximately 54,471 ASF, including a 500-seat performing arts theater known as the Eli and Edythe Broad Stage; a 23,349 ASF, two-story building known as the Music Academy, originally built as an elementary school constructed in 1925 and remodeled in 1937; and 1,400 ASF of temporary trailers. The Pete & Susan Barrett Art Gallery is located within the Music Academy. The site provides 285 surface parking spaces. The year 2008 was the theater's inaugural season. Figure III-3, Performing Arts Campus - Existing Conditions, presents the relative location of these existing site improvements within the Performing Arts Campus.

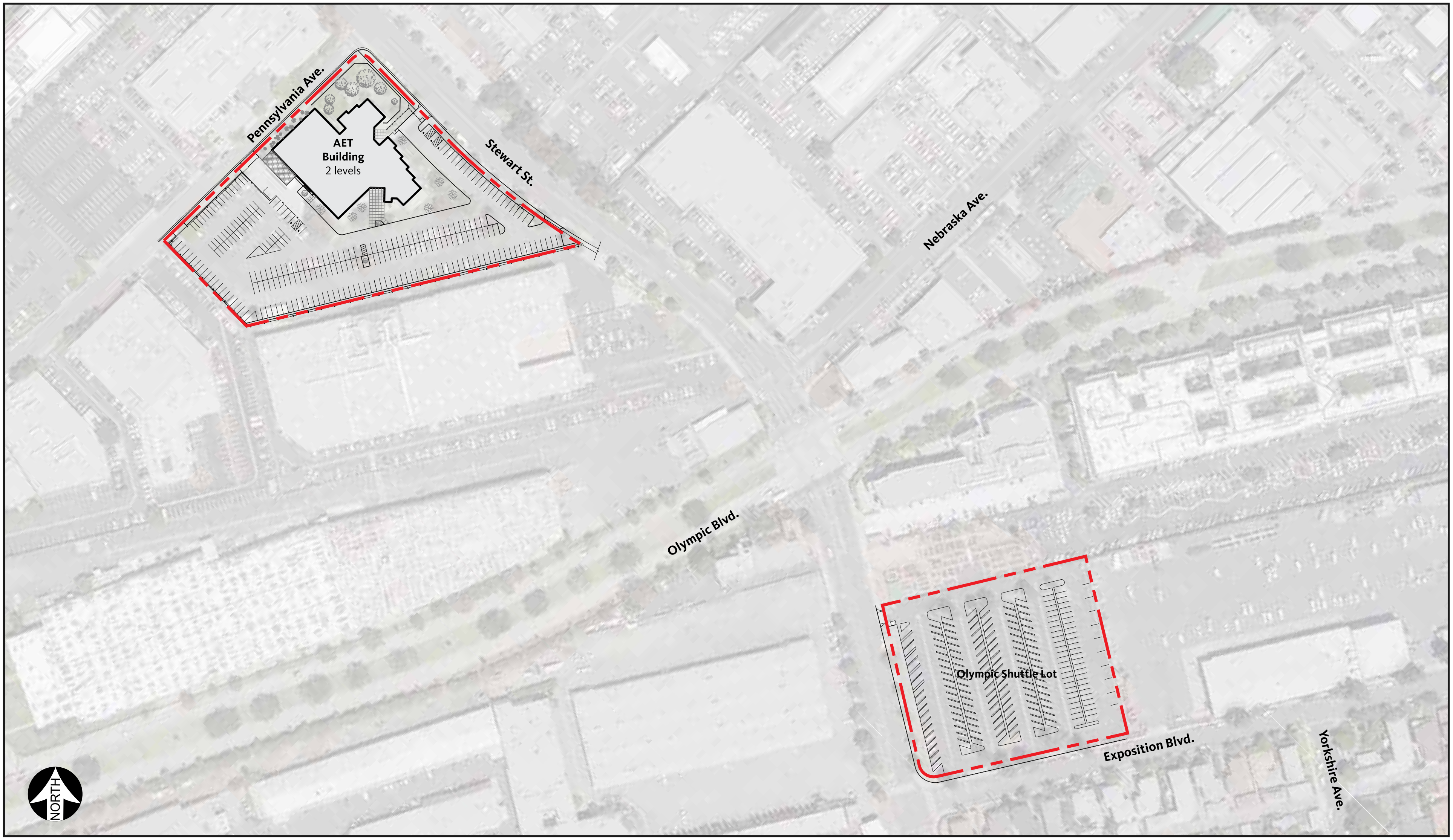
SMC's Emeritus College is located at 1227 2nd Street in Santa Monica. The Emeritus College program started in 1975. It targets senior citizens. This campus is located on the east side of Second Street mid-block south of Wilshire Boulevard. This campus consists of approximately 0.2 acres. The campus building contains approximately 14,800 ASF built in 2002. There are eleven parking spaces.



Source: SMC Career & Educational Facilities Master Plan 2009 Update, October 14, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

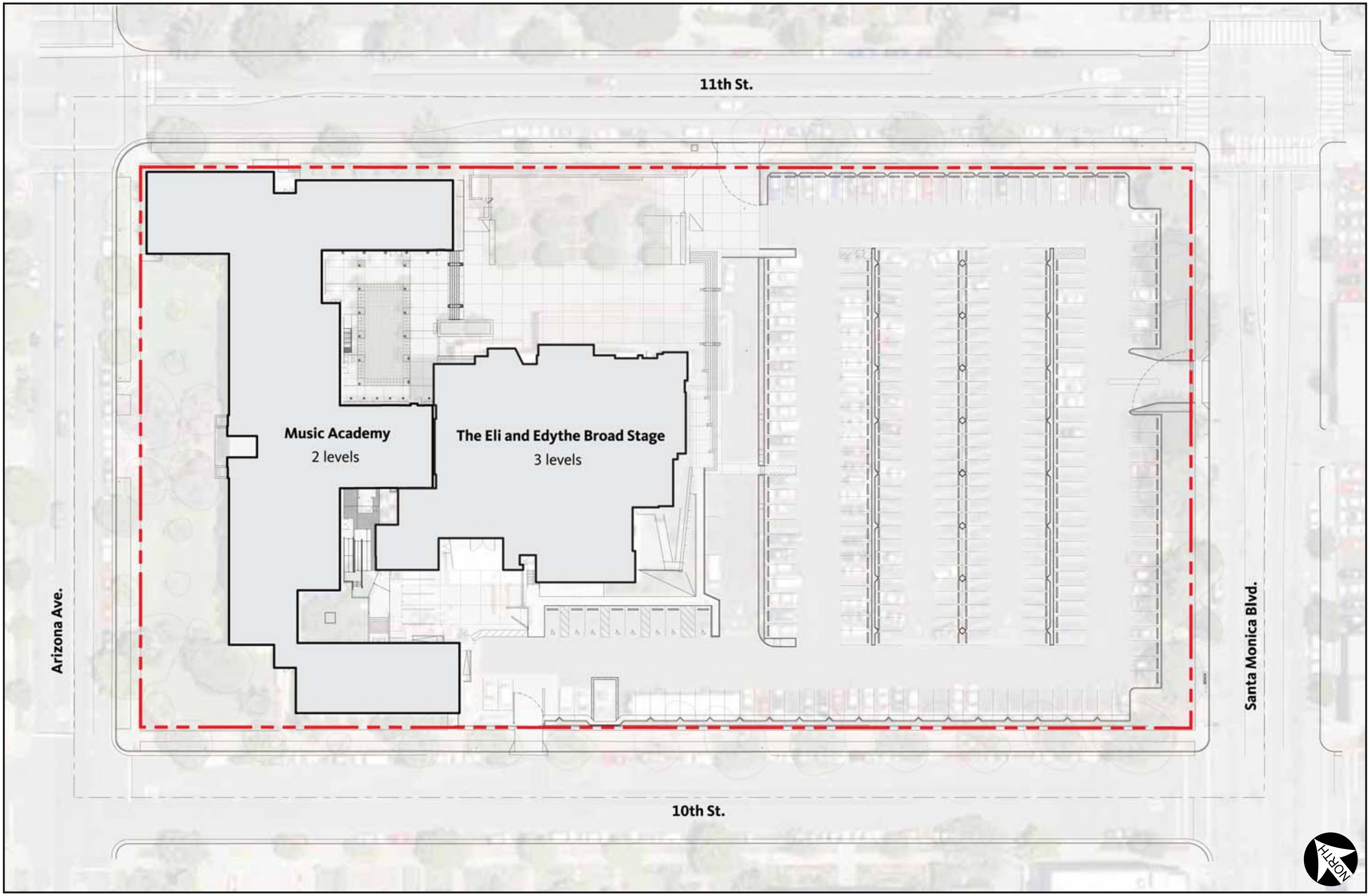
Figure III-1
Main Campus - Existing Conditions



Source: SMC Career & Educational Facilities Master Plan 2009 Update, October 14, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure III-2
Academy of Entertainment & Technology - Existing Conditions



Source: SMC Career & Educational Facilities Master Plan 2009 Update, October 14, 2009.

Figure III-3
Performing Arts Campus - Existing Conditions

The Airport Arts Campus is located at 2800 Airport Avenue in Santa Monica. Classes at this campus began in 1988. The Airport Arts Campus is located south of Airport Avenue. The Airport Arts Campus consists of approximately 2.2 acres. This campus contains approximately 21,123 ASF of floor area built in 1953. This campus provides 239 parking spaces.

The Bundy Campus is located at 3171 South Bundy Drive in West Los Angeles. Classes at this campus began in the Summer of 2005. The Bundy Campus is located west of Bundy Drive, also known as Centinela Avenue, in the City of Los Angeles. It consists of 10.3 acres. The campus is improved with the West Building, a 1980 structure that was renovated in 2004. The West Building contains four stories and approximately 34,913 ASF. The two-story East Building has been demolished, and construction of a replacement two-story building containing approximately 24,833 ASF and an underground parking structure is underway to the east of the West Building pursuant to the SMC Bundy Campus Master Plan EIR certified in February 2007. Upon completion in 2014, the Bundy Campus will provide approximately 780 parking spaces. The description of the existing environment at the Bundy Campus as presented in the Bundy Campus EIR (State Clearinghouse No. 2005091142), is hereby incorporated by reference.

Surrounding Land Uses

The eight existing SMC campus system sites that comprise SMC are located within developed areas of the City of Santa Monica and the City of Los Angeles, and are supported by existing urban infrastructure. Unless otherwise noted, all land uses surrounding the SMC campus system sites are located within the City of Santa Monica. The uses surrounding each of these eight campus system sites are as follows:

<u>SMC's Main Campus:</u> Pico Boulevard lies immediately to the north, with one- and two-story commercial uses and associated surface parking, as well as the Woodland Cemetery fronting onto the north side of Pico Boulevard, and residential uses further beyond to the north. Pearl Street lies immediately adjacent to the south, with a church, John Adams Middle School, and several SMC campus-related facilities fronting onto the south side of Pearl Street (including the Campus Police, School Relations/Outreach, Center of Environmental and Urban Studies, Auxiliary Services, International Education Counseling, and Parking Lot 5) and a residential neighborhood further beyond to the south. To the east is 18th Court, and to the west is 16th Street, both of which are developed with multi-family and single-family residential uses fronting along these streets, with adjacent multi-family and single-family residential neighborhoods further beyond to the east and west. Parking Lot 6 lies at the southeast corner of 14th Street and Pico Boulevard, just west of the contiguous Main Campus.

<u>The AET Campus:</u> Pennsylvania Avenue is located immediately to the northwest and Stewart Street is located immediately to the northeast, with industrial uses to the southwest and southeast, and entertainment industry office uses to the north, across Pennsylvania Avenue.

<u>The Olympic Shuttle Lot:</u> A plant nursery is located immediately adjacent to the north, and a surface parking lot is located immediately adjacent to the east. Exposition Boulevard is located immediately

adjacent to the south, with multi-family residential uses fronting along its south side. Stewart Street is located immediately adjacent to the west, with industrial and office uses fronting along its west side.

<u>The SMC Performing Arts Campus:</u> Arizona Avenue lies immediately adjacent to the northwest, Santa Monica Boulevard lies immediately adjacent to the southeast, 11th Street lies to the northeast, and 10th Street lies to the southwest. The area surrounding the Performing Arts Campus to the north is primarily developed with multi-family residential uses, with commercial/retail uses to the south, a mix of multi-family and commercial uses to the east, and both multi-family residential and office uses to the west.

<u>Emeritus College:</u> Immediately adjacent to the northeast is 2nd Court, with multi-story commercial, hotel, and residential uses beyond which front onto the 3rd Street Promenade, further to the northeast. To the southeast is a multi-level public parking structure. Immediately adjacent to the southwest is 2nd Street, with the First Presbyterian Church of Santa Monica and other commercial/office uses fronting onto the south side of 2nd Street. To the northwest are several multi-story commercial/office uses which front onto the north side of 2nd Street.

<u>The Airport Arts Campus:</u> Immediately adjacent to the north is Airport Avenue, with the Santa Monica Airport (City of Santa Monica) further beyond to the north/northwest. To the east are industrial/commercial uses fronting along the south side of Airport Avenue. Immediately adjacent to the south is residential development fronting along Dewey Street, which is located further to the south (City of Los Angeles).

<u>The Bundy Campus:</u> Airport Avenue lies to the north, which is developed with commercial, restaurant, and airport-related industrial uses which front along its north side (City of Santa Monica), with the Santa Monica Airport (City of Santa Monica) further to the north. Bundy Drive is located immediately adjacent to the northeast, beyond which is located additional residential development (City of Los Angeles). Immediately adjacent to the south is residential development which fronts along Stanwood Place located further to the south (City of Los Angeles). To the southwest is Stewart Avenue, beyond which is located additional residential development (City of Los Angeles).

<u>The Administration Building:</u> Immediately adjacent to the north is Pico Boulevard, which is developed with commercial uses and some multi-family residential developments fronting along both the north and south sides of Pico Boulevard. To the east is an automobile parts and service use which also fronts onto Pico Boulevard. Immediately adjacent to the south is residential development fronting along 27th and 28th Streets. Commercial uses fronting along Pico Boulevard are located immediately adjacent to the west.

General Plan Land Use and Zoning Designations

SMC's Main Campus, located within the City of Santa Monica, has a land use designation of Institutional, and is zoned R2 (Low Density Multiple Residential). It is also located within the City's Public Lands Overlay District and the Earthquake Recovery Redevelopment Project Area.

The Academy of Entertainment and Technology (AET) campus, located within the City of Santa Monica, has a land use designation of Special Office District, and is zoned LMSD (Light Manufacturing and Studio).

The Olympic Shuttle Lot, located within the City of Santa Monica, has a land use designation of Special Office District, and is zoned LMSD (Light Manufacturing and Studio).

The SMC Performing Arts Campus, located within the City of Santa Monica, has a land use designation of Institutional, and is zoned R3 Medium Density Multiple Family Residential and C4 Highway Commercial. It is also located within the City's Public Lands Overlay District and the Earthquake Recovery Redevelopment Project Area.

SMC's Emeritus College, located within the City of Santa Monica, has a land use designation of Downtown Core, and is zoned BSC2 Bayside Commercial. It is also located within the City's Earthquake Recovery Redevelopment Project Area.

The Airport Arts Campus, located within the City of Santa Monica, has a land use designation of Institutional, and is zoned Airport. It is also within the City's Public Lands Overlay District.

The Bundy Campus, located within the City of Los Angeles, has a land use designation of Limited Manufacturing. The majority of the Bundy Campus is zoned M1-1 Limited Industrial, with the west and south portions of the Campus zoned P-1 Parking and the east portion of the Campus zoned P-1VL Parking and [Q]CR-1 Limited Commercial.

The Administration Building, located within the City of Santa Monica, has a land use designation of Single Family Housing, and is zoned C4 (Highway Commercial).

Access and Circulation

Main Campus Site Access

Access to the existing Main Campus is provided via driveways along the Pico Boulevard, Pearl Street, a public alley, and 16th Street property frontages. The Main Campus driveways are located as follows:

- Pico Boulevard Driveways: A total of seven driveways are located along the south side of Pico Boulevard including one driveway serving Parking Lot 6, two driveways serving Parking Structure 4, one signalized driveway opposite 17th Street, one signalized driveway opposite 18th Court, one driveway serving Parking Lot 2, and a right-turn only egress driveway for Parking Lot 1.

- Pearl Street Driveways: There are three driveways that are located along the north side of Pearl Street along the campus frontage. Also, there is one driveway situated on the south side of the roadway serving Parking Lot 5. In addition, there are individual driveways serving the small campus buildings along the south side of Pearl Street.

- Public Alley Driveway: One access driveway is located near the northeast corner of the Main Campus, with access via the public alley and 20th Street.

- 16th Street Driveways: Two driveways are located along the east side of 16th Street including one egress driveway from Parking Structure 4 and one ingress/egress driveway.

AET Campus Site Access

Access to the existing AET Campus is provided via four driveways along the Pennsylvania Avenue and Stewart Street property frontages. The AET Campus driveways are located as follows:

- Pennsylvania Avenue Driveways: Two driveways are located along the south side of Pennsylvania Avenue. Both driveways on Pennsylvania Avenue are right-turn only ingress/egress driveways.

- Stewart Street Driveways: Two driveways are located along the west side of Stewart Street. The northerly Stewart Street driveway is an ingress only driveway and the southerly Stewart Street driveway is an egress only driveway.

It is noted that a single new driveway is proposed to replace the two existing driveways on Pennsylvania Avenue. The new driveway on Pennsylvania Avenue would be slightly to the west of the existing eastern driveway in order to align with the proposed parking structure entry/egress.

Olympic Shuttle Lot Site Access

The Olympic Shuttle Lot has one single access point provided via an ingress/egress driveway on Stewart Street, at the northwest corner of the parking lot. Based on recent field observations, two driveways at the Olympic Shuttle Lot that would provide access to and from Exposition Boulevard are presently gated and closed.

PAC Campus Site Access

Access to the existing PAC Campus is provided via three driveways along the Santa Monica Boulevard, 10th Street and 11th Street property frontages (i.e., one driveway located along each roadway). The PAC Campus driveways are located as follows:

- Santa Monica Boulevard Driveway: The Santa Monica Boulevard driveway accommodates ingress/egress turning movements.

- 10th Street Driveway: The 10th Street driveway accommodates ingress/egress turning movements but is gated and restricted to service and emergency vehicles only.

- 11th Street Driveway: The 11th Street driveway accommodates ingress/egress turning movements. The 11th Street driveway is generally closed during the weekends.

- It is noted that a second 10th Street driveway is proposed for the PAC Campus north of Santa Monica Boulevard as part of the Project. The proposed new driveway is intended to better facilitate access and internal circulation by service vehicles. The new driveway would also be available for use by emergency vehicles. When not in use, the proposed 10th Street driveway would be closed for use by the general public (including SMC staff and students).

Existing Public Bus Transit Service

Public bus transit service within the vicinity of the SMC campuses is currently provided by the Santa Monica Big Blue Bus (BBB), the Los Angeles County Metropolitan Transportation Authority (Metro), and the City of Culver City. Beginning in Fall 2008, SMC students and staff members may ride any of the BBB lines for free upon presentation of a valid SMC identification card through a partnership between SMC, SMC Associated Students, and the BBB. A summary of the existing transit service including the transit routes, destinations and peak hour headways is presented in the Traffic Study (see Appendix F).

Existing SMC Shuttle Services

As a supplement to the Santa Monica BBB service, SMC operates two inter-campus shuttles that transfer students between the Main Campus and two satellite campuses (i.e., the PAC Campus and the Bundy Campus). The PAC Campus shuttle operates 7:30 AM to 5:30 PM, Mondays through Fridays, with headways of approximately 15 to 20 minutes per shuttle in the southeast to northwest direction via 11th Street, Santa Monica Boulevard, 14th Street, Pico Boulevard, and 17th Street. In addition, SMC operates a daytime shuttle between the Bundy Campus and the Airport Arts (AA) Campus from 7:30 AM to 5:30 PM, Mondays through Thursdays. An evening shuttle provides students the opportunity to transfer between the Bundy Campus and the Main Campus from 5:30 PM to 10:10 PM on Mondays through Thursdays with headways of approximately 15 to 20 minutes.

Existing SMC Transit Ridership Counts

Manual and video surveillance of the existing SMC transit ridership counts were conducted for each of the seven transit stop locations adjacent to the SMC Main Campus. Of the seven stop locations, four are located on Pico Boulevard, one is on 20th Street, and two are on Pearl Street. The transit ridership counts at each of the stop locations were conducted in Fall 2009 from 7:00 AM to 10:00 AM coinciding with the AM peak commuter period and from 4:00 PM to 7:00 PM coinciding with the PM peak commuter period.

A summary of the existing SMC student boardings and alightings at the bus stop locations adjacent to the SMC Main Campus is presented in the Traffic Study (Appendix F). The locations of these public transit stops adjacent to the SMC Main Campus along Pico Boulevard, 20th Street, and Pearl Street are presented in the Traffic Study. The peak bus ridership during the AM peak hour (i.e., 9:00 AM to 10:00 AM) consisted of a total of 357 boardings and 829 alightings. The peak bus ridership during the PM peak hour occurred from 4:00 PM to 5:00 PM, with a total of 468 boardings and 197 alightings.

Existing Bicycle Routes

Bicycle access to the Project Site is facilitated by the City of Santa Monica bicycle roadway network. Approximately ten bicycle routes (i.e., Class II Bike Lanes or Class IIII Bike Routes[1]) in the City's bicycle network are located within an approximate one-half mile radius from the Project Site. The following are key bicycle routes located near the SMC campuses:

Main Campus Routes

- Pearl Street: Class II Bike Lane (between Lincoln Blvd. and 16th St.)
  Class III Bike Route (between 16th St. and Centinela Ave.)
- Ocean Park Boulevard: Class III Bike Route (between Lincoln Blvd. and 11th St.)
- 11th Street: Class II Bike Lane (between Wilshire Blvd. and Pico Blvd.)
  Class III Bike Route (between Pico Blvd. and Ashland Ave.)
- 17th Street: Class II Bike Lane (between Arizona Ave. and Michigan Ave.)
  Class III Bike Lane (between Pearl St. and Airport Ave.)

AET Campus and Olympic Shuttle Lot Routes

- Arizona Avenue: Class III Bike Route (between 26th St. and Centinela Ave.)
- Broadway: Class II Bike Lane
- Stewart Street: Class III Bike Route

PAC Campus Routes

- California Avenue: Class II Bike Lane

[1] *Class II bike lanes are lanes on the outside edge of roadways reserved for the exclusive use of bicycles and are designated with special signing and pavement markings. Class III bike routes are roadways recommended for bicycle use and are designated with signs posted along roadways.*

- Arizona Avenue: Class II Bike Lane (between Lincoln Blvd. and 26th St.)
- Broadway: Class II Bike Lane
- 7th Street: Class II Bike Lane (between Wilshire Blvd. and Olympic Blvd.)
  Class III Bike Route (north of Wilshire Blvd.)
- Lincoln Boulevard: Class III Bike Route (south of Arizona Ave.)
- 11th Street: Class II Bike Lane (between Wilshire Blvd. and Pico Blvd.)
  Class III Bike Route (between San Vicente Blvd. and Wilshire Blvd.)

Parking

As presented above, parking for the SMC campuses is provided through a combination of on-site and off-site surface parking lots, parking structures, and a series of shuttle parking lots, and an extensive network of bus and shuttle services. Table III-1 below provides a summary of existing parking facilities owned by SMC.

Table III-1
Parking Summary – SMC Existing Conditions

SMC Campus Location	Total Parking Spaces
Main Campus	2,495 [a]
AET Campus	255
Olympic Shuttle Lot	211
Performing Arts Campus	285
Emeritus College	11
Airport Arts Campus	239
Bundy Campus	780 [b]
Total	**3,496**

Notes:
[a] As of January 2009, including the closure of Lot 1 North and the opening of Lot 6.
[b] Upon completion of the SMC Bundy Campus Master Plan construction anticipated in 2014.
Source: SMC, 2010.

RELATED PROJECTS

CEQA requires that Environmental Impact Reports analyze "cumulative impacts," defined in CEQA Guidelines Section 15355 as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." In addition, CEQA Guidelines Section 15130 indicates that the analysis of cumulative impacts need not be as in-depth as what is performed relative to the proposed project, but instead is to "be guided by the standards of practicality and reasonableness." The cumulative impacts analysis considers the anticipated impacts of the Master Plan along with reasonably foreseeable growth. According to CEQA Guidelines Section 15130(b)(1), reasonably foreseeable growth may be based on:[2]

- A list of past, present, and probable future projects producing related or cumulative impacts; and/or

- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area and the applicable related projects for each individual environmental impact may vary. For example, a cumulative visual impact generally could only affect the area within the view of a project site, while a cumulative air quality impact could affect the entire South Coast Air Basin. The specific boundaries, and the related projects within those boundaries, for the cumulative study area of each environmental issue are identified in the applicable environmental issue sections in Section IV (Environmental Impact Analysis), of this Draft EIR. For purposes of the cumulative impact analysis, Table III-1 identifies a list of past, present, and probable future projects derived from building and planning application records from the Cities of Los Angeles and Santa Monica. The general location of each identified related project in relation to the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus is provided in Figure III-4, Related Projects Location Map.

[2] *Clarification based on Communities for a Better Environment v. California Resources Agency, 2002.*

Table III-2
Related Projects List

Map No.	Map Grid	Project Name/Project Number	Address/Location	Project Data		
				Land Use	Size	
City of Santa Monica						
S1	C-7	CUP 98-046	1540 2nd Street	Fast-Food Restaurant w/ Drive-Through Retail Office (Less Existing Fast-Food Restaurant w/ Drive-Through)	4,842 6,159 41,917 (2,900)	GSF GLSF GSF GSF
S2	D-8	VAR 07-005	2646 2nd Street	Single-Family Residential	1	DU
S3	E-8	TM 08-003	2912 2nd Street	Condominium	3	DU
S4	B-5	APP 08-011	858 and 860 3rd Street	Condominium	24	DU
S5	B-6	TM 03-003	1032 3rd Street	Condominium	5	DU
S6	E-8	DCP 07-001, TM 07-020	2731 3rd Street	Condominium	5	DU
S7	B-5	TM 03-008	947 4th Street	Condominium	5	DU
S8	C-6	ARB 09-239	1427 4th Street	Retail Office (Less Existing Retail) (Less Existing Office)	21,130 19,933 (19,544) (6,650)	GLSF GSF GLSF GSF
S9	C-6	AA 04-026	1539 4th Street	Apartment Commercial	62 900	DU GSF
S10	D-7	CST 08-002	1919 4th Street	Condominium	3	DU
S11	B-5	DCP 03-001	914 5th Street	Condominium	5	DU
S12	B-5	FIM 08-004	954 5th Street	Condominium	4	DU
S13	B-5	OC 07-009	1008 5th Street	Apartment	6	DU
S14	C-6		1241 5th Street	Apartment Retail	49 2,794	DU GLSF
S15	C-6	AA 02-040	1321 5th Street	Apartment Retail	16 900	DU GLSF
S16	C-6	ARB 08-139	1410 5th Street	Apartment Retail Less Pass-by (50%)	56 5,086	DU GLSF
S17	C-6	AA 03-015	1420 5th Street	Apartment Retail Less Pass-by (50%)	50 2,830	DU GLSF
S18	C-6	AA 05-025	1437 5th Street	Apartment	26	DU
S19	C-6	AA 03-027	1442 5th Street	Apartment Retail	50 3,300	DU GLSF

				Less Pass-by (50%)		
S20	C-6	AA 05-025	1450 5th Street	Apartment Retail Less Pass-by (50%)	52 3,860	DU GLSF
S21	C-6	AA 05-008	1548 5th Street	Apartment	46	DU
S22	C-6	AA 05-019	1244 6th Street	Apartment	50	DU
S23	C-6		601 Santa Monica Boulevard	Library Addition	66,000	GSF
S24	C-6	AA 04-027	1548 6th Street	Apartment Commercial	50 900	DU GLSF
S25	C-6	AA 04-018	1418 7th Street	Apartment Commercial	50 2,697	DU GLSF
S26	C-6	AA 05-015	1427 7th Street	Apartment Retail	50 1,700	DU GLSF
S27	C-6	ARB 06-119	1514 7th Street	Apartment	26	DU
S28	E-7	TM 05-008	2510 7th Street	Condominium	8	DU
S29	B-4	TM 03-004	839 9th Street	Condominium	5	DU
S30	C-5	TM 06-039	1211 9th Street	Condominium	5	DU
S31	C-5	DCP 00-002	1027 10th Street	Condominium	5	DU
S32	C-5	TM 05-030	1224 10th Street	Condominium	13	DU
S33	C-5	TM 06-038	1318 10th Street	Condominium	6	DU
S34	D-6	TM 06-047	1531-37 10th Street	Condominium	13	DU
S35	D-6	DCP 02-004	1750 10th Street	Condominium	5	DU
S36	D-6	ARB 06-034	1804 10th Street	Condominium	6	DU
S37	C-5	TM 04-007	1038 11th Street	Condominium	5	DU
S38	C-5	TM 07-010	1444 11th Street	Condominium	8	DU
S39	C-5	TM 08-002	1518 11th Street	Condominium	6	DU
S40	C-5	TM 05-003	1524 11th Street	Condominium	5	DU
S41	C-5	TM 08-004	1543 11th Street	Condominium	5	DU
S42	C-5	TM 04-013	1544 11th Street	Condominium	5	DU
S43	D-6	TM 06-027	1639 11th Street	Apartment	66	DU
S44	C-4	DCP 00-004	911 12th Street	Condominium	5	DU
S45	C-5	TM 05-009	1211 12th Street	Condominium	15	DU
S46	D-6	TM 05-017	1652 12th Street	Condominium	16	DU
S47	C-4	TM 04-010	914 14th Street	Condominium	5	DU
S48	D-5	TM 06-037	1434 14th Street	Condominium	6	DU
S49	D-5	AA 05-007	1458 14th Street	Senior Adult Housing - Attached	20	DU

S50	D-5	AA 06-016	1551 14th Street	Media Production Building Condominium	5,776 53	GSF DU
S51	D-5	AA 05-009	1511 15th Street	Apartment	30	DU
S52	C-4	VTTM52649	838 16th Street	Condominium (Less Existing Single-Family Residential)	10 (3)	DU DU
S53	C-4	TM 07-017	943 16th Street	Condominium	5	DU
S54	D-4	DR 08-001 1223 16th Street Medical Outpatient Facility	1217-31 16th Street	Medical-Office Building	45,000	GSF
S55	D-5	DCP 02-007	1415 16th Street	Condominium	6	DU
S56	D-5		1520 16th Street	Condominium	5	DU
S57	D-5	TM 03-005	1537 16th Street	Condominium	5	DU
S58	E-6	TM 03-014	1803-07 16th Street	Condominium	11	DU
S59	C-3	TM 06-042	745-49 17th Street	Condominium Senior Housing Adult Daycare Center (Less Existing Apartment)	3 7 48 (10)	DU DU Clients DU
S60	C-4	TM 04-035	908 17th Street and 1620 Idaho Avenue	Condominium	8	DU
S61	C-4	TM 05-019	919 17th Street	Condominium	5	DU
S62	D-4	ARB 07-374	1041 17th Street	Condominium	6	DU
S63	D-4	Extension	1253 17th Street	Condominium	4	DU
S64	E-5	TM 07-014	1807 17th Street	Condominium	7	DU
S65	E-6	ARB 05-522	1949 17th Street	Condominium	6	DU
S66	D-4	TM 04-023	1105 18th Street	Condominium	5	DU
S67	E-5	TM 06-043	1753 18th Street	Condominium	6	DU
S68	E-6	TM 05-025	1927 18th Street	Condominium	6	DU
S69	C-3	TM 05-014	811 19th Street	Condominium	5	DU
S70	C-3	TM 05-006	851 19th Street	Condominium	5	DU
S71	D-4	TM 04-020	917 19th Street	Condominium	8	DU
S72	D-4	TM 04-034	1035 19th Street	Condominium	5	DU
S73	C-3	ARB 08-085	1419 19th Street	Hotel	19	Rooms
S74	F-6	DCP 03-012	2018 19th Street	Condominium	5	DU
S75	D-3	DCP 02-002	923 20th Street	Condominium	5	DU
S76	D-4	TM 05-020	941 20th Street	Condominium	8	DU

S77	D-4	TM 05-021	1119 20th Street	Condominium	5	DU
S78	E-5	AA 05-016	1671 20th Street	Apartment	101	DU
S79	E-5	TM 06-001	1818 20th Street	Condominium	5	DU
S80	D-3	TM 06-046 DED 08-008	853 21st Street	Condominium Single-Family Residential	6 1	DU DU
S81	D-3	OC 08-005	929 21st Street	Apartment	6	DU
S82	D-4	TM 03-003	1120 21st Street	Condominium	5	DU
S83	F-5	TM 06-021	2002-2018 21st Street/ 2020 Virginia Avenue	Condominium	19	DU
S84	E-4	DEV 07-007 St. John's Medical Center and Master Plan	1328 22nd Street	Phase I: Phase II: St. John's Medical Center and Master Plan	475,000 799,000	GSF GSF
S85	D-3	OC 08-001	1137 23rd Street	Apartment	4	DU
S86	D-3	OC 08-004	1223 23rd Street	Apartment	4	DU
S87	G-5	TM 06-036	2323 28th Street	Condominium	8	DU
S88	G-5	TM 07-006	2401 28th Street	Condominium	6	DU
S89	G-5	TM 07-002	2310 33rd Street	Condominium	6	DU
S90	C-7	OC 08-003	1661 Appian Way	Apartment	12	DU
		OC 09-015		Senior Housing	9	DU
S91	C-7	AA 02-033	1751 Appian Way	Apartment	14	DU
S92	C-6	AA 07-009	603 Arizona Avenue	Apartment Commercial Less Pass-by (50%)	39 2,500	DU GLSF
S93	C-5	CUP 06-020	1131 Arizona Avenue	Skilled Nursing Facility	44	Beds
S94	E-6	ARB 08-209	1214 Bay Street	Apartment	1	DU
S95	D-7	OC 08-002	2419 Beverly Avenue	Apartment	9	DU
S96	D-7	TM 05-001]	217-225 Bicknell Avenue	Condominium	7	DU
S97	C-6	DR 08-003	401 Broadway	Apartment Commercial	30 6,296	DU GSF
S98	C-6	ARB 08-052	525 Broadway	Condominium High-Turnover Sit-Down Restaurant (Less Existing Office)	125 8,968 (35,290)	DU GSF GSF
S99	C-6	AA 03-001	606 Broadway	Apartment Commercial	50 6,578	DU GLSF
S100	C-6	AA 05-004	626 Broadway	Affordable Housing Retail	48 4,090	DU GLSF

				Less Pass-by (50%)		
S101	C-6	DR 07-004	819-829 Broadway	Apartment Commercial	129 1,714	DU GLSF
S102	D-5	AA03-016	1424 Broadway	Affordable Housing	41	DU
S103	D-5	TM 04-026	1502 Broadway	Condominium	32	DU
S104	C-4	TM 05-026	1329 California Avenue	Condominium	6	DU
S105	D-4	TM 05-007	1902 California Avenue	Condominium	5	DU
S106	F-3		1311 Centinela Avenue	Condominium	8	DU
S107	E-4	OC 07-008	1226 Chelsea Avenue	Apartment	4	DU
S108	F-5	DR 05-003	1707 Cloverfield Boulevard	Self-Storage Facility	34,985	GSF
S109	F-5	TM 04-028	1940 Cloverfield Boulevard	Condominium	16	DU
S110	C-6	DR 06-015 Big Blue Bus Facility Master Plan	612 Colorado Avenue	Maintenance Facility (Less Administration Building)	75,885 (76,000)	GSF GSF
S111		AA 05-022	711 Colorado Avenue	Apartment	26	DU
S112	E-5	TM 06-026	1610 Colorado Avenue	Condominium	91	DU
S113	E-5	ARB 08-255	2015 Colorado Avenue	Classroom Addition	1,338	GSF
		St. Annes School				
S114	F-4	DEV 08-001	2834 Colorado Avenue	Entertainment/ Post-Production Facility	154,600	GSF
S115	E-5	AA 05-023	1507 20th Street	Office	5,064	GSF
S116	F-4	DEV 07-005	2930 Colorado Avenue	Condominium Apartment Studio/Commercial/Retail Less Pass-by (50%) (Less Existing Mobile Home Park)	247 102 48,060 (102)	DU DU GLSF Occ. DU
S117	C-5	TM 06-048	1134 Euclid Street	Condominium	13	DU
S118	D-5	ARB 06-106	1327 Euclid Street	Condominium	5	DU
S119	D-5		1525 Euclid Street	Park	15,000	GSF
S120	G-4	DA 03-001 Lantana Entertainment Production Studio – South	3131 Exposition Boulevard	Production/Post-Production (Net)	130,000	GSF
S121	E-3	TM 07-003	1171 Franklin Street	Condominium	6	DU
S122	F-3	DCP 02-009	1243 Franklin Street	Condominium	5	DU
S123	F-5	TM 06-031	1943-59 High Place	Condominium	45	DU
S124	E-8	DCP 08-001	3214-18 Highland Avenue	Condominium	6	DU

S125	D-3	TM 03-002	2015 Idaho Avenue	Condominium	6	DU
S126	C-2	DED 07-006	2517 La Mesa Drive	Single-Family Residential	1	DU
S127	B-5	TM 07-016	929 Lincoln Boulevard	Condominium	5	DU
S128	C-6	DR 07-005	1447 Lincoln Boulevard	Apartment Commercial Less Pass-by (50%)	124 2,861	DU GLSF
S129	C-7		1685 Main Street	Retail Less Pass-by (50%)	12,500	GLSF
S130	C-7	Santa Monica Village Housing Project DEV 07-008	1723 Ocean Avenue	Condominium Apartment Retail Less Pass-by (50%)	165 160 20,000	DU DU GLSF
S131	C-7	RAND	1776 Main Street	New RAND (Less Existing RAND)	309,000 (295,000)	GSF GSF
S132	D-7	EIR 07-004	2001-2011 Main Street	Apartment Commercial	14 4,150	DU GLSF
S133	D-7		2012-2024 Main Street	Apartment Retail Less Pass-by (50%)	107 11,549	DU GLSF
			2021-2029 Main Street	Apartment Retail Less Pass-by (50%)	26 6,533	DU GLSF
S134	D-8	AA 02-039	2209 Main Street	Apartment	44	DU
S135	E-5	TM 06-045	1824 Michigan Avenue	Condominium	12	DU
S136	C-3	TM 07-004	1920 Montana Avenue	Condominium	6	DU
S137	B-6	DEV 04-002	1133 Ocean Avenue	Hotel Specialty Retail Quality Restaurant Meeting Place	200 12,000 7,000 10,000	Room GLSF GSF GSF
S138	B-6	DEV 05-002	1333-1337 Ocean Avenue	Hotel Open Air Plaza Restaurant	73 3,800 4,000	Room GSF GSF
S139	C-6	CUP 08-004	1401 Ocean Avenue, Suite 104	Retail Store (Less Existing Retail)	969 (969)	GLSF GLSF
S140	C-7	APP 08-007	1515-25 Ocean Avenue	Hotel Retail (Less Existing Hotel)	164 3,270 (88)	Room GLSF Room

S141	C-7	99-CUP-006	1719 Ocean Front Walk	Condominium	5	DU
S142	F-7	TM 05-031	1332 Ocean Park Boulevard	Condominium	8	DU
S143	G-6	AE 08-004	2901 Ocean Park Boulevard	Restaurant	46	Seat
S144	F-4	AA 07-004	3025 Olympic Boulevard	Apartment	623	DU
S145	G-4	DA 03-001 Lantana Entertainment Production Studio - East	3030 Olympic Boulevard	Production/Post-Production (Net)	64,105	GSF
S146	G-4	CUP 08-002 New Roads School	3131 Olympic Boulevard	School	115,300	GSF
S147	D-8	05-DR-011	125 Pacific Street	Condominium	9	DU
S148	D-8	DCP 04-008	126 Pacific Street	Condominium	5	DU
S149	A-5	CST 08-008	222 Palisades Avenue	Single-Family Residential	1	DU
S150	A-5	CUP 06-002	415 Pacific Coast Highway	Recreational Facility	14,795	GSF
S151	E-6	FIM 07--18	1112-22 Pico Boulevard	Condominium	18	DU
S152	F-5	AA 06-003	2222 Pico Boulevard	Apartment Commercial	2 2,399	DU GLSF
S153	G-5	AA 05-021	3205 Pico Boulevard	Single-Family Residential Retail	1 700	DU GLSF
S154	E-4	02 DCP-011	1528-30 Princeton	Condominium	8	DU
S155	A-5	TM 07-005	130 San Vicente Boulevard	Condominium Private Synagogue	22	DU
S156	A-3	DED 07-001	1117 San Vicente Blvd.	Single-Family Residential	1	DU
S157	C-6	AA 05-001 Mayfair Theater Project CST 08-006	210-214 Santa Monica Boulevard	Apartment Retail	38 9,690	DU GLSF
S158	C-6	AA 08-002	519 Santa Monica Boulevard	Apartment Retail	39 28,989	DU GLSF
S159	E-4	AA 03-010	2601 Santa Monica Boulevard	Apartment	44	DU
S160	F-3	DR 03-004	3107 Santa Monica Boulevard	Apartment Commercial Less Pass-by (50%)	10 12,280	DU GLSF
S161	F-4	DR 05-009	1630 Stewart Street	Apartment	22	DU
S162	F-5	DCP 03-010	2121 Virginia Avenue	Condominium	12	DU
S163	F-5	DR 06-018	2345-49 Virginia Ave and 1942-54 High Place	Apartment	47	DU

S164	C-6	AA 03-022	507 Wilshire Boulevard	Apartment Commercial	50 5,531	DU GLSF
S165	C-5	DEV 07-006	710 Wilshire Boulevard	Hotel Condominium Retail (Less Existing Office) (Less Existing Retail)	256 16 6,974 (10,470) (31,522)	Room DU GLSF GSF GLSF
S166	C-5	ARB 08-082	900 Wilshire Boulevard	Condominium	5	DU
S167	D-4	DR 06-020	2300-20 Wilshire Boulevard	Condominium Commercial Less Pass-by (50%)	22 25,400	DU GLSF
S168	E-3	DR 07-0067	2919-2929 Wilshire Boulevard	Retail/Commercial Less Pass-by (50%) Apartment	11,259 26	GLSF DU
S169	C-5	DEV 08-002 Saint Monica Catholic Community Campus	725 California Avenue	Phased Campus Plan		
S170	E-3	TM 06-033	1319 Yale Street	Condominium	6	DU
S171	D-5	Santa Monica/UCLA Hospital	Bounded by Wilshire Boulevard to the north, Arizona Avenue to the south, 16th Street to the east, and 15th Street to the west.	Hospital (Less Existing Hospital)	280 (383)	Bed Bed
S172	D-7	Civic Center Specific Plan	Bounded by Pico Boulevard to the south, Ocean Avenue to the west, 4th Street to the east, and Santa Monica Place to the north.	Residential Office Restaurant Retail City Service Building Auditorium Expansion Early Childhood Center Park Soccer Field (Internal Adjustment)	800 93,000 5,000 20,000 100,000 20,000 12,500 13 1	DU GSF GSF GLSF GSF GSF GSF Acre Acre
S173	C-6	Downtown Public Parking Structures [b]	1234 4th Street (structure 1) [b]	Net New Parking Retail	237 13,113	Space GLSF
			1320 4th Street (structure 3)	Net New Parking Retail	237 13,113	Space GLSF

			1431 2nd Street (structure 6)	Net New Parking Retail	238 13,113	Space GLSF
			Structure 11	New Permit Retail	600 10,000	Permit [b] GLSF
			Structure 12	New Permit New Parking Retail	276 270 10,000	Permit Space GLSF
S174	D-5	ARB 08-305	1433 18th Street	Condominium	4	DU
S175	E-7	FIM 08-006	2301 10th Street	Condominium	6	DU
S176	C-7	AA 09-006	430-530 Pico Boulevard	Apartment	32	DU
S177	E-4	FIM 08-008	1236 25th Street	Condominium	3	DU
S178	C-6	CUP 09-009	220 Broadway	High-Turnover (Sit-Down) Restaurant	2,896	GSF
S179	G-5		2512 28th Street	Condominium	10	DU
S180	C-6	AA 08-005	1410 5th Street	Bank (Addition)	6,283	GSF
S181	F-5	ARB 09-008	2349 Virginia Avenue	Apartment	47	DU
S182	D-7	DR 09-001	1907-1929 Lincoln Boulevard	Discount Store	9,412	GSF
S183	B-6	Shangri-La Hotel CUP 05-006	1301 Ocean Avenue	Hotel (Addition)	20	Room
S184	G-6	OC 09-002	2408 Pier Avenue	Single-Family Residential	1	DU
S185	A-5	AA 09-004	301 Ocean Avenue	Condominium	29	DU
S186	E-6	OC 09-007	1125 Bay Street	Apartment	2	DU
S187	B-5	OC 09-008	828 2nd Street	Apartment	4	DU
S188	C-6	AA 09-001	1231 4th Street	Retail (Addition)	7,492	GLSF
S189	B-5	OC 09-011	901 Ocean Avenue	Apartment	28	DU
S190	C-4	OC 09-012	1027 Euclid Street	Apartment	5	DU
S191	C-7	CUP 08-016, DCP 08-002 TM 08-007	1703-1715 Ocean Front Walk	Condominium Retail	6 270	DU GLSF
S192	E-6	ARB 09-269	1924-30 Euclid Street	Senior Housing	24	DU
S193	D-8	CUP 09-005	2219 Ocean Avenue	Bed and Breakfast (Single-Family Residential)	4 (1)	Room DU
S194	E-5	ARB 09-282	1754 19th Street	Senior Housing	7	DU
S195	D-4	TM 09-004	1029 21st Street	Condominium	5	DU
S196	F-4	AA 08-004, PSP 08-004	1800 Stewart Street	Office (Addition)	126,733	GSF
S197	D-8	OC 09-016	2405 3rd Street	Single-Family Residential	1	DU
S198	F-6	PSP 08-003	2511 18th Street	Day Care Center	14	Students
S199	A-5	CUP 09-009	315 Palisades Avenue	Single-Family Residential	1	DU

S200	C-6	DR 09-003	501 Colorado Avenue	Apartment Commercial	94 15,481	DU GLSF
S201	H-5	PSP 09-002	2636 34th Street	Day Care Center	14	Students
S202	F-4	ARB 09-446	2602 Broadway	Apartment	33	DU
S203	E-8	PSP 08-003	711 Ozone Street	Day Care Center	14	Students
S204	G-5	AA 09-007	2802 Pico Boulevard	Apartment Retail	33 584	DU GLSF
S205	F-6	SMC – Main Campus	1900 Pico Boulevard	Student Services Building	83,634	GLSF
City of Los Angeles						
L1	G-1	Barrington Landmark	11677 Wilshire Boulevard	Condominium Retail	78 2,496	DU GLSF
L2	F-1		11712 San Vicente Boulevard	Fast-Food Restaurant	1,900	GSF
L3	F-1	Brent “The Park”	11711 San Vicente Boulevard	Restaurant Office Retail	10,000 2,000 30,000	GSF GSF GLSF
L4	G-3		11978-11980 Walnut Lane	Condominium	44	DU
L5	H-2		1700 Sawtelle Boulevard	Condominium Live/Work Units	72 22	DU DU
L6	G-4		12233 Olympic Boulevard	Office	151,000	GSF
L7	H-2		1619 Barry Avenue	Condominium	20	DU
L8	H-3	Fire Station Training Facility	Southwest corner of Butlet Avenue and Mississippi Avenue	Fire Station	n/a	
L9	I-3	EZ Storage Facility Expansion	11470 Tennessee Avenue	Storage Facility	55,003	GSF
L10	I-3	West Los Angeles Animal Services Center	Northwest corner of Purdue Avenue and Pico Boulevard	Animal Care Center	n/a	
L11	F-9	ZA-2007-2191-CDP-MEL	207 East Venice Boulevard	Condominium	10	DU
L12	G-1	VTT-67386	11640 Kiowa Avenue	Apartment	47	DU
L13	F-2		12026 Wilshire Boulevard	Condominium	20	DU
L14	H-4		11840 Olympic Boulevard	Retail (Less Existing Office/Warehouse)	86,000 (37,027)	GSF GSF
L15	G-2		11852 Santa Monica Boulevard	Carwash	1,950	GSF
L16	G-2		11857 Santa Monica Boulevard	Condominium Retail	28 4,669	DU GLSF

L17	F-2		1301 Brockton Avenue	Condominium	36	DU
L18	F-3		1331 Amherst Avenue	Condominium	28	DU
L19	F-3		1414 Bundy Drive	Condominium	20	DU
L20	H-4	WLQA06-048	11785 Olympic Boulevard	Retail (Less Existing Restaurant) (Less Existing Auto Repair Shop)	28,000 (2,000) (6,500)	GLSF GSF GSF
L21	G-3	WLA06-025	11950 Idaho Avenue	Condominium (Less Existing Apartment)	91 25	DU DU
L22	H-2	WLA06-091	11567 Santa Monica Boulevard	Condominium	72	DU
L23	G-3		1525 Armacost Avenue	Condominium	18	DU
L24	G-3		1633 Armacost Avenue	Condominium	16	DU
L25	H-2		1817 S. Beloit Avenue	Apartment	15	DU
L26	I-3		11500 W. Tennessee Avenue	Live/Work Units	84	DU
L27	F-1	Brentwood Retail Center Project	11711 Gorham Avenue	Retail	30,000	GLSF
L28	H-2		11305 Santa Monica Boulevard	Retail	1,140	GLSF
L29	G-4	Westside Medical Office/ Mixed-Use Project	Northwest corner of Olympic Boulevard and Bundy Drive	Medical-Office Building Condominium Senior-Housing Supermarket Retail Restaurant (Less Existing Office) (Less Existing Commercial)	384,730 177 208 51,021 71,317 10,000 (69,000) (166,283)	GSF DU DU GLSF GLSF GSF GSF GSF
L30	G-2	Westside Family YMCA Project	Northeast corner of Westgate Avenue and Ohio Avenue	YMCA Facility	65,000	GSF
L31	E-9		100 Sunset Avenue	Condominium Commercial/Retail	225 10,000	DU GLSF
L32	I-9	Playa Vista	South of Jefferson Boulevard, east of Lincoln Boulevard	Residential Office Sound Stages/Production Support Residential Office Retail	1,646 1,827,050 1,129,900 2,600 175,000 150,000	DU GSF GSF DU GSF GSF

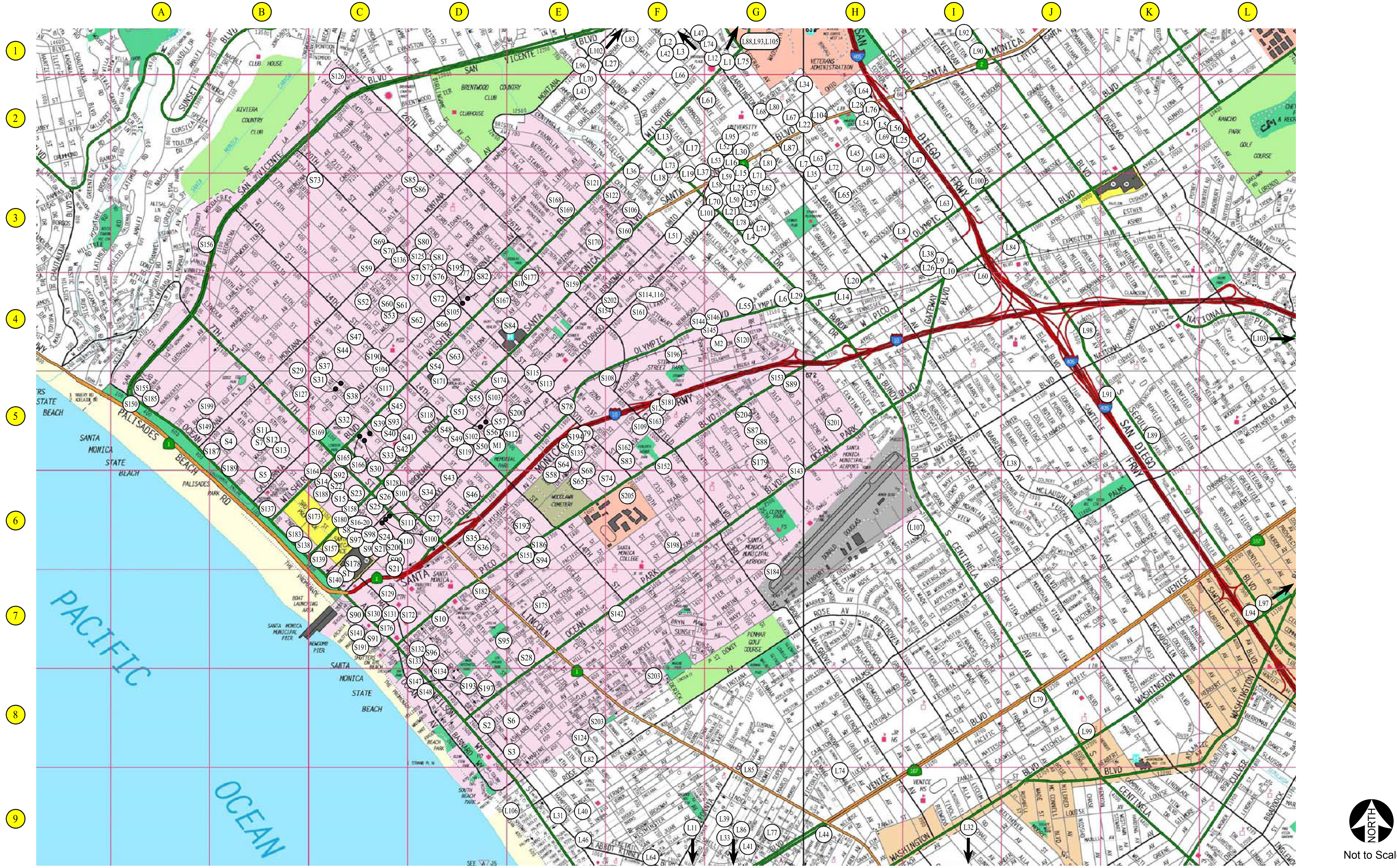
				Community Serving Uses	40,000	GSF
L33	G-9	DIR-2007-1996-SPP	580 East Venice Boulevard	Retail	2,564	GLSF
L34	H-2	ENV-2005-1372-EAF	1417 South Butler Avenue	Condominium	16	DU
L35	H-3	ENV-2005-1371-EAF	1625 South Barry Avenue	Condominium	18	DU
L36	F-2	DIR-2005-1009-CDO	1204 McClellan Drive	Condominium	15	DU
L37	F-3	ZA-2005-1097-ZV-ZAA	1439 South Saltair Avenue	Apartment	19	DU
L38	J-5	TT-69349	3160 South Barrington Avenue	Condominium	92	DU
L39	G-9	DIR-2007-1996-SPP	580 East Venice Boulevard	Retail	2,564	GLSF
L40	E-9	DIR-2005-921-VSO	340 East Sunset Avenue	Office (Less Existing Warehouse)	1,656 (1,656)	GSF GSF
L41	G-9	DIR-2007-1996-SPP	580 East Venice Boulevard	Retail	2,564	GLSF
L42	F-1	ENV-2005-2943-EAF	951 South Granville Avenue	Condominium	12	DU
L43	E-1	VTT-60900	823 South Bundy Drive	Condominium	12	DU
L44	H-9	ENV-2008-3328-EAF	1020 West Venice Boulevard	Multi-Family Residential	40	DU
L45	H-2	ENV-2005-8849-CE	1744 South Butler Avenue	Condominium	17	DU
L46	E-9	TT-63090	812 South Main Street	Condominium Retail	5 3,000	DU GLSF
L47	I-2	ENV-2007-1733-MND	1929 South Beloit Avenue	Condominium	63	DU
L48	H-2	ENV-2005-9374-MND	1817 South Corinth Avenue	Condominium	52	DU
L49	H-2	ENV-2005-9459-MND	1828 South Butler Avenue	Condominium	10	DU
L50	G-3	ENV-2006-1149-MND	12000 West Idaho Avenue	Condominium	34	DU
L51	F-3	ENV-2006-90-MND	1528 South Centinela Avenue	Condominium	16	DU
L52	G-2	ENV-2006-953-MND	1417 South Westgate Avenue	Condominium	27	DU
L53	G-2	ENV-2006-956-MND	1446 South Armacost Avenue	Condominium	27	DU
L54	H-2	TT-62777	11364 West Idaho Avenue	Condominium	27	DU
L55	G-4	TT-64827	1326 South Centinela Avenue	Condominium	10	DU
L56	H-2	DIR-2008-2585-DB	1759 South Beloit Avenue	Apartment	61	DU
L57	G-3	TT-65450	1612 South Brockton Avenue	Apartment	14	DU
L58	G-3	VTT-65194	1518 South Saltair Avenue	Condominium	17	DU
L59	G-3	CPC-2006-3794-ZC	1507 South Armacost Avenue	Apartment	93	DU
L60	I-4	ENV-2006-2238-MND	11320 West Exposition Boulevard	Condominium	22	DU
L61	G-2	ENV-2006-4644-MND	1235 South Granville Avenue	Condominium	18	DU
L62	G-3	ENV-2006-5204-MND	1616 South Westgate Avenue	Condominium	18	DU
L63	H-2	ENV-2006-5207-EAF	11611 West Iowa Avenue	Condominium	13	DU

L64	H-2	ENV 2008-833-EAF	11263 West Massachusetts Avenue	Condominium	27	DU
L65	H-3	ENV-2006-6584-MND	1851 South Federal Avenue	Condominium	19	DU
L66	F-2	ENV-2006-6821-MND	11848 West Kiowa Avenue	Condominium	29	DU
L67	G-2	ENV-2006-7396-EAF	1512 South Federal Avenue	Condominium	70	DU
L68	G-2	ENV-2006-7596-EAF	1415 South Barry Avenue	Condominium	18	DU
L69	H-2	ENV-2006-8129-EAF	1730 South Sawtelle Avenue	Condominium	55	DU
L70	E-1	VTT-64342	816 South Bundy Drive	Condominium	11	DU
L71	G-3	VTT-67016	1600 Westgate Avenue	Condominium	24	DU
L72	H-2	ENV-2006-8690-MND	1742 South Federal Avenue	Condominium	10	DU
L73	F-2	TT-67913	1337 South Bundy Drive	Condominium	12	DU
L74	F-1	VTT-65273	11660 West Mayfield Avenue	Condominium	35	DU
L75	G-1	VTT-67380	1223 Federal Avenue	Condominium	47	DU
L76	H-2	ZA-2006-8846-CU-ZV-SPR	11261 West Santa Monica Boulevard	Self-Storage/Retail Facility	72,100	GSF
L77	G-9	DIR-2007-615-VSO	2009 South Oakwood Avenue	Apartment	36	DU
L78	G-3	ENV-2009-2827-CE ZA-2009-2826-ZAA	1657 South Bundy Drive	Apartment	1	DU
L79	J-8	CTC08-019	12410 Venice Boulevard	Bank	2,800	GSF
L80	G-2	ENV-2009-2845-EAF	1433 South Federal Avenue	Condominium	8	DU
L81	G-2	ENV-2009-2848-EAF	1544 South Granville Avenue	Condominium	8	DU
L82	E-8	DIR-2009-2711-SPP-MEL ENV-2009-2712-CE	525 East Rose Avenue	High-Turnover (Sit-Down) Restaurant (Single-Family Residential)	3,139 (1)	GSF DU
L83	E-1	WLA09-020	11975 San Vicente Boulevard	Retail Quality Restaurant (Office) (Retail) (Nursery) (Single-Family Residential)	26,600 16,600 (12,300) (8,300) (3,500) (2)	GLSF GSF GSF GLSF GSF DU
L84	J-3	WLA09-018	11122 West Pico Boulevard	Apartment Shopping Center Supermarket (Building Supply Store)	538 212,000 54,000 (6,500)	DU GLSF GLSF GSF
L85	G-9	CTC08-005	1600 Lincoln Boulevard	Supermarket	36,800	GLSF
L86	G-9	CTC08-033	585 Venice Boulevard	Specialty Retail (Warehouse)	10,000 (10,000)	GSF GSF

L87	G-2	ENV-2007-0533-EAF WLA07-033	11660 Santa Monica Boulevard	Supermarket (Shopping Center)	53,200 (51,200)	GLSF GLSF
L88	G-1	WLA07-061	10777 Wilshire Boulevard	Condominium	60	DU
L89	K-5	WLA07-062	11131 Rose Avenue	Condominium (Apartment)	227 (89)	DU DU
L90	I-1	ENV-2007-2397 WLA07-077	1777 Westwood Boulevard	Condominium Retail (Retail)	45 9,000 (12,000)	DU GLSF GLSF
L91	K-5	WLA07-078	3115 Sepulveda Boulevard	Condominium Retail (Discount Store)	175 28,000 (28,000)	DU GLSF GSF
L92	I-1	WLA07-088	1130 Gayley Avenue	Retail Apartment (Movie Theater w/o Matinee)	7,000 48 (1,112)	GLSF DU GSF
L93	G-1	WLA07-093	10955 Wilshire Boulevard	Hotel Condominium Commercial (Retail) (Gasoline/Service Station)	134 10 16,500 (7,000) (8)	Room DU GLSF GLSF VFP
L94	L-7	WLA08-042	10601 Washington Boulevard	Apartment Office Retail (Production Office)	132 26,000 18,000 (11,100)	DU GSF GLSF GSF
L95	G-2	WLA08-030	1466 South Westgate Avenue	Recreation Center	65,000	GSF
L96	E-1	WLA08-051	11920 San Vicente Boulevard	High-Turnover (Sit-Down) Restaurant (Health Club)	4,200 (4,200)	GSF GSF
L97	L-7	WLA08-026	9901 Washington Boulevard	Apartment Retail (Retail)	131 12,000 (16,900)	DU GLSF GLSF
L98	J-4	WLA08-032	2900 South Sepulveda Boulevard	Apartment Office	48 1,500	DU GSF
L99	J-8	OUT08-005	11955 West Washington Place	Office Retail	41,000 9,500	GSF GLSF
L100	I-3	WLA06-133	2142 Pontius Avenue	Office	17,600	GSF

L101	G-3	WLA06-064	11900 Santa Monica Boulevard	Condominium Retail (Retail) (Apartment)	93 26,000 (26,000) (26)	DU GLSF GLSF DU
L102	F-1	WLA09-003	11771 Montana Avenue	Apartment	62	DU
L103	L-4	WLA06-017	3417 Motor Avenue	Apartment Retail	85 8,600	DU GLSF
L104	H-2	WLA09-004	11511 Santa Monica Boulevard	Fast-Food Restaurant with Drive-Through	1,000	GSF
L105	G-1	OUT09-003	1250 Federal Avenue	Medical Office Building	1,500,000	GSF
L106	D-9	ENV-2008-4350-EAF CTC08-066	305 Ocean Front Walk	Hotel High-Turnover (Sit-Down) Restaurant	30 2,000	Room GSF
L107	I-6	SMC - Bundy Campus	3171 South Bundy Drive	Master Plan Buildout		
Metro – Expo Line						
M1	D-5	Expo Line - Phase 2 Alignment	Colorado Alignment	Colorado Avenue/4th Street Station Colorado Avenue/17th Street Station Olympic Avenue/26th Street Station Olympic Avenue/Bundy Drive Station	225 70 0 250	Spaces Spaces Spaces Spaces
M2		Expo Line - Phase 2 Maintenance Facility	Exposition Alignment b/w Centinela Avenue and Stuart Stewart Street	Expo Maintenance Facility (Less Existing Verizon Site)		

Notes:
GLSF: gross leasable square feet
VFP: vehicle fueling position
[a] The line item in parenthesis generally reflects the existing use(s) to be removed/demolished.
[b] Project description was obtained from the Draft Program EIR for the City of Santa Monica Downtown Public Parking Program. The "600 permits" refers to the contract (monthly) parking for that parking structure.
Source: Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, Appendix Table F-1, Related Projects List and Weekday Trip Generation, Linscott, Law and Greenspan Engineers, March 22, 2010.



Source: Linscott, Law & Greenspan, Engineers, March 25, 2010.

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Figure III-4
Location of Related Projects

IV. ENVIRONMENTAL IMPACT ANALYSIS
A. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Santa Monica College, as the Lead Agency, has determined through the preparation of an Initial Study that the Santa Monica College (SMC) Facilities Master Plan (2010 Update) (i.e., the Proposed Project) would not result in a potentially significant impact related to any of the following environmental issue areas: biological resources and cultural resources. Section 15128 of the State CEQA Guidelines states:

> *An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of the Initial Study.*

Therefore, no further environmental review of these environmental issue areas is required. A short explanation of this determination is provided below. For further analysis of each environmental issue, see the Initial Study that was prepared for the Master Plan, which is contained in Appendix A.

The Initial Study also determined that the following issues may have potential adverse impacts on the environment: Air Quality/Global Climate Change, Aesthetics (Views, Light and Glare), Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Utilities (Water, Sewer, Energy), Public Services (Police and Fire Protection), Transportation/Traffic/Parking, Neighborhood Effects, Geology/Soils and Cumulative Impacts. Analyses of these issues are not included below, as each environmental issue area is analyzed in greater depth in Section IV (Environmental Impact Analysis) of this EIR.

BIOLOGICAL RESOURCES

The SMC Campus system is located within an urban area of the Cities of Santa Monica and Los Angeles, which are developed with urban infrastructure. None of the affected campuses are expected to contain any species identified as candidate, sensitive, or special status by local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. No resident or migratory fish or wildlife species are expected to occur on the Campuses. No protected biological resources, such as oak trees, currently exist on the Campuses. The SMC Campus facilities are not within an area designated by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.

Each of the affected campuses contain ornamental and shade landscaping features throughout the Campus. The Master Plan would reconfigure these features, resulting in a net increase in landscaped area. Therefore, the Initial Study determined the Master Plan would not have an adverse effect on biological resources, rather, the biological impacts will primarily be beneficial, and no further analysis of this issue is warranted. During preparation of the EIR, no information was developed or uncovered that contradicts the conclusion that no there would be no significant impact on biological resources.

CULTURAL RESOURCES

The proposed Facilities Master Plan (2010 Update) would not adversely affect any historical resources. Each of the affected campuses have been previously developed and, thus, the underlying soil has been previously disturbed. If any archaeological or paleontological resources or human remains were present beneath proposed construction sites, they have likely been disturbed by previous grading activities. Therefore, it is not anticipated that such resources remain on site. If any archaeological or paleontological resources or human remains that were not previously disturbed are found during implementation of the Master Plan during construction activities, then the significance of such resources would be determined and be addressed in accordance with applicable State and federal laws. Therefore, the Initial Study determined that the Master Plan would not have a significant impact on cultural resources and no further analysis of this issue is warranted. During preparation of the EIR, no information was developed or uncovered that contradicts the conclusion that no there would be no significant impact on cultural resources. However, because some of the projects will engage in excavation activities and it is possible that unanticipated archaeological or paleontological resources could be unearthed, the following mitigation measures will be added to the project:

- If any archaeological or paleontological materials are encountered during the course of the project development, the project shall be halted in the area of discovery. The services of a professional archaeologist or paleontologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist and/or the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact. Based on the significance of any discovery, the consulting archaeologist or paleontologist shall provide recommendations to mitigate any potential impacts; and

- Copies of the archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center.

IV. ENVIRONMENTAL IMPACT ANALYSIS
B. AESTHETICS

ENVIRONMENTAL SETTING

This section evaluates the potential impacts of the Proposed Project on aesthetics, views and vistas, light and glare, and shade and shadows in the Project area. Aesthetics refers to visual resources and the quality of what can be seen or overall visual perception of the environment, and may include such characteristics as building height and mass, development density, design character, and landscaping. Views refer to visual access and obstruction of prominent visual features, including both specific visual landmarks and panoramic vistas. Lighting issues address the effects of nighttime illumination and daytime glare on adjacent land uses.

Santa Monica College Campuses

SMC Main Campus

SMC's Main Campus is generally located at 1900 Pico Boulevard in Santa Monica. The Main Campus includes an approximately 41.5-acre area generally bounded by Pico Boulevard on the north, 16th Street on the west, Pearl Street on the south, and an alley (18th Court) on the east (this boundary is west of 20th Street), a number of properties on the south site of Pearl Street (including Parking Lot 5), and a property on Pico Boulevard near 14th Street, currently improved and used as Parking Lot 6. The Main Campus contains existing and interim project floor area of approximately 560,272 assignable square feet (ASF) of academic-related structures including classrooms, a library, a bookstore, a cafeteria, health services, and pavilion, in addition to an athletic field (Corsair Field), swimming pool, parking structures and various other facilities. The Main Campus contains a total of approximately 2,495 parking spaces. The Main Campus is also supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. In February 2008, SMC approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project on the Main Campus. Construction is underway as an interim project and began in January 2009. As part of the interim project, an underground parking garage under construction will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces.

Surrounding Locale

Due to the flat topography surrounding the Main Campus, views are limited and include only the development on surrounding streets, and limited vantages of the Santa Monica Mountains, although views are screened in most places by vegetation and development.

Commercial, educational and residential developments comprise the surrounding land uses that border the Santa Monica College Campus. A cemetery is located on the north side of Pico Boulevard, along with one- to two-story commercial uses and surface parking which front the Pico Boulevard. Residential properties are located beyond the more intense commercial uses fronting Pico Boulevard to the north. Views looking north of the Main Campus are largely encompassed by the commercial uses described above. Photographs of the Main Campus are provided in Figures IV.B-1 through IV.B-5.

South of the Main Campus across Pearl Street is John Adams Middle School, several buildings owned and operated by SMC, and SMC's Parking Lot 5, with single-family residential uses beyond.

The surrounding locale is also typified by single-family residential uses, which are located east of the Main Campus across the eastern alley, and west of the Main Campus beyond 16th Street. The adjacent single-family residential areas south and west of the Main Campus are generally at the same topographical elevation as the Main Campus. Most of the homes in this neighborhood are single-story. Pearl Street, 16th Street, and the surrounding streets are lined with abundant and mature street trees.

Academy of Entertainment and Technology

The Academy of Entertainment and Technology (AET) campus is located at 1660 Stewart Street in Santa Monica. This satellite campus was established in 1998. The AET campus is located west of Stewart Street and south of Pennsylvania Avenue. The AET campus contains a two-story building constructed in 1985 and associated surface parking.

Surrounding Locale

The surrounding properties are classified as office and industrial uses immediately surrounding the AET campus to the south and west, and across Pennsylvania Avenue and Stewart Street to the north and east. Further to the north, at 2800 Colorado Avenue, is the Evergreen Community School, a pre-school serving students from 2.5 to 5 years old.

Olympic Shuttle Lot

The Olympic Shuttle Lot is located at 1831 Stewart Street, in Santa Monica. It is located east of Stewart Street and north of Exposition Boulevard in Santa Monica. The Olympic Shuttle Lot is presently used as an off-campus surface parking lot for SMC students.

Surrounding Locale

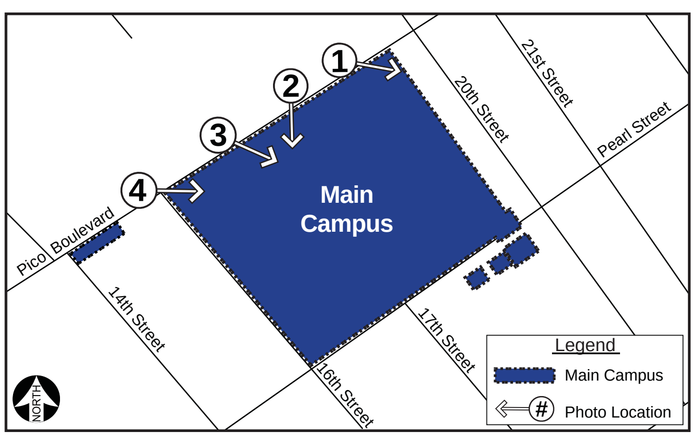
Industrial uses typify the surrounding environment to the north, east, and west of the Olympic Shuttle Lot. The Olympic Shuttle Lot is bordered to the north by a landscaping nursery and the proposed Exposition Line Right-Of-Way. To the south of the lot across Exposition Boulevard is a residential neighborhood. Approximately 150 feet southwest of the Olympic Shuttle Lot property is the Stewart Street Park.

View 1: Looking southeast across Pico Boulevard toward the construction wall along the Main Campus frontage.

View 2: Looking south from Pico Boulevard toward Drescher Hall and the surface parking lot.

View 3: Looking southeast from Pico Boulevard toward the main entrance driveway and the Main Campus frontage.

View 4: Looking east from the intersection of Pico Boulevard and 16th Street toward the parking structure located along the Main Campus frontage.



Source: Christopher A. Joseph & Associates, 2009.

PHOTO LOCATION MAP

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Figure IV.B-1
Views of the Main Campus
Views 1-4

View 5: Looking southeast across 16th Street toward the parking structure and the Santa Monica Swim Center located along the Main Campus frontage.

View 6: Looking southeast across 16th Street toward the Santa Monica Swim Center located along the Main Campus frontage.

View 7: Looking southeast across 16th Street toward the Santa Monica Swim Center and Corsair Stadium (far right).

View 8: Looking southeast across 16th Street toward the Campus Operations and Maintenance modular building and Corsair Stadium.

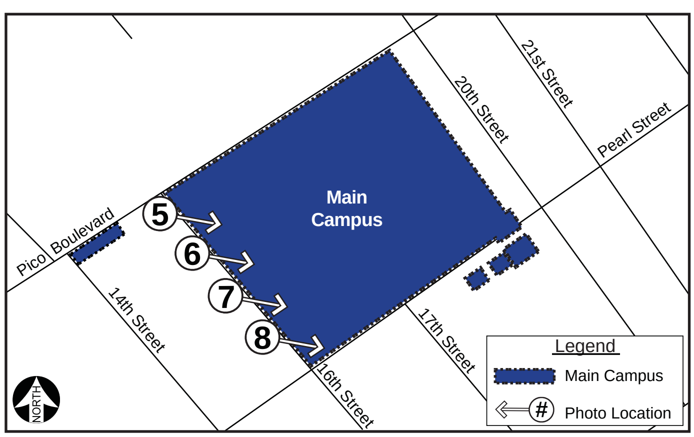

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

View 9: Looking north across the intersection of 16th Street and Pearl Street toward Corsair Stadium and the ESL building along the Main Campus frontage.

View 10: Looking northeast across Pearl Street toward the ESL building and Corsair Field along the Main Campus frontage.

View 11: Looking northwest across Pearl Street toward Corsair Stadium and Corsair Field along the Main Campus frontage.

View 12: Looking southwest across Pearl Street toward Corsair Field and the temporary Math Complex modular buildings.

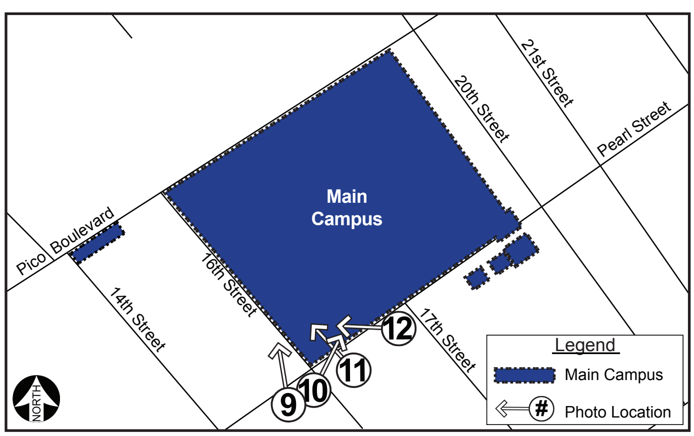

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

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Figure IV.B-3
Views of the Main Campus
Views 9-12

View 13: Looking northeast across Pearl Street toward the Math Complex, Library Village, Liberal Arts building, and Counseling Complex along the Main Campus frontage.

View 14: Looking northwest from Pearl Street toward the Liberal Arts building along the Main Campus frontage.

View 15: Looking northeast across Pearl Street toward the Counseling Complex along the Main Campus frontage.

View 16: Looking northwest across Pearl Street up the parking drive along the east side of Main Campus. The buildings on the right are also owned by SMC.

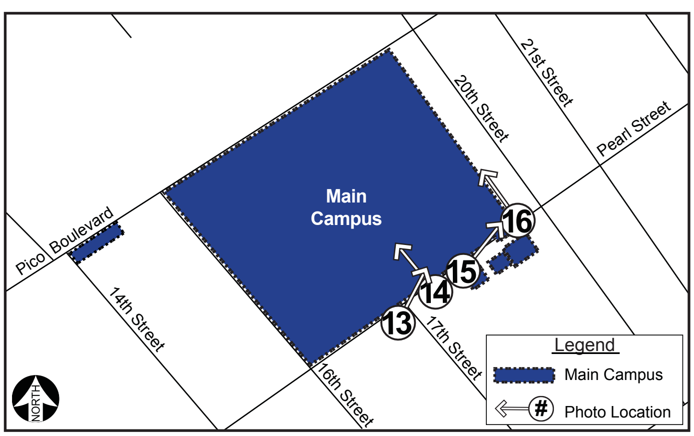


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

View 17: Looking northwest from the east parking drive toward the Counseling Complex and Life and Physical Science Complex.

View 18: Looking northwest from the east parking drive toward the Life and Physical Science Complex and Art Complex (beyond).

View 19: Looking southeast from the east parking drive toward the Life and Physical Science Complex.

View 20: View looking northwest along the east parking drive toward the Art Complex and construction wall.

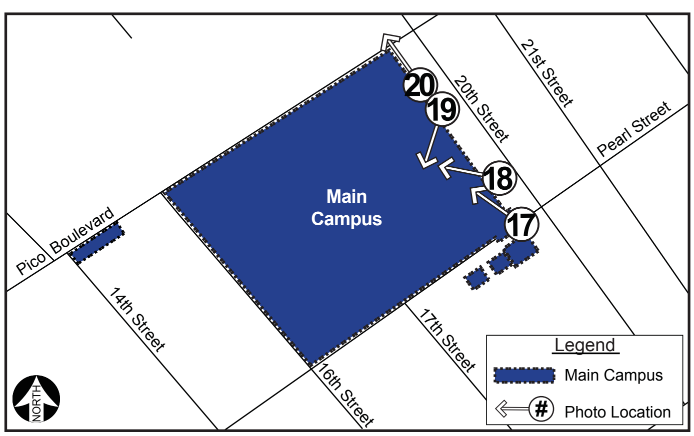


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

SMC Performing Arts Campus

The SMC Performing Arts Campus is located at 1310 Eleventh Street in Santa. SMC began holding classes at this campus in 1990. The Performing Arts Campus includes an area bounded by Santa Monica Boulevard to the south, 11th Street to the east, 10th Street to the west, and Arizona Avenue to the north. The campus buildings now contain a 500-seat performing arts theater known as the Eli and Edythe Broad Stage, which had its first season in 2008; a two-story building known as the Music Academy, originally built as an elementary school constructed in 1925 and remodeled in 1937; and 1,400 ASF of temporary trailers. The Pete & Susan Barrett Art Gallery is located within the Music Academy. The site also provides surface parking.

Surrounding Locale

The surrounding locale is characterized by commercial uses south of the PAC along Santa Monica Boulevard. Commercial and multiple-family residential uses are located east of the PAC across 11th Street, and west of the PAC along 10th Street. North of the PAC along Arizona Avenue are multiple-family residential uses.

Existing Viewsheds

Viewsheds refer to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. For purposes of this analysis, only public views are being considered for purposes of determining significance. Public views are those which can be seen from vantage points which are publicly accessible, such as streets, freeways, public parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views, in contrast, are those which are only available from vantage points located on private property. While visual impacts upon private views are considered, unless specifically protected by an Ordinance, private views are not protected from developments that occupy airspace directly above private property. Therefore, private views are not considered to be significantly impacted if an adjacent land use blocks such views, especially if the Project is generally within the zoning and design guidelines designated for the site.

No designated view corridors span across any of the SMC campuses. In the area of the SMC Main Campus and satellite campuses, the existing viewsheds are defined primarily by commercial/industrial uses and residential land uses with abundant landscaping. To the north, the Santa Monica Mountains are sporadically visible in the distant horizon.

Views of and Towards the Main Campus

The availability of views of the Main Campus varies from off-site locations due to the development density in the area (e.g., intervening buildings, trees, and walls), topography, and distance.

South-facing Views from Locations along Pico Boulevard

Public views of the Main Campus are available from locations along Pico Boulevard (see Figure IV.B-1). The northern portion of the Main Campus is level with the surrounding area, with the exception of the main driveway, which slopes downward toward one of the parking structures on site. South-facing views from Pico Boulevard are dominated by a construction wall that hides views of the current construction occurring on the northeast corner of the campus (View 1), the 3-level Drescher Hall (View 2), a surface parking lot (View 2), the driveway (View 3) that slopes down toward the second parking structure (4 levels, 2 stories above-grade), and the existing parking structure on the corner of Pico Boulevard and 16th Street (4 levels, 3 stories above-grade, View 4). Street trees, grass, and bushes line the public right-of-way in front of the campus. A bus stop is located to the northeast of Drescher Hall. Additionally, views of the 3-level Business building (located between the two parking structures) and other buildings on campus are partially obstructed by the structures and construction wall that line the campus frontage.

East-facing Views from Locations along 16th Street

Public and private views of the Main Campus are also available from 16th Street and the residential uses beyond (see Figure IV.B-2). East facing views include the parking structure located at the northwestern corner of Pico Boulevard and 16th Street (View 5), the Santa Monica Swim Center (Views 5, 6, and 7), the Campus Operations and Maintenance modular buildings (View 8), the backside of the concrete Corsair Stadium (View 8), and the single-story ESL (English as a Second Language) building located at the corner of 16th Street and Pearl Street (Figure IV.B-3, View 9). Street trees and grass line the public right-of-way along 16th Street. Parking meters are located along the curb for street parking. A chain link fence encloses the area surrounding Campus Operations and Maintenance and Corsair Stadium.

North-Facing Views from Locations along Pearl Street

From public vantage points south and west of the Main Campus along Pearl Street, views of the Main Campus are available (see Figure IV.B-3 and Figure IV.B-4). The single-story ESL building is located at the corner of 16th Street and Pearl Street, and has planter areas in front with bushes and mature trees (Views 9 and 10). A chain-link green slat-covered fence which encloses Corsair Field is located adjacent to the ESL building, with views of the upper portion of Corsair Stadium, the stadium light poles, and the stadium scoreboard beyond (Views 11 and 12). To the east of the field are the temporary Math Complex modular buildings, which are enclosed by a chain link fence that has a climbing bush growing over part of it (Views 12 and 13). A modular building which houses the Library Village, with the 2-story Library beyond, and an associated parking area adjacent to the Library Village is located to the east of the Math Complex (View 13). To the east, a park-like grassy area including mature trees is visible with the 2-level Liberal Arts building beyond (View 14). A breezeway connects the Liberal Arts building to the 1-level Counseling Complex located on the corner of Pearl Street and the eastern alley (Views 15 and 16). Residential homes that have been converted into academic buildings and the SMC Campus Police are located on the south side of Pearl Street, just east of John Adams middle school and west of SMC's Parking Lot 5.

West-facing Views from Locations along the Eastern Alley

Unhindered views of the Main Campus are available from the east alley and from the residential buildings owned by SMC located on the northeast corner of the alley and Pearl Street (see Figure IV.B-4, View 16, and Figure IV.B-5). Visible structures from these vantages include the backsides of the 1-level Counseling Complex (View 17), the 3-level Life and Physical Science Complex (Views 18 and 19), the 2-level Art Complex (View 20), and the construction wall buffering ongoing construction from the rest of these uses (View 20). Some landscaping is located along the sidewalk behind the academic structures. Residential uses to the east of the alley which face 20th Street are buffered from the Main Campus by a hedge, and may only see the upper half of the campus structures over this hedge (View 16).

Views of and Towards the Academy of Entertainment and Technology

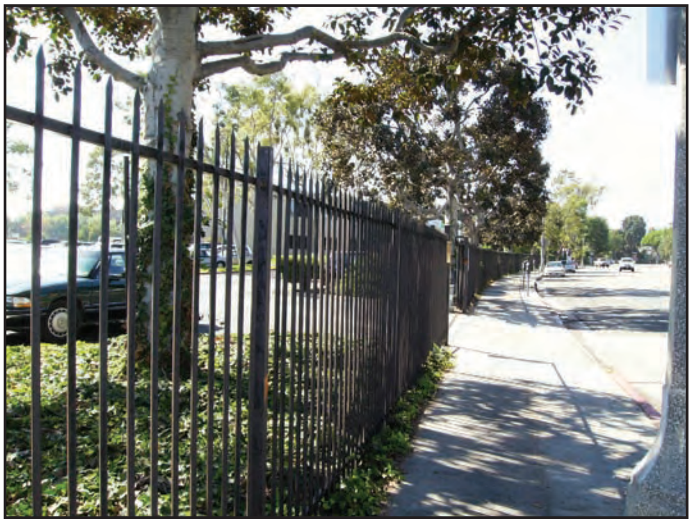
Public views of the AET Campus are obstructed by the adjacent industrial uses to the south and west of the AET Campus, and therefore the only views available from these locations are private views from the industrial uses. Public views of the AET Campus are available from locations along Pennsylvania Avenue and Stewart Street. From these public streets, unobstructed views of the 2-story AET Building and associated parking lot are available. The north corner of the AET Campus is landscaped, and street trees are located along the Stewart Street public right-of-way. See Figures IV.B-6 and IV.B-7 for views of the AET Campus.

Views of and Towards the Olympic Shuttle Lot

Public views of the Olympic Shuttle Lot are available from locations along Stewart Street to the west and Exposition Boulevard to the south (see Figure IV.B-8). Private views are available from the industrial uses to the north and east of the lot and from the industrial uses across Stewart Street and residential uses across Exposition Boulevard. Similar to the Main Campus, the Olympic Shuttle Lot and surrounding area is flat, and views from the surrounding streets toward the lot are unobstructed. A parking kiosk is adjacent to the driveway located on the northwest corner of the lot (View 1). Street trees and landscaping are located along the public right-of-way (Views 1, 3, and 4). Several planters are located throughout the parking lot as well (Views 1 and 2).

Views of and Towards the Performing Arts Campus

Unobstructed public views of the PAC and the associated parking lot are available from locations along Santa Monica Boulevard, 10th Street, Arizona Avenue, and 11th Street (see Figures IV.B-9 through IV.B-11). Views include the 3-level Eli and Edythe Broad Stage (Views 1, 2, 4, and 6), the 2-level Music Academy (Views 8 through 11), associated parking (Views 4, 7, and 12), and landscaping along the perimeter of the campus (Views 1 through 11).

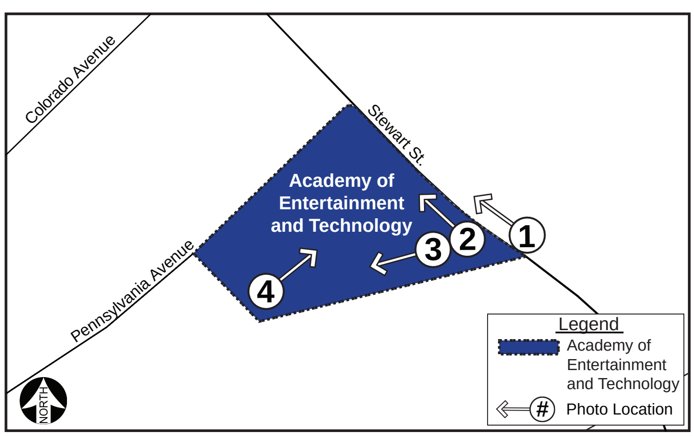


View 1: Looking northwest along Stewart Street toward the AET Campus frontage.

View 2: Looking northwest toward the existing AET building from the southeast corner of the AET Campus.

View 3: Looking west across the AET Campus. The adjacent industrial uses may be seen in the background (left and middle).

View 4: Looking east toward the existing AET building from the southwest corner of the AET Campus.



Source: Christopher A. Joseph & Associates, 2009.

PHOTO LOCATION MAP

View 5: Looking southeast from Pennsylvania Avenue across the AET Campus.

View 6: Looking northeast along Pennsylvania Avenue toward the north corner of the AET Campus.

View 7: Looking southeast along Stewart Street and the AET Campus frontage.

View 8: Looking southwest along Stewart Street and the AET Campus frontage.

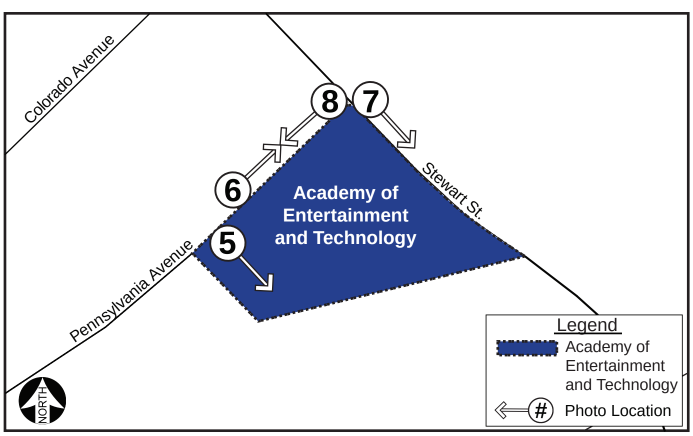


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

Figure IV.B-7
Views of the Academy of Entertainment and Technology
Views 5-8

View 1: Looking southeast from Stewart Street toward the parking kiosk on site.

View 2: Looking north across the Olympic Shuttle lot from the southwest corner of the lot.

View 3: Looking north at the Olympic Shuttle Lot and landscaping along the Stewart Street frontage.

View 4: Looking north at the Olympic Shuttle Lot and landscaping along the Stewart Street frontage.

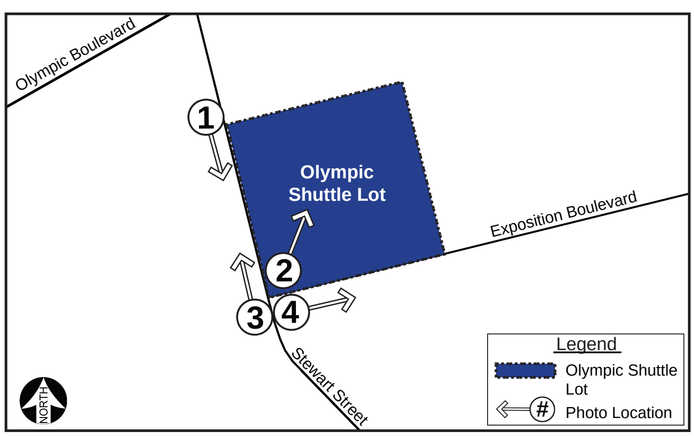


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

View 1: Looking northwest from the corner of 11th Street and Santa Monica Boulevard along the PAC frontage.

View 2: Looking west from the corner of 11th Street and Santa Monica Boulevard toward the PAC.

View 3: Looking southwest along Santa Monica Boulevard and the PAC frontage.

View 4: Looking northwest from Santa Monica Boulevard at the PAC's existing structures.

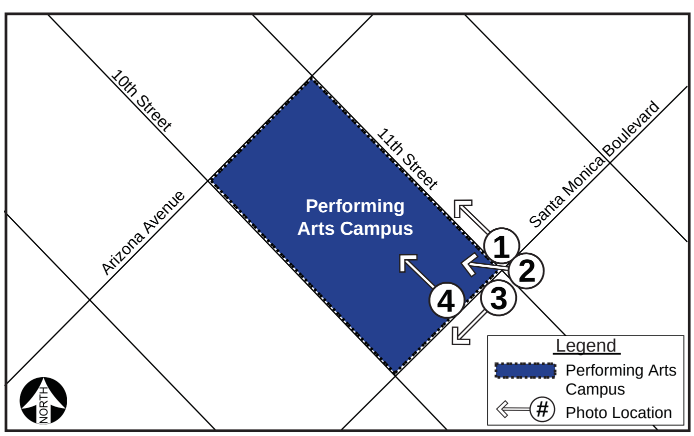


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

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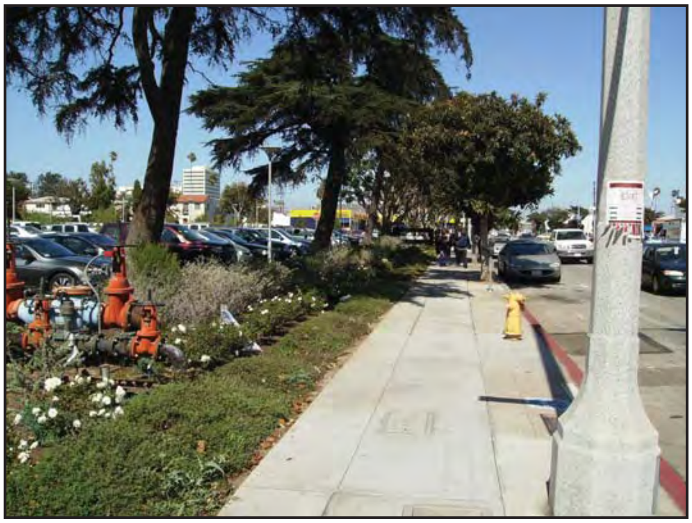
Figure IV.B-9
Views of the Performing Arts Campus
Views 1-4



View 5: Looking northeast from the corner of 10th Street and Santa Monica Boulevard along the PAC frontage.

View 6: Looking northwest from the corner of 10th Street and Santa Monica Boulevard along the PAC frontage.

View 7: Looking northeast from 10th Street across the Performing Arts Campus.

View 8: Looking southeast from 10th Street and Arizona Avenue along the PAC frontage.

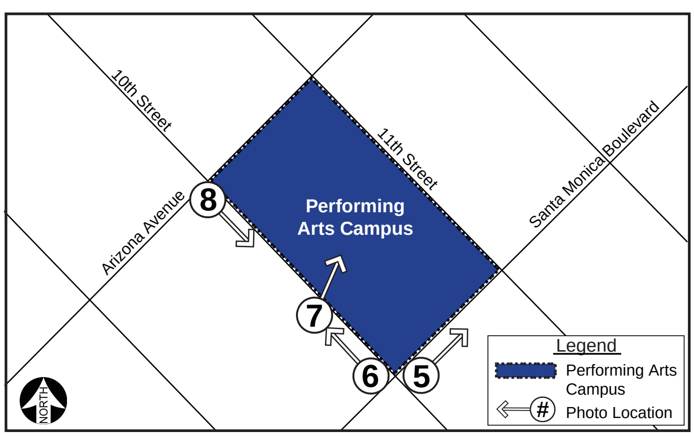


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

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Environmental Planning and Research

Figure IV.B-10
Views of the Performing Arts Campus
Views 5-8

View 9: Looking northeast from the corner of 10th Street and Arizona Avenue along the PAC frontage.

View 10: Looking southwest from the corner of 11th Street and Arizona Avenue along the PAC frontage.

View 11: Looking southeast from the corner of 11th Street and Arizona Avenue along the PAC frontage.

View 12: Looking south from 11th Street across the PAC parking lot.

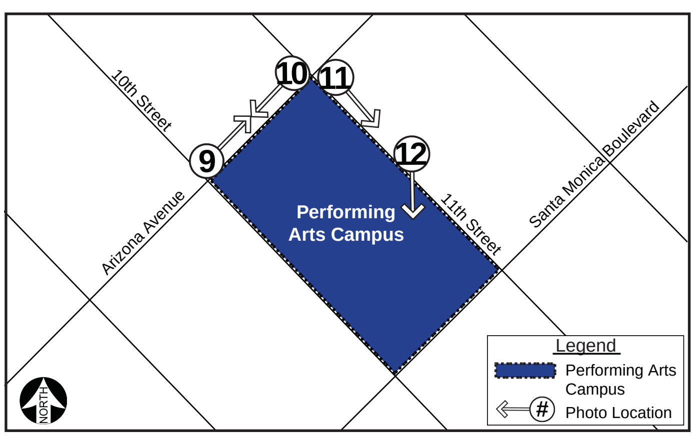

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

Light and Glare

The Main Campus and surrounding locale are located in a highly urbanized area with numerous sources of nighttime illumination including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows), and automobile headlights. In addition, glare is common due primarily to the direct sunlight and the urbanized nature of the area, which result in a concentration of potentially reflective surfaces. Potentially reflective surfaces that affect the Main Campus include automobiles traveling and parked on streets, windows in buildings, and surfaces of painted buildings in the project vicinity.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a proposed project would have a significant impact on the environment if it would:

(a) Result in a substantial adverse effect on a scenic vista; or

(b) Substantially damages scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or

(c) Substantially degrades the existing visual character or quality of the site and its surroundings; or

(d) Creates a new source of substantial light or glare which would affect day or nighttime views in the area.

Project Impacts

No designated public viewsheds would be impacted by the Proposed Project.

Post-Project Views of the Main Campus

South-Facing Views from Locations along Pico Boulevard

Public south-facing views of the Main Campus are available from Pico Boulevard. Views of the Main Campus from Pico Boulevard are unobstructed. South-facing views are characterized by existing urban development, including the existing uses on the Main Campus, adjacent residential uses, and commercial uses. Apart from intermittent views of the Santa Monica Mountains to the north, there are no scenic vistas within these viewsheds. Therefore, the Proposed Project on the Main Campus would not result in any significant impacts with respect to the loss of a scenic viewshed.

The Master Plan (2010 Update) includes additional renovations and additions related to the modernization of Drescher Hall and the Pico Promenade beautification project. From viewsheds along Pico Boulevard, this would have the effect of altering views by expanding Drescher Hall, adding open space to create a sense of entrance at the campus frontage, adding retail along the campus frontage, and beautifying the structure's frontage. As such, impacts would be less than significant, if not beneficial.

East-Facing Views from Locations along 16th Street

Looking east, the Main Campus is visible from 16th Street. As previously discussed, a parking structure, the Santa Monica Swim Center, Campus Operations and Maintenance, Corsair Stadium, and ESL building are visible from 16th Street. There are no identified scenic vistas or views of particular value along this viewshed.

With implementation of the Master Plan (2010 Update), the Corsair Stadium would be demolished and replaced with a modern structure in the general location of the existing stadium along 16th Street. A landscape edge along the stadium's frontage would provide a visual buffer between Corsair Stadium and the 16th Street neighborhood. The ESL building would be demolished and the ESL program would be relocated to Drescher Hall. Corsair Plaza and additional open space would replace the ESL building. The replacement of the stadium and related facilities would alter the character of the on-site development in the immediate project vicinity, but views would generally remain unchanged with respect to the scale and massing of the new structures. Alteration of east-facing views of the Main Campus would result in a net beneficial aesthetic impact, as the project would replace an old and outdated stadium structure with additional open space and landscape areas along each end of the stadium, and impacts to this viewshed would be less than significant.

North-Facing Views from Locations along Pearl Street

Looking north, public views of the Main Campus are available from Pearl Street. Private views are available from the homes and John Adams Middle School along Pearl Street. The Master Plan (2010 Update) would remove the existing ESL building, Math Complex, Library Village, Liberal Arts building, and Counseling Complex and construct a new two- to three-level Math and Science Building at the southeast corner of the Main Campus. The ESL building would be replaced by Corsair Plaza and open space areas. Northerly views of the Main Campus would be altered in that the existing 1-level Pavilion would become more visible with the removal of the Math Complex. Library Village would be replaced by the IT/Telecom Relocation, which would be set back from Pearl Street and include a landscaped edge along Peal Street. Furthermore, views of the 2-level Liberal Arts building and 1-level Counseling Complex would be replaced by views of the two- to three-level Math and Science building. The open space along Pico Boulevard would be reduced as the setback for the new Math & Science building would be less than the setbacks of the existing Liberal Arts building. This would have the effect of opening up views of the Main Campus in one location, and altering views of the campus in another, which is not considered a significant impact. Overall, the Master Plan would not have a substantial adverse effect on northerly viewsheds and impacts would be less than significant.

West-Facing Views from Locations along the Eastern Alley

From the eastern alley, views include the Counseling Complex, the Life and Physical Science Complex, the Art Complex, and the construction wall that hides the construction currently occurring on the northeast corner of the Main Campus.

Along the eastern alley frontage, the Master Plan would remove the existing 1-level Counseling Complex and introduce the Math and Science building along the Main Campus's southeast corner. The Math and Science building would connect to the existing Life & Physical Science Complex. The portion of the Math and Science building that would be visible from the eastern alley would be 2-levels in height, and would be set back approximately the same distance from the alley as the existing Counseling Complex. As such, the Math and Science building would result in a similar size and massing as the existing Counseling Complex. Under the Master Plan, views of the Life and Physical Science Complex and Art Complex would not be altered. As a result, a less than significant impact to viewsheds to the west from the eastern alley would occur.

Post-Project Views of the Academy of Entertainment and Technology

Public views of the AET Campus are available from Pennsylvania Avenue and Stewart Street. These views are characterized by the existing uses on the Main Campus, including the existing 2-level AET Building, surface parking, and landscaping. Apart from intermittent views of the Santa Monica Mountains to the north, there are no scenic vistas within the Pennsylvania Avenue and Stewart Street viewsheds.

The Master Plan includes renovation and expansion of the 2-level AET Building, the construction of a parking structure (4 levels above grade and 2 levels below grade), and the construction of a 3-level building to house the District's radio station. From an aesthetic perspective, the addition of this development would eliminate the surface parking lot and add more buildings which would obstruct public views of the industrial uses to the south and east of the AET Campus. The proposed development would block views of private industrial buildings only, and would not block any scenic vistas. Furthermore, new development would improve the appearance of the campus. Impacts would be less than significant, if not beneficial.

Post-Project Views of the Olympic Shuttle Lot

Public unobstructed views of the Olympic Shuttle Lot are available from Exposition Boulevard and Stewart Street. Current views of the Olympic Shuttle Lot are characterized by a surface parking lot, a parking kiosk, and landscaping. The only scenic views in the area are intermittent views of the Santa Monica Mountains to the north.

The Master Plan calls for the long-range development of multi-level educational facilities including a parking structure, to replace the existing surface parking lot. From viewsheds along Exposition Boulevard and Stewart Street, this would have the effect of altering views by replacing a surface parking lot with academic structures, increasing the density in the area. As no scenic viewsheds would be obstructed by this development, impacts would be less than significant.

Post-Project Views of the Performing Arts Campus

Public unobstructed views of the Performing Arts Campus are available from Santa Monica Boulevard, 10th Street, Arizona Avenue, and 11th Street. Views are characterized by the 3-level Eli and Edythe Broad Stage, the 2-level Music Academy, surface parking, and landscaping. The only scenic views are intermittent views of the Santa Monica Mountains to the distant north.

For the Performing Arts Campus, the proposed Master Plan (2010 Update) calls for the demolition of the existing east wing; the removal of two office trailers; the replacement of the east wing of the main classroom building with a new two-story wing that connects at both levels to the main structure as well as associated landscaping and open space; a new extension to the west wing of the main building; a future educational facility with its associated open space, including a new 3-level underground parking structure and a small surface parking lot to replace the existing surface parking lot. This would have the effect of altering views from by adding a new educational facility where a portion of the surface parking lot is currently located, thereby removing the generally unappealing surface parking that currently exists while closing in the viewshed and increasing density on the campus. As no scenic views would be blocked by the development and the new structures and improvements would complement the existing structures on site, impacts would be less than significant.

Visual Character

The Master Plan is expected to improve the aesthetic character of the SMC Campus and Satellite Campuses' frontages by replacing views of outdated buildings, temporary modular buildings, and surface parking lots with views of new and updated buildings not out of scale with existing or surrounding development. The proposed placement of buildings would reduce visual impacts related to massing and blockage because the proposed buildings would be located adjacent to existing development, (i.e., within a viewshed that is already occupied by an existing structure). This would create a more coherent building arrangement on the campus, which would enhance the visual and aesthetic appeal of SMC. The visual character of the site would also be enhanced by the proposed open space and landscaping as a part of the development. Furthermore, the proposed buildings would be designed in a contemporary architectural style, analogous to the existing structures on the campuses. Thus, the Master Plan would promote architectural consistency on the campuses and would modernize SMC's appearance within the community, consistent with the desired aesthetic image of the Santa Monica area. Lastly, there is no evidence, such as historical listing status, to suggest that any of the existing buildings that are proposed to be removed or altered substantially contribute to the valued visual character or image of the area. Thus, their removal/alteration would not adversely affect the aesthetic quality of the community. As such, the Master Plan would positively contribute to the area's aesthetic value, and impacts related to visual and aesthetic qualities would be less than significant.

Lighting

The proposed Master Plan (2010 Update) would result in generally the same amount of lighting on the Main Campus. The new Corsair stadium would be developed with stadium lighting, with improved directional orientation to minimize light spillover onto adjacent properties. The Master Plan would alter the character of nighttime lighting to the AET Campus, Olympic Shuttle Lot, and PAC since new buildings will be added to these campuses where surface parking lots currently exist. The new buildings would emit light from building interiors, pedestrian paths, parked cars, and vehicles entering and exiting the parking garages. Sources of lighting under the Master Plan would include interior lighting, exterior security lighting, and headlights associated with motor vehicles on-site and passing on neighboring streets. Security lighting would be installed to provide a secure environment in and around the campuses. Continuing existing efforts to minimize excessive glare and light spillover off-site, all new lighting fixtures under the Master Plan would be directed towards the interior of the Main Campus, AET Campus, Olympic Shuttle Lot, and PAC, and directed away from the neighboring land uses. Light impacts would therefore be substantially similar to the existing conditions, and in some instances further improved, and impacts would be less than significant.

Glare

The Master Plan would not cause excessive glare that is out of character with the land uses surrounding the SMC Campuses, or result in a substantial increase in light or glare that would affect surrounding land uses. In addition, implementation of the mitigation measures below would ensure that impacts related to lighting and glare would remain less than significant. Glare impacts would therefore be substantially similar to the existing conditions and impacts would be less than significant.

CUMULATIVE IMPACTS

There are 313 related projects in the vicinity of Santa Monica College (see Figure III-9 in Section III (Environmental Setting). The related projects would not be expected to combine with the Master Plan to create a cumulative impact related to views, visual quality, light, or glare.

Development of the Proposed Project in combination with the related projects identified would result in an intensification of existing prevailing land uses in a dense urbanized area of Santa Monica. Nonetheless, the proposed development on the Main Campus would be equally visually prominent as the existing development on site. Development on the satellite campuses, however, would be more visually prominent than the existing development on the sites, but would be consistent with the visual character of the Project area. Furthermore, the development of the related projects is expected to occur in accordance with adopted plans and regulations. All related projects would be required to submit a landscape plan to the City of Santa Monica Department of City Planning for review and approval prior to the issuance of grading permits. Therefore, the Proposed Project would not be expected to contribute to a cumulatively significant aesthetic impact and cumulative impacts with respect to aesthetics would be less than significant.

MITIGATION MEASURES

The following mitigation measures are recommended to ensure that less-than-significant impacts to visual resources would occur:

(B-1) A Campus Lighting Plan shall be developed to ensure that lighting provided throughout the SMC Campus system minimizes the extent of spillover onto adjacent properties.

(B-2) All new structures shall be constructed of glare-reducing materials that minimize glare impacts on motorists and other persons on and offsite.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in less-than-significant impacts associated with views and aesthetics.

IV. ENVIRONMENTAL IMPACT ANALYSIS
C. AIR QUALITY/GLOBAL CLIMATE CHANGE

This Section examines the degree to which the Proposed Project may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, as well as long-term effects related to the ongoing operation of the Proposed Project are discussed in this section. The analysis contained herein focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The potential for the Proposed Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people is also discussed.

Furthermore, with the recent emergence of greenhouse gas emissions as an important environmental issue, the impacts of these emissions generated by the Proposed Project during its construction and operation are also examined. Documents used in the preparation of this section include the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* and the 2007 Air Quality Management Plan (AQMP), as amended, as well as federal and State regulations and guidelines.

ENVIRONMENTAL SETTING

The Santa Monica College (SMC) campus is located within the South Coast Air Basin (Basin). This Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

Air Pollutants

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generates heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road.

On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, that have been adopted for them. The national and State standards have been set at levels considered safe to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The criteria air pollutants that are most relevant to current air quality planning and regulation in the Basin include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). In addition, toxic air contaminants (TACs) and greenhouse gas (GHG) emissions are of a concern in the Basin. The characteristics of each of these pollutants are briefly described below.

- *O_3* is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

- *CO* is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

- *PM_{10}* and *$PM_{2.5}$* consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

- *NO_2* is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

- *SO_2* is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

- *Pb* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the Basin. However, the use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles such as racecars. Because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

- *TACs* refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than "criteria" pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be felt on a local scale rather than on a regional basis.

- *GHG* emissions refer to a group of compounds present in the Earth's atmosphere that regulate temperature and climate by trapping a portion of the infrared radiation from the sun. GHGs such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit. However, excessive concentrations of GHGs in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences. Global climate change attributable to anthropogenic (human) emissions of GHGs is one of the most important and widely debated scientific, economic, and political issues in the United States.

  GHGs include CO_2, CH_4, O_3, N_2O, water vapor, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). CO_2 is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. There appears to be a close relationship between the concentration of GHGs in the atmosphere and global temperatures. A number of scientists believe that the amount of GHG emissions in the atmosphere has increased at a rapid rate due to the use of machines powered by fossil fuels and that these gases are increasing global temperatures.[1] If not abated, the warming increase could reduce water supply, increase erosion of coastlines, increase seawater intrusion, increase power demand, and worsen air quality.[2] According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions and transportation creates 41 percent of all GHG emissions in the United States.[3] A general description of the GHGs discussed is provided in Table IV.C-1, Description of Identified GHGs.

Health Effects of Criteria Pollutants

The health effects of the criteria pollutants (i.e., O_3, CO, PM_{10} and $PM_{2.5}$, NO_2, SO_2, and Pb) and TACs are described below.[4] In addition, a list of the harmful effects of each criteria pollutant is provided in Table IV.C-2, Summary of Health Effects of Criteria Pollutants.

Ozone

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

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1 *Intergovernmental Panel on Climate Change. Climate Change 2007 – The Physical Science Basis, Summary for Policymakers, 2007.*

2 *California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.*

3 *California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, Staff Final Report, December 2006.*

4 *The descriptions of the health effects of the criteria pollutants are taken from Appendix C (Health Effects of Ambient Air Pollutants) of SCAQMD's "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" document.*

Table IV.C-1
Description of Identified GHGs

GHG	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of carbon dioxide are from burning coal, oil, natural gas, and wood.
Methane	A flammable gas, and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no ill health effects from methane. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. The production of CFCs, which were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents, was stopped as required by the Montreal Protocol in 1987 because they destroy stratospheric ozone. Subsequently, HFCs were used as an alternative to ozone damaging CFCs in refrigeration systems. The three main HFCs are HFC-23 (CHF_3), HFC-134a (CF_3CH_2F) and HFC152a (CH_3CHF_2), with CH_3CHF_2 being the most widely used refrigerant.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down though the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Source: Association of Environment Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.

Table IV.C-2
Summary of Health Effects of Criteria Pollutants

Pollutants	Primary Health and Welfare Effects
Ozone (O_3)	• Aggravation of respiratory and cardiovascular diseases • Reduced lung function • Increased cough and chest discomfort
Carbon Monoxide (CO)	• Aggravation of some heart disease (angina) • Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure
Fine Particulate Matter (PM_{10} and $PM_{2.5}$)	• Reduced lung function • Aggravation of respiratory and cardio-respiratory diseases • Increases in mortality rate • Reduced lung function growth in children
Nitrogen Dioxide (NO_2)	• Aggravation of respiratory illness
Sulfur Dioxide (SO_2)	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function
Lead (Pb)	• Behavioral and hearing disabilities in children • Nervous system impairment
Source: SCAQMD, Guidance Document for Air Quality Issues in General Plans and Local Planning, 2005.	

Ozone exposure under exercising conditions is known to increase the severity of the above mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of PM_{10} and $PM_{2.5}$.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

Sulfur Dioxide

A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Sulfates

Most of the health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as sulfuric acid aerosol and ammonium bisulfate are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10-30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the California Air Resources Board (ARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the ARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. The United States Environmental Protection Agency (U.S. EPA) has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards that went into effect in June 2006 in an effort to reduce diesel particulate matter substantially. As of June 1, 2006, refiners and importers nationwide have been required by the U.S. EPA to ensure that at least 80 percent of the volume of the highway diesel fuel they produce or import would be ULSD-compliant. By December 10, 2010, only ULSD fuel will be available for highway use nationwide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – was ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California have been ULSD fuel.

Existing Conditions

Existing Regional Air Quality

Measurements of ambient concentrations of the criteria pollutants are used by the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "nonattainment" area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

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The U.S. EPA and the ARB use different standards for determining whether the Basin is in attainment. Federal and State standards are summarized in Table IV.C-3, Ambient Air Quality Standards. The attainment status for the Los Angeles County portion of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) is shown in Table IV.C-4, Attainment Status for the South Coast Air Basin (Los Angeles County Portion).

Table IV.C-3
Ambient Air Quality Standards

Air Pollutant	Averaging Time	State Standard	Federal Standard
Ozone (O_3)	1 Hour	0.09 ppm	--
	8 Hour	0.07 ppm	0.08 ppm
Carbon Monoxide (CO)	1 Hour	20.0 ppm	35.0 ppm
	8 Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	--
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	--
	24 Hour	0.04 ppm	0.14 ppm
Particulate Matter 10 (PM_{10})	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter 2.5 ($PM_{2.5}$)	24 Hour	--	35 $\mu g/m^3$

Note: The Pb standard is not listed because of the phase-out of leaded gasoline.
Source: California Air Resources Board, Ambient Air Quality Standards, website: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, July 14, 2009.

Table IV.C-4
Attainment Status for the South Coast Air Basin (Los Angeles County Portion)

Pollutant	Attainment Status	
	NAAQS	CAAQS
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Ozone	Extreme Non-attainment	Non-attainment
PM_{10}	Serious Non-Attainment	Non-attainment
$PM_{2.5}$	Non-Attainment	Non-attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment

Source: California Air Resources Board: State Area Designation Maps, website: http: www.arb.ca.gov/desig/adm.htm, July 14, 2009.

Existing Local Air Quality

The SCAQMD divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The project site is located in the City of Santa Monica and is located within SRA2, which covers the Northwest Coastal Los Angeles County area.[5] Currently, SCAQMD Station No. 091 collects ambient air quality data for SRA 2. This station currently monitors emission levels of O_3, CO, and NO_2. It should be noted that PM_{10}, $PM_{2.5}$, and SO_2 measurements were not taken at SCAQMD Station No. 091 between 2006 and 2008. Table IV.C-5, Summary of Ambient Air Quality in the Proposed Project Vicinity, identifies the national and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured at the SCAQMD Station No. 091 between 2006 and 2008.[6]

Table IV.C-5
Summary of Ambient Air Quality in the Project Vicinity

Air Pollutants Monitored Within SRA 2—Northwest Coastal Los Angeles County Area	Year		
	2006	2007	2008
Ozone (O_3)			
Maximum 1-hour concentration measured	0.10	0.117	0.11
Number of days exceeding State 0.09 ppm 1-hour standard	3	2	3
Maximum 8-hour concentration measured	0.104 ppm	0.067 ppm	0.097 ppm
Number of days exceeding State 0.07 ppm 8-hour standard	0	2	8
Number of days exceeding national 0.08 ppm 8-hour standard (0.075 ppm for 2008)	0	1	2
Carbon Monoxide (CO)			
Maximum 1-hour concentration measured	3.0 ppm	3.0 ppm	3.0 ppm
Number of days exceeding national 35.0 ppm 1-hour standard	0	0	0
Number of days exceeding State 20.0 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured	2.0 ppm	2.0 ppm	2.0 ppm
Number of days exceeding national 9.0 ppm 8-hour standard	0	0	0
Number of days exceeding State 9.0 ppm 8-hour standard	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	0.8 ppm	0.086 ppm	0.09 ppm
Number of days exceeding State 0.25 ppm 1-hour standard (0.018 ppm for 2008)	0	0	0
Annual average	0.0173 ppm	0.020 ppm	0.017 ppm
Does measured annual average exceed national 0.030 ppm annual average standard?	No	No	No

Note: ppm = parts by volume per million of air.
Source: South Coast Air Quality Management District, 2006, 2007, and 2008.

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5 *SCAQMD, website: http://www.aqmd.gov/map/MapAQMD2.pdf.*

6 *The most current air quality data available pertaining to ambient pollutant concentrations over a three-year period provided by the SCAQMD is from 2006 to 2008.*

According to the air quality data from the SCAQMD Station No. 091 shown in Table IV.C-5, the State 1-hour ozone standard has been exceeded for a total of eight days from 2006 to 2008. The national 8-hour ozone standard was exceeded a total of three days from 2006 to 2008, while the State 8-hour ozone standard has been exceeded for a total of 10 days during that time period. The national and State CO standards have not been exceeded from 2006 to 2008. Furthermore, no national or State standards for NO_2 have been exceeded from 2006 to 2008.

Existing Air Pollutant Emissions in Local Vicinity

Air pollutant emissions are generated in the local vicinity of the project site by stationary and area-wide sources, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources, primarily automobile traffic. The existing uses surrounding the Project Sites do not involve major industrial or manufacturing processes that would result in the release of toxic air emissions. Overall, motor vehicles are the primary source of pollutants in the project site vicinity.

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots." The SCAQMD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive receptors to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential land uses are considered to be sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. Sensitive receptors located near the Project Sites include the following:

SMC's Main Campus

- Sensitive Receptor No. 1 - SMC Main Campus (School) Uses located on the Project Site;
- Sensitive Receptor No. 2 - Residential uses to the north across Pico Boulevard (approximately 85 feet north);
- Sensitive Receptor No. 3 - Residential uses to the east across 20th Street (approximately 40 feet east);
- Sensitive Receptor No. 4 - Residential & SMC Campus (School) uses to the south across Pearl Street (approximately 90 feet south);

- Sensitive Receptor No. 5 - John Adams Middle School to the south across Pearl Street (approximately 90 feet south);

- Sensitive Receptor No. 6 - Residential uses to the west across 16th Street (approximately 60 feet west).

The Academy of Entertainment and Technology (AET)

- Sensitive Receptor No. 7a - AET Campus (School) Uses located on the Project Site;

- Sensitive Receptor No. 7b – Evergreen Community Pre-School located at 2800 Colorado Avenue (approx. 225 feet to the north of the Project Site).

The Olympic Shuttle Lot

- Sensitive Receptor No. 8 - Residential uses to the south across Exposition Boulevard (approximately 60 feet south);

- Sensitive Receptor No. 9 - Stewart Street Park to the south across Stewart Street (approximately 200 feet south).

SMC Performing Arts Campus

- Sensitive Receptor No. 10 – SMC Performing Arts Campus (School) Uses located on the Project Site;

- Sensitive Receptor No. 11 - Residential uses to the southwest across 10th Street (approximately 70 feet southwest);

- Sensitive Receptor No. 12 - Residential uses to the northeast across 11th Street (approximately 70 feet (northeast);

- Sensitive Receptor No. 13 - Residential uses to the northwest across Arizona Avenue (approximately 70 feet northwest).

The SCAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating localized pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak-hour turning volumes to ambient CO air concentrations. For this analysis, localized CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and accepted by the SCAQMD. The simplified procedure is intended as a screening analysis, which identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. The emission factors used in the analysis have been updated to EMFAC2007.

Using the simplified CALINE4 screening procedure described above, the maximum 1-hour and 8-hour CO concentrations were calculated for 10 study intersections evaluated in the traffic report for the Proposed Project (see Appendix F to this Draft EIR). The results of these calculations are presented in Table IV.C-6, Existing (2009) Localized Carbon Monoxide Concentrations, for representative receptors located at each roadway edge as well as at 25, 50, and 100 feet from each roadway. The distances of 25, 50, and 100 feet from each roadway were selected because they represent locations where a person may be living or working for more than eight hours at a time. The national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm. The 8-hour national and State standards for localized CO concentrations are 9.0 ppm.

Table IV.C-6
Existing (2009) Localized Carbon Monoxide Concentrations

	CO Concentrations in Parts per Million [a]							
	Roadway Edge		25 feet		50 feet		100 feet	
Intersection	**1-Hour**	**8-Hour**	**1-Hour**	**8-Hour**	**1-Hour**	**8-Hour**	**1-Hour**	**8-Hour**
8. Lincoln Blvd and Santa Monica Blvd	4.1	2.8	3.8	2.5	3.6	2.4	3.5	2.3
10. Lincoln Blvd and Colorado Ave	4.5	3.0	4.0	2.7	3.8	2.6	3.6	2.4
11. Lincoln Blvd and Olympic Blvd	5.0	3.4	4.3	2.9	4.1	2.7	3.8	2.5
17. 9th St and Santa Monica Blvd	3.7	2.5	3.4	2.3	3.3	2.2	3.2	2.1
21. 10th St and Santa Monica Blvd	3.8	2.6	3.5	2.3	3.4	2.3	3.3	2.2
30. 11th St and Colorado Ave	4.1	2.7	3.7	2.5	3.5	2.4	3.4	2.3
69. 20th St and Santa Monica Blvd	4.0	2.7	3.7	2.5	3.6	2.4	3.4	2.3
85. 22nd St and Ocean Park	4.1	2.8	3.7	2.5	3.5	2.4	3.4	2.2
90. Cloverfield Blvd and Olympic Blvd	4.9	3.3	4.3	2.9	4.1	2.8	3.8	2.6
91. Cloverfield Blvd and I-10 WB Off-Ramp	5.0	3.4	4.4	3.0	4.1	2.8	3.8	2.6
95. Cloverfield Blvd and Pearl St	4.0	2.7	3.6	2.4	3.4	2.3	3.3	2.2
101. 26th St and Olympic Blvd	4.4	3.0	3.9	2.6	3.7	2.5	3.6	2.4
102. Stewart St and Colorado Ave	4.2	2.8	3.7	2.5	3.6	2.4	3.4	2.3
105. Stewart St and Olympic Blvd	4.3	2.9	3.9	2.6	3.7	2.5	3.5	2.4
106. Stewart St and Exposition Blvd	4.2	2.8	3.7	2.5	3.5	2.4	3.4	2.3
112. Centinela Ave and Olympic East Intersection	4.9	3.3	4.3	2.9	4.1	2.7	3.8	2.6
113. Centinela Ave and Exposition Blvd	4.2	2.8	3.8	2.5	3.6	2.4	3.5	2.3
114. Centinela Ave and I-10 Freeway WB Ramps	4.4	3.0	3.9	2.6	3.7	2.5	3.5	2.4
115. Carmelina Ave-Centinela Ave and Pico Blvd	4.3	2.9	3.9	2.7	3.8	2.5	3.6	2.4

[a] *The national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm. National and State 8-hour standards are 9.0 parts per million.*

Traffic Information Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study Santa Monica College Career & Education Facilities, Master Plan 2010 Update, March 22, 2010.

Source: Christopher A. Joseph & Associates, March 2010. Calculation data and results are provided in Appendix C.

As shown in Table IV.C-6, on page IV.C-14, existing CO concentration levels at the study intersections currently do not exceed the national and State 1-hour and 8-hour CO standards. Therefore, CO hotspots do not exist near these intersections.

Existing Site Emissions

The Proposed Project would involve building demolition, renovation and new construction at the Main Campus, the Academy of Entertainment and Technology (AET) Campus, the Olympic Shuttle Lot, and the Performing Arts Campus (PAC).[7] Air pollutant emissions are generated at the project site(s) by stationary sources, such as space and water heating of the existing buildings, architectural coatings (painting) of the existing buildings, and mobile vehicle traffic traveling to and from campus.

Existing State-wide GHG Emissions

The CEC published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004* in December 2006. This report indicates that California emitted between 425 to 468 million metric tons of GHGs in 1990. This is largely a result of the number of people living in a large state, as opposed to other smaller states in the country. When considering fossil fuel emissions at the level of each individual person, California is second lowest in the nation in per capita CO_2 emissions, with only the District of Columbia being lower. Between 1990 and 2000, California's population grew by 4.1 million people and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's GHG emissions grew by only 12 percent between 1990 and 2003. The report concludes that California's ability to slow the rate of growth of GHG emissions is largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments lowered its GHG emissions rate of growth by more than half of what it would have been otherwise.

Regulatory Framework

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the U.S. EPA. In California, the CCAA is administered by the ARB at the State level and by the Air Quality Management Districts at the regional and local levels.

Air quality within the Basin is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

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[7] *The Proposed Project does not propose any changes to the development planned and approved under the Bundy Campus Master Plan. Therefore, as an interim approved project, future construction activities at that location was not evaluated as part of this project.*

Federal

U.S. EPA

The U.S. EPA is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

In the past, the U.S. EPA has not regulated GHGs under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address global climate change. However, the U.S. Supreme Court recently held that the U.S. EPA must consider regulation of motor-vehicle GHG emissions.[8] The Court ruled that GHGs fit within the Clean Air Act's definition of a pollutant and that the U.S. EPA did not have a valid rationale for not regulating GHGs. In April 2009, the U.S. EPA proposed an endangerment finding for GHGs under the Clean Air Act. This is the first step in regulating GHGs under the provisions of the Clean Air Act.

State

California Air Resources Board

The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced, on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by

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[8] *Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007))*

2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature adopted Assembly Bill (AB 32), the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG emissions in California, and requires the CARB, the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. To achieve this goal, AB 32 mandates that the CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. On December 11, 2008, CARB adopted a Scoping Plan to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program, strategies to enhance and expand proven cost-saving energy efficiency programs, California's clean cars standards, increases in the amount of clean and renewable energy used to power the State, and a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. CARB has until January 1, 2011, to adopt the necessary regulations to implement that plan. Implementation of individual measures must begin no later than January 1, 2012, so that the emissions reduction target can be fully achieved by 2020.

Senate Bill 97

In August 2007, the Legislature adopted Senate Bill 97 (SB 97), requiring the California Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. Following receipt of these guidelines, the Resources Agency must certify and adopt the guidelines prepared by OPR by January 1, 2010.

OPR submitted its proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency undertook the formal rulemaking process to certify and adopt the amendments as part of the state regulations implementing CEQA and adopted the CEQA Guidelines Amendments on December 30, 2009.

In the CEQA Guideline Amendments, a threshold of significance for greenhouse gas emissions was not specified, nor does it prescribe assessment methodologies or specific mitigation measures. Instead, the amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but rely on the lead agencies in making their own determinations based upon substantial evidence. The CEQA amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

Senate Bill 375

In September of 2008, the California legislature adopted SB 375, legislation which: (1) relaxes CEQA requirements for some housing projects that meet goals for reducing greenhouse-gas emissions and (2) requires the regional governing bodies in each of the state's major metropolitan areas to adopt, as part of their regional transportation plan, "sustainable community strategies" that will meet the region's target for reducing GHG emissions. SB 375 creates incentives for implementing the sustainable community strategies by allocating federal transportation funds only to projects that are consistent with the emissions reductions.

Off-Road Diesel Engines

Off-road diesel vehicles, which include construction equipment, are also regulated by the ARB for both in-use (existing) and new engines. There have been four sets of emission standards implemented by the ARB for new off-road diesel engines, known as Tiers. Tier 1 standards began in 1996. Tier 2 and 3 were adopted in 2000 and were more stringent than the first tier. Tier 2 and 3 standards were completely phased in by 2006 and 2008, respectively. On December 9, 2004, the ARB adopted the Tier 4 or fourth phase of emission standards for late model year engines. These emission standards are nearly identical to those finalized by the US EPA in May 2004. These standards will decrease PM and NO_X emissions 90 percent below current levels beginning in 2011.

Since off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. As such, the ARB approved, on July 26, 2007, a regulation to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation was approved by the California Office of Administrative Law (OAL) on May 16, 2008 and it became effective on June 15, 2008. This regulation includes an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. The regulation also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. The regulation will take affect on the larger fleets first with average compliance dates in 2010 while medium and small fleet requirements will achieve compliance in 2013 and 2015, respectively. This regulation also includes the Surplus Off-Road Opt-in for NO_x (SOON) program. The local air districts may opt into the SOON program to reduce NO_x emissions beyond what is required by the regulation. SCAQMD adopted Rule 2449 at its May 2, 2008 board meeting, which would implement the SOON program. Opting into this program is anticipated to achieve a 12 ton per day reduction in NO_x by 2014.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015, and beyond. Policies within the RCPG include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

SCAQMD

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2007 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. As discussed on pages 2 through 6 of the 2007 AQMP, level of ambient pollutants monitored in the Basin have decreased substantially since 1985.

The future air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG in its most current version of the RCPG, which was adopted in March 1996. The 2007 AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

The 2007 AQMP incorporates new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling. General development projects would be affected in the form of any applicable rules and regulations – if any – that are adopted as a result of the 2007 AQMP.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the Basin. Instead, the SCAQMD has prepared the *CEQA Air Quality Handbook* to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin.

Local

Santa Monica Community College District

Local jurisdictions, such as the District, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the District is responsible for the assessment and mitigation of air emissions resulting from its land use decisions.

ENVIRONMENTAL IMPACTS

Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Proposed Project. Air pollutant emissions associated with the Proposed Project would result from project operations and from project-related traffic volumes. Construction activities would also generate air pollutant emissions at the project site and on roadways resulting from construction-related traffic. The net increase in project site emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to thresholds of significance recommended by the SCAQMD (see Project Impacts subheading, below).

Construction Emissions

The regional construction emissions associated with the Proposed Project were calculated using the URBEMIS 2007 computer model developed for the ARB by estimating the types and number of pieces of equipment that would be used to demolish existing structures, grade and excavate the project site, and construct the proposed development. These construction emissions were analyzed according to the regional thresholds established by the SCAQMD and published in the CEQA *Air Quality Handbook*. The construction activities associated with the Proposed Project would cause diesel emissions, and would generate emissions of dust. Construction equipment within the Project Sites that would generate criteria air pollutants could include graders, backhoes, loaders, and dump trucks. Some of this equipment would be used during demolition and grading activities as well as when structures are constructed on the project site. In addition, emissions during construction activities also include export truck trips offsite to remove debris and soil during the demolition and grading phases, respectively, and delivery truck trips during the building phase. It was assumed that all of the construction equipment used would be diesel-powered.

Operational Emissions

Operational emissions associated with the Proposed Project were estimated using the URBEMIS 2007 computer model developed for the ARB and the information provided in the traffic study prepared for the Proposed Project. Operational emissions would be comprised of mobile source emissions and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site(s) associated with operation of the Proposed Project. Area source emissions are generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the increase in emissions would be compared with the SCAQMD's recommended regional thresholds for operational emissions.

Localized CO Concentrations

Localized CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and accepted by the SCAQMD. The simplified model is intended as a screening analysis, which identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. The emission factors used in the simplified CALINE4 model have been updated to EMFAC2007. The resulting emissions were compared with adopted national and State ambient air quality standards.

GHG Emissions

During construction activities at the Project Site(s), the consumption of fuel by the on-site equipment would generate GHG emissions. The URBEMIS 2007 model, which estimates the daily amount of CO_2 emissions generated by on-site equipment during construction activities at each construction site, is used to estimate the amount of GHG emissions that would result on a maximum (i.e., worst-case) construction day. During operation of the Proposed Project, the consumption of fossil fuels to generate electricity and to provide heating and hot water for the on-site land uses, energy consumption from water use, as well as the consumption of fuel by on-road mobile vehicles associated with the Proposed Project, also creates GHG emissions. As such, in generating the GHG emissions for the Proposed Project, the future fuel consumption rates for the Proposed Project by these sources were estimated based on the proposed net square footages. Natural gas and electricity demand factors derived from the SCAQMD's CEQA Air Quality Handbook, along with water demand factors derived from the City of Los Angeles Department of Public Works, are used to project fuel consumption rates. The GHG emission factors from the California

Climate Action Registry (CCAR) Protocol for natural gas, electricity, and water are then applied to the respective consumption rates, to calculate annual GHG emissions in metric tons. The annual GHG emissions in metric tons generated by on-road mobile vehicles associated with the Proposed Project, which consist primarily of CO_2 emissions, are estimated using the URBEMIS 2007 computer model. The URBEMIS 2007 model estimates the daily amount of CO_2 emissions generated by on-road vehicles resulting from operation of a project.

Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in carbon dioxide equivalencies (CO_2e). The GHG mass emissions for the Proposed Project were calculated by converting pollutant specific emissions to CO_2e emissions by applying the applicable global warming potential (GWP) value.[9] These GWP ratios were published in the CCAR Protocol. By applying the GWP ratios, the Proposed Project's CO_2e emissions were converted to metric tons per year.

For the qualitative GHG emissions analysis for the Proposed Project, the 2006 CAT Report, as discussed previously, has recommended a list of strategies that the State could pursue to reduce climate change GHG emissions. In addition, the ARB's Scoping Plan, which was approved in December 2008, also recommends measures that serve to reduce California's GHG emissions to 1990 levels by 2020. Thus, in the absence of regulatory guidance, this EIR will also address the potential impacts associated with GHG emissions resulting from implementation of the Proposed Project by evaluating qualitatively whether the Proposed Project would be consistent with any of the emission reduction strategies identified by the CAT and the recommended measures by ARB's Scoping Plan.

Thresholds of Significance

Appendix G to the State CEQA Guidelines

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

(a) Conflict with or obstruct implementation of the applicable air quality plan;

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including release in emissions which exceed quantitative thresholds for ozone precursors);

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[9] *CO_2E was developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) 1996.*

(d) Expose sensitive receptors to substantial pollutant concentrations; or

(e) Create objectionable odors affecting a substantial number of people.

As discussed in the Initial Study (see Appendix A to this Draft EIR), the Proposed Project would have no impact with respect to Threshold (e) listed above. The Proposed Project, which would provide educational uses, would not involve any manufacturing processes, sewage treatment, landfills, or other activities which may result in a significant impact related to objectionable odors. In addition, construction-related odors at the Project Site(s) would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, the odors would not be considered a significant environmental impact. Therefore, no further analysis of this topic is required.

Consistency with the Applicable AQMP

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP, which would potentially result in a significant impact.

Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

Regional Mass Daily Emissions

The SCAQMD's regional emission thresholds apply to all federally regulated air pollutants except lead, which is not exceeded in the Basin. Table IV.C-7, SCAQMD's Regional Emission Thresholds of Significance, shows the thresholds of significance published by the SCAQMD for construction and operational emissions that apply to development projects.

Table IV.C-7
SCAQMD's Regional Emission Thresholds of Significance

	Construction	**Operation**
Pollutant	**pounds/day**	**pounds/day**
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter (PM2.5)	55	55
Nitrogen Oxides (NO_x)	100	55
Reactive Organic Gases (ROG)	75	55

Source: SCAQMD CEQA Air Quality Handbook, 1993, website: http://aqmd.gov/ceqa/handbook/signthres.doc, July 14, 2009.

The SCAQMD also recommends that any construction-related and operational emissions from individual development projects that exceed the construction and operational thresholds, shown in Table IV.C-7, to be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the combined emissions generated by a set of cumulative development projects.

Cumulatively Considerable Net Increase of Criteria Pollutants

The SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[10] The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Localized Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project's traffic volumes causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or State ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development.

GHG Emissions

At present, the SCAQMD has not established formal quantifiable significance thresholds for GHG emissions. Thus, while emissions of GHGs have been quantified for the Proposed Project, they have not been used to determine significance under CEQA.

In the absence of adopted quantifiable thresholds, this EIR assumes that the Proposed Project would be considered to generate a substantial increase in GHG emissions if it is not consistent with any strategies from the 2006 CAT Report and recommended measures from ARB's Scoping Plan that the Lead Agency deems to be applicable and feasible for the proposed land use.

Santa Monica Community College District

For air quality, the District has not adopted specific significance thresholds but instead relies on regional significance thresholds identified by the SCAQMD in its CEQA *Air Quality Handbook* (SCAQMD

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[10] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

CEQA Handbook), as revised in November 1993 and approved by the SCAQMD's Board of Directors. Thus, construction and operational emissions associated with the Proposed Project would be significant if:

Construction Emissions

- Construction emissions exceed the SCAQMD regional thresholds shown in Table IV.C-7 above.

Operational Emissions

- Operational emissions exceed the SCAQMD regional thresholds shown in Table IV.C-7 above.
- Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:
    - The Proposed Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or
    - The incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.
- The project creates an objectionable odor at the nearest sensitive receptor.

Project Impacts

AQMP Consistency

The 2007 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, and to return clean air to the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecasts identified by SCAG forms the basis of the land use and transportation control portions of the AQMP. Since SCAG's regional growth forecasts are based upon, among other things, land uses specified in city general plans, a project that is consistent with the land use designated in a city's general plan would also be consistent with the SCAG's regional forecast projections. Subsequently, a project that is consistent with SCAG's regional forecast projections would then also be consistent with the AQMP growth projections. As discussed in Section II, Project Description, the Proposed Project is a school project and it is not considered to be growth-inducing. Therefore, the Proposed Project would not impair implementation of the AQMP, and this impact would be less than significant.

Construction Impacts

The Proposed Project involves the construction of approximately 243,626 gross square feet of new buildings and the demolition of approximately 227,020 square feet. Additionally, parking would be provided on a portion of the ground surface as well as in structured parking garages (including subterranean levels). Three basic types of activities are expected to occur and generate construction-related emissions at the project site as a result of implementation of the Proposed Project. The first activity would involve the demolition of the existing buildings. The debris from the demolished lot would be exported to a landfill. Secondly, the project site would be graded, excavated and prepared for the proposed building structures. Third, the proposed buildings would be constructed. Finally, architectural coating would be applied to the proposed buildings and a portion of the exposed area would be paved with asphalt. For the purposes of this evaluation, it is conservatively assumed that all exposed areas would be paved. Overall, construction activities at the project site would occur between July 2011 and September 2016.

Construction activities would occur at the Santa Monica College Main Campus (Main Campus), Academy of Entertainment and Technology Campus (AET), the Olympic Shuttle lot, and the SMC Performing Arts Campus (PAC). Demolition, site grading, building construction, paving, and architectural coating would occur at four areas within the Main Campus: the Health, Fitness, Dance, and Physical Education Building; the Drescher Hall and the Pico Promenade; the Math & Science Extension; the Corsair Stadium/ESL. In addition, demolition would occur at the Temporary Math Complex. Excavation, site grading, building construction, paving, and architectural coating would occur at the AET and Olympic Shuttle lot. Demolition, excavation, site grading, building construction, paving, and architectural coating would occur at the PAC. Each area would follow a separate construction schedule with the majority of the construction associated with the building construction. Haul trucks for demolition and grading activities were limited to 50 trips per day at each construction area. The site specifics for each of these areas are presented in Table IV.C-8, Construction Parameters.

Construction activities at the Project Site(s) would generate pollutant emissions from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the project site; (3) delivery and hauling of construction supplies and debris to and from the project site; (4) the fuel combustion generated by onsite construction equipment; and (5) building construction, including the application of architectural coatings. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site preparation and grading would primarily generate PM_{10} emissions. Mobile source emissions (use of diesel-fueled equipment onsite, and traveling to and from the project site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

Table IV.C-8
Construction Parameters

Location	Construction Timeframe	Project Size	Total New Buildings	Existing Buildings to be Demolished	Soil Removal from Trenching	Area to be Paved
	Month/Year	Acres	GSF	GSF	Cubic yards	Acres
MAIN CAMPUS						
Health, Fitness, Dance, and Physical Education Building	July 2012 – Sept 2014	1.27	54,000	24,653	--	0.99
Drescher Hall and the Pico Promenade	March 2014 – Dec 2015	3.89	20,000	34,402	--	2.60
Math & Science Extension	July 2014 - Sept 2016	3.73	110,316	88,343	--	2.70
Corsair Stadium/ESL	July 2015 - Sept 2016	1.34	28,236	29,686	--	0.75
Temporary Math Complex	July 2015 – Sept 2016	1.06	--	36,752	--	--
AET	July 2011 – June 2014	2.3	63,608	--	31,690	1.05
Olympic Shuttle Lot	July 2011 – June 2014	2.25	75,000	--	44,892	1.80
PAC	July 2012 – June 2013	1.99	98,786	5,064	61,019	1.34

Regional Air Quality Impacts

The analysis of regional daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV.C-9, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each of the construction phases. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily.
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas.
- Provide daily clean-up of mud and dirt carried onto paved streets from the site.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.

- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

As shown in Table IV.C-9, on page IV-C-29, the peak daily emissions generated during project construction would not exceed the regional emissions threshold recommended by the SCAQMD for NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ during period of construction. However, ROG exceeds the SCAQMD significance threshold of 75 pounds per day between the years of 2013 and 2016. As such, without mitigation, the regional air quality impacts associated with the project-related construction emissions would be potentially significant.

Table IV.C-9
Estimated Peak Daily Construction Emissions

Construction Year	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2011	6.92	66.47	32.18	0.04	8.39	3.95
2012	11.71	85.44	61.30	0.07	47.58	12.45
2013	81.11	60.40	67.44	0.05	4.39	3.92
2014	81.54	62.95	58.47	0.09	48.06	12.36
2015	77.84	52.66	61.90	0.08	40.36	10.41
2016	144.85	73.00	65.66	0.10	51.01	13.63
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Significant Impact?	***Yes***	***No***	***No***	***No***	***No***	***No***

[a] *Includes dust control measures as required by SCAQMD Rule 403—Fugitive Dust.*
[b] *Peak concentration for each criteria pollutant may occur on different days in the year.*
Source: Christopher A. Joseph & Associates, January 2010. Calculation sheets are provided in Appendix C.

Operational Impacts

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. As stated previously, 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 project site.

Regional Air Quality Impacts

The analysis of daily operational emissions from the Proposed Project has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. The URBEMIS air quality model is a land-use based model that generates air emissions based on the type and density of the proposed land uses, and is influenced by other factors such as trip generation rates, proximity to mass transit, and the extent of pedestrian friendly amenities. The results of these calculations, and associated SCAQMD thresholds, are presented in Table IV.C-10, Estimated Future (2017) Daily Operational Emissions.

As shown in Table IV.C-10, the net operational emissions associated with the Proposed Project would not exceed the established SCAQMD threshold levels for ROG, NO_x, CO, SO_x PM_{10}, and $PM_{2.5}$ during both the summertime (smog season) and wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table IV.C-10
Estimated Future (2017) Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Project Emissions						
Water and Space Heating, and Cooking Appliances	0.17	2.35	1.98	0.00	0.00	0.00
Landscape Maintenance Equipment	0.12	0.02	1.55	0.00	0.01	0.01
Consumer Products	0.00	--	--	--	--	--
Architectural Coatings	1.43	--	--	--	--	--
Mobile (Vehicle) Sources	23.53	33.00	301.82	0.54	89.03	17.29
Total Project Net Emissions	***25.25***	***35.37***	***305.35***	***0.54***	***89.04***	***17.30***
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Project Emissions						
Water and Space Heating, and Cooking Appliances	0.17	2.35	1.98	0.00	0.00	0.00
Consumer Products	0.00	--	--	--	--	--
Architectural Coatings	1.43	--	--	--	--	--
Mobile (Vehicle) Sources	26.07	39.61	285.02	0.45	89.03	17.29
Total Project Net Emissions	***27.67***	***41.96***	***287.00***	***0.45***	***89.03***	***17.29***
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Source: Christopher A. Joseph & Associates, January 2010. Calculation sheets are provided in Appendix C.						

Localized CO Impacts

The localized CO concentration impacts associated with motor vehicle travel generated by the Proposed Project have been evaluated with the addition of traffic growth associated with cumulative development.[11] As was done to assess existing CO concentrations, the simplified CALINE4 screening procedure was used to predict future CO concentrations at the study-area intersections in the vicinity of the project site in the year 2012 with cumulative development in order to provide a worst-case analysis of future conditions. The SCAQMD recommends an evaluation of potential localized CO impacts when vehicle to capacity

[11] *Since the thresholds for the analysis of localized CO impacts associated with motor vehicle travel are the national and State 1-hour and 8-hour CO ambient air quality standards, accordingly, this analysis evaluates the future ambient CO concentrations generated by the proposed project and related projects (cumulative development).*

(V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse, and/or when the LOS for an intersection worsens from C to D or worse. Based on the traffic study for the Proposed Project, project-related traffic volumes would meet these criteria at 19 of the 134 analyzed study intersections. Consequently, the localized CO concentrations at these seven study sections were calculated and evaluated in this analysis. The results of these calculations are provided in Table IV.C-11, Future (2017) Localized Carbon Monoxide Concentrations.

Table IV.C-11
Future (2017) Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts per Million [a]							
	Roadway Edge		25 feet		50 feet		100 feet	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
8. Lincoln Blvd and Santa Monica Blvd	3.8	2.5	3.5	2.4	3.4	2.3	3.3	2.2
10. Lincoln Blvd and Colorado Ave	4.0	2.7	3.6	2.4	3.5	2.4	3.4	2.3
11. Lincoln Blvd and Olympic Blvd	4.2	2.9	3.8	2.6	3.7	2.5	3.5	2.3
17. 9th St and Santa Monica Blvd	3.6	2.4	3.3	2.2	3.3	2.2	3.2	2.1
21. 10th St and Santa Monica Blvd	3.6	2.4	3.3	2.2	3.3	2.2	3.2	2.1
30. 11th St and Colorado Ave	3.6	2.4	3.4	2.3	3.3	2.2	3.2	2.1
69. 20th St and Santa Monica Blvd	3.9	2.6	3.6	2.4	3.5	2.3	3.4	2.3
85. 22nd St and Ocean Park	3.7	2.5	3.4	2.3	3.3	2.2	3.2	2.1
90. Cloverfield Blvd and Olympic Blvd	4.3	2.9	3.9	2.6	3.7	2.5	3.5	2.4
91. Cloverfield Blvd and I-10 WB Off-Ramp	5.7	3.9	4.9	3.3	4.5	3.1	4.2	2.8
95. Cloverfield Blvd and Pearl St	3.6	2.4	3.3	2.2	3.3	2.2	3.2	2.1
101. 26th St and Olympic Blvd	3.8	2.6	3.6	2.4	3.5	2.3	3.3	2.2
102. Stewart St and Colorado Ave	3.8	2.6	3.5	2.3	3.4	2.3	3.3	2.2
105. Stewart St and Olympic Blvd	3.8	2.6	3.6	2.4	3.5	2.3	3.3	2.2
106. Stewart St and Exposition Blvd	3.7	2.5	3.4	2.3	3.3	2.2	3.2	2.2
112. Centinela Ave and Olympic East Intersection	4.3	2.9	3.9	2.6	3.7	2.5	3.5	2.4
113. Centinela Ave and Exposition Blvd	3.9	2.6	3.6	2.4	3.5	2.3	3.3	2.2
114. Centinela Ave and I-10 Freeway WB Ramps	4.0	2.7	3.7	2.5	3.5	2.4	3.4	2.3
115. Carmelina Ave-Centinela Ave and Pico Blvd	3.9	2.6	3.6	2.4	3.5	2.4	3.4	2.3

[a] The national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm. National and State 8-hour standards are 9.0 parts per million.

Traffic Information Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study Santa Monica College Career & Education Facilities, Master Plan 2010 Update, March 22, 2010.

Source: Christopher A. Joseph & Associates, January 2010. Calculation data and results are provided in Appendix C.

As shown in Table IV.C-11, future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and State standards for localized CO concentrations are 9.0 ppm). Therefore, implementation of the Proposed Project and cumulative development would not expose any possible sensitive receptors located in close proximity to these intersections to substantial localized pollutant concentrations. This would be a less than significant impact regarding the exposure of sensitive receptors to substantial pollutant concentrations.

Toxic Air Contaminants

As the Proposed Project would consist of the development of educational uses, and would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, 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.

GHG Emissions

Greenhouse Gas Inventory

Based on the methodology described under the Methodology heading of this section, the construction and operational GHG emissions for the Proposed Project have been calculated in metric tons per year as shown in Table IV.C-12, Predicted Proposed Project GHG Emissions.

Table IV.C-12
Predicted Proposed Project GHG Emissions

Emissions Source	CO_2e Emissions in Metric Tons per Year
Proposed Project Construction	
2011	351
2012	997
2013	1,213
2014	1,252
2015	1,201
2016	750
Proposed Project Operation	
Natural Gas Consumption	317
Electricity Generation	928
Water Generation	89
Waste Generation	71
Motor Vehicles	7,294
Net Operational Emissions	***8,700***

Source: Christopher A. Joseph & Associates, January 2010.
Calculation data and results provided in Appendix C.

Compliance with 2006 CAT Report Strategies and ARB's Scoping Plan Recommended Measures

The consistency of the Proposed Project with the strategies from the 2006 CAT Report and the recommended measures in the ARB's Scoping Plan is evaluated in Table IV.C-13, Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies, and Table IV.C-14, Project Consistency with ARB Scoping Plan Recommended GHG Emission Reduction Measures, respectively. As shown therein, the Proposed Project would be consistent with all feasible and applicable strategies to reduce GHG emissions in California. Therefore, the impact of the Proposed Project with respect to GHG emissions would be less than significant.

Table IV.C-13
Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	**Consistent.** The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	**Consistent.** The diesel-fueled commercial trucks making deliveries to the commercial uses at the project site would be required to comply with all applicable adopted ARB vehicle standards. During construction at the project site, all diesel-fueled motor vehicles would be required to comply with the anti-idling regulations of the ARB, which currently limits idling to five minutes at any location.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	**Consistent.** This strategy applies to consumer products that may be used by the students and employees of the Proposed Project. All applicable products would be required to comply with the regulations that are in effect at the time of manufacture.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore) Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs.	**Not applicable.** The Proposed Project would not involve the use of transportation refrigeration units.

Table IV.C-13
Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
Manure Management Improved management practices, manure handling practices, and lagoon/liquid waste control options.	**Not applicable.** The Proposed Project would not involve any manure handling.
Semi Conductor Industry Targets Emission reduction rules for semiconductor operations.	**Not applicable.** The Proposed Project would not involve any semiconductor operations.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	**Not applicable.** The Proposed Project has no influence or impact on ARB decision-making regarding fuel blend regulations.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Not applicable.** The Proposed Project does not impact the availability of fuel blends.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent.** The heavy-duty vehicles (e.g., refuse and delivery trucks) that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Reduced Venting and Leaks on Oil and Gas Systems Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	**Not applicable.** The Proposed Project does not involve any production, processing, transport, or distribution of oil and natural gas.
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	**Not applicable.** The Proposed Project would not be responsible for promoting the use of hydrogen for transportation energy. However, employees and visitors to SMC could use this fuel once it becomes commercially available.
Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989 (AB 939, Sher, Chapter 1095, Statutes of 1989) will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	**Consistent.** The Proposed Project would be subject to the requirements set forth in AB 939, which requires each city or county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting.

Table IV.C-13
Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
Landfill Methane Capture Install direct gas use or electricity projects at landfills to capture and use emitted methane.	**Not applicable.** The Proposed Project does not involve landfill operations.
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	**Consistent.** The Proposed Project would be subject to the requirements of AB 939.
Department of Forestry	
Forest Management Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.	**Not applicable.** The Proposed Project is not located within or near a forest.
Forest Conservation Provide incentives to maintain an undeveloped forest landscape.	**Not applicable.** The Proposed Project is not located within or near a forest.
Fuels Management/Biomass Reduce the risk of wildland fire through fuel reduction and biomass development.	**Not applicable.** The Proposed Project is not located within or near a forest or an area of open space in which fuel accumulation is an issue.
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	**Consistent.** The Proposed Project(s) would include landscaping around the perimeter of the proposed buildings consistent with the SMC landscaping guidelines.
Afforestation/Reforestation Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	**Not applicable.** The Proposed Project is not located within or near a forest.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.	**Consistent.** The Proposed Project incorporates energy and water conserving measures, including state and locally mandated measures.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy	**Consistent.** The Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.

Table IV.C-13
Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	**Not applicable.** The Proposed Project does not influence or impact regulatory decision-making on energy efficiency standards.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	**Not applicable.** The Proposed Project has no influence or impact on regulatory decision-making on tire production or efficiency standards.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	**Not applicable.** The Proposed Project does not involve cement manufacturing.
Municipal Utility Energy Efficiency Programs/Demand Response Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	**Not applicable**. While this strategy is not applicable, the project would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Renewable Portfolio Standard California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	**Not applicable**. While this strategy is not applicable, the project would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Combined Heat and Power Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	**Not applicable**. While this strategy is not applicable, the project would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Electricity Sector Carbon Policy State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	**Not applicable.** While this strategy is not applicable, the project would not preclude the implementation of this strategy by municipal utility providers.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's	**Not applicable.** The Proposed Project does not influence or impact

Table IV.C-13
Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	regulatory decision-making regarding the composition or availability of non-petroleum fuels, nor consumer choice regarding use of non-petroleum fuels in the transportation sector.
Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	**Consistent.** The location of the Proposed Project promotes fuel conservation through nearby access to public transportation and shopping in close proximity to homes.
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	**Consistent.** Public bus transit service within the Proposed Project is currently provided by the Santa Monica Big Blue Bus, the Los Angeles County Metropolitan Transportation Authority, and the City of Culver City. Beginning in Fall 2008, SMC students and staff may ride any of the Santa Monica Big Blue Bus lines for free upon presentation of SMC identification card, thereby encouraging the use of public transit.
Department of Food and Agriculture	
Conservation Tillage/Cover Crops Conservation tillage and cover crops practices are used to improve soil tilt and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer	**Not applicable.** The Proposed Project would not include any elements of agriculture.

Table IV.C-13
Project Consistency with 2006 CAT Report GHG Emission Reduction Strategies

Strategy	Project Consistency
requirements.	
Enteric Fermentation Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	**Not applicable.** The Proposed Project would not include any elements of agriculture.
State and Consumer Services Agency	
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	**Consistent.** As discussed previously, the Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	**Not applicable**. While this strategy is not applicable, the project would not preclude the implementation of this strategy by municipal utility providers.
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	**Consistent** Although solar roofs are not proposed as part of the Proposed Project, the design of the new building structures would not preclude the installation and use of solar equipment in the future if they become cost effective from a purchase and maintenance standpoint of the property owners.
Investor-Owned Utility Programs These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	**Not applicable.** While this strategy is not applicable, the project would not preclude the implementation of this strategy by investor owned utility providers.

Sources: California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006; Christopher A. Joseph & Associates, December 2008.

Table IV.C-14
Project Consistency with ARB Scoping Plan Recommended GHG Emission Reduction Measures

Measure	Project Consistency
California Air Resources Board	
California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**No applicable.** While this measure is not specifically applicable to the project, the project would not preclude the implementation of this measure by the ARB.
California Light-Duty Vehicle GHG Standards Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not applicable.** The Proposed Project does not influence or impact regulatory decision-making on light-duty vehicle standards.
Energy Efficiency Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly-owned utilities).	**Consistent.** The Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Renewables Portfolio Standard Achieve 33 percent renewable energy mix statewide.	**Not applicable.** While this measure is not applicable, the project would not preclude the implementation of this measure by municipal utility providers.
Low Carbon Fuel Standard Develop and adopt the Low Carbon Fuel Standard.	**Not applicable.** The Proposed Project has no influence or impact on regulatory decision-making regarding low carbon fuel standards.
Regional Transportation-Related GHG Targets Develop regional GHG emissions reduction targets for passenger vehicles.	**Not applicable.** The Proposed Project has no influence or impact on regulatory decision-making regarding GHG emissions targets.
Vehicle Efficiency Measures Implement light-duty vehicle efficiency measures.	**Not applicable.** The Proposed Project has no influence or impact on regulatory decision-making regarding vehicle efficiency standards.

Table IV.C-14
Project Consistency with ARB Scoping Plan Recommended GHG Emission Reduction Measures

Measure	Project Consistency
<u>Goods Movement</u> Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The Proposed Project has no influence or impact on regulatory decision-making regarding the improvement in goods movement activities.
<u>Million Solar Roofs Program</u> Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Consistent** Although solar roofs are not proposed as part of the Proposed Project, the design of the new building structure would not preclude the installation and use of solar equipment in the future if they become cost effective from a purchase and maintenance standpoint of the property owners.
<u>Medium/Heavy-Duty Vehicles</u> Adopt medium and heavy-duty vehicle efficiency measures.	**Not applicable.** The Proposed Project has no influence or impact on regulatory decision-making regarding medium/heavy-duty vehicle efficiency standards.
<u>Industrial Emissions</u> Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	**Not applicable.** The Proposed Project is not an industrial facility and would not involve the operation of industrial processes.
<u>High Speed Rail</u> Support implementation of a high speed rail system.	**Not applicable.** While this measure is not applicable, the project would not preclude the implementation of this measure by the State.
<u>Green Building Strategy</u> Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
<u>High Global Warming Potential Gases</u> Adopt measures to reduce high global warming potential gases.	**Consistent.** The Proposed Project would also not preclude the implementation of this measure by the ARB.
<u>Recycling and Waste</u> Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**Consistent.** The Proposed Project would be subject to the requirements of AB 939.
<u>Sustainable Forests</u>	**Not applicable.**

Table IV.C-14
Project Consistency with ARB Scoping Plan Recommended GHG Emission Reduction Measures

Measure	Project Consistency
Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	The Proposed Project is not located within or near a forest.
Water Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Agriculture In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not applicable.** The Proposed Project would not include any elements of agriculture.
Sources: Air Resources Board, 2008; Christopher A. Joseph & Associates, 2010.	

CUMULATIVE IMPACTS

AQMP Consistency

Cumulative development can affect implementation of the 2007 AQMP. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2007 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2007 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Additionally, since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to this impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2007 AQMP would be less than significant.

Construction Impacts

Because the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. This is considered to be a significant cumulative impact. With respect to determining the significance of the Proposed Project's contribution to regional emissions, the SCAQMD neither recommends quantified analyses of cumulative construction emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction impacts. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed previously, construction of the Proposed Project would exceed the SCAQMD's threshold of significance for ROG. As such, without mitigation, the daily construction emissions associated with ROG generated by the Proposed Project would be potentially cumulatively considerable. Therefore, without mitigation, the cumulative impact of the Proposed Project for ROG would be potentially significant.

Operational Impacts

Due to the non-attainment of ozone, PM_{10}, and $PM_{2.5}$ standards in the Basin, the generation of daily operational emissions associated with cumulative development would result in a cumulative significant impact associated with the cumulative net increase of any criteria pollutant for which the region is in non-attainment. With respect to operational emissions, the SCAQMD has indicated that if an individual project results in air emissions of criteria pollutants (CO, ROG, NO_x, SO_x, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the Proposed Project region is in non-attainment under an applicable federal or state ambient air quality standard. As discussed previously, operational emissions associated with the Proposed Project would not exceed the SCAQMD's thresholds of significance for any of the criteria pollutants. As such, the daily operational emissions associated with the criteria pollutants generated by the Proposed Project would not be cumulatively considerable. Therefore, the cumulative impact of the Proposed Project for the operational emissions would be less than significant.

Localized CO Impacts

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations. As discussed previously, the future 1-hour and 8-hour CO concentrations at the study intersections in 2017 are based on the projected future traffic volumes from the study intersections contained in the traffic study for the Proposed Project, which takes into account emissions from the Proposed Project, future ambient growth, and related projects in the project area. As shown in Table IV.C-11, future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards. Therefore, CO hotspots would not occur near these intersections in the future, and this cumulative impact would be less than significant; no significant project cumulative impact would occur for CO. It is also unlikely that future projects will result in long-term future exposure of sensitive receptors to substantial pollutant concentrations because CO levels are projected to be lower in the future due to improvements in vehicle emission rates predicted by the ARB. Therefore, the cumulative impact of the Proposed Project is considered to be less than significant.

Global Climate Change

In the absence of established quantitative thresholds to evaluate impacts associated with GHG emissions, consistency with adopted programs and policies to reduce GHG emissions has been suggested as a method to qualitatively evaluate the significance of cumulative impacts. A project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under AB 32 cannot yet be evaluated because they are still under development. Nonetheless, the CAT has recommended strategies for implementation at the statewide level to meet the goals of GHG reduction. As shown in Tables IV.C-13 and IV.C-14, the Proposed Project is consistent with all feasible and applicable strategies and measures to reduce GHG emissions in California as identified in the 2006 CAT Report and the more recent ARB Scoping Plan, respectively. In addition to complying with the CAT strategies and ARB Scoping Plan measures, implementation of the Los Angeles Green Building Program requirements could further reduce emissions. Therefore, if consistency with the CAT strategies and ARB Scoping Plan measures were to be established as an appropriate qualitative threshold, the potential impact on global warming resulting from implementation of the Proposed Project would not be cumulatively considerable.

MITIGATION MEASURE

The following mitigation measure is recommended to reduce construction emissions associated with the proposed project:

(C-1) The project Applicant shall require, by contract specifications, that architectural coatings used at the Proposed Project contain no more than 100 grams of VOC per liter.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The level of significance for the Proposed Project's air quality-related impacts would be less than significant without implementation of mitigation. Mitigation Measure C-1 is recommended to further reduce the amount of daily ROG emissions that would be generated during the building phase.

The Proposed Project's impacts on air quality resulting from construction activities would be potentially significant for ROG as previously outlined in Table IV.C-10. Implementation of Mitigation Measure C-1 would ensure that construction-related air quality impacts associated with ROG emissions are reduced to a less-than significant level. The results from construction emissions after implementation of Mitigation Measure C-1 are shown in Table IV-C.15.

Table IV.C-15
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Peak Day 2011	6.92	66.47	32.18	0.04	8.39	3.95
Peak Day 2012	11.71	85.44	61.30	0.07	47.58	12.45
Peak Day 2013	39.68	60.40	67.44	0.05	4.39	3.92
Peak Day 2014	39.13	62.95	58.47	0.09	48.06	12.36
Peak Day 2015	37.36	52.66	61.90	0.08	40.36	10.41
Peak Day 2016	64.77	73.00	65.66	0.10	51.01	13.63
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Significant Impact?	***No***	***No***	***No***	***No***	***No***	***No***

[a] *Includes dust control measures as required by SCAQMD Rule 403—Fugitive Dust.*
[b] *Peak concentration for each criteria pollutant may occur on different days in the year.*
Source: Christopher A. Joseph & Associates, January 2010. Calculation sheets are provided in Appendix C.

IV. ENVIRONMENTAL IMPACT ANALYSIS
D. HAZARDOUS MATERIALS/RISK OF UPSET

INTRODUCTION

This section addresses the potential impacts of implementing the Santa Monica College Career and Educational Facilities Master Plan (2010 Update) with regard to potential risks associated with encountering existing contamination and other hazards, as well as the use and potential release of hazardous materials during planned renovation, demolition, and construction activities identified in Section II Project Description, of this EIR.

ENVIRONMENTAL SETTING

The Proposed Project Sites include land located on the 41.5-acre Santa Monica College Main Campus at 1900 Pico Boulevard, the 3.5-acre Academy of Entertainment and Technology Campus at 1660 Stewart Street, the 2.4-acre Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, and the 4.5-acre SMC Performing Arts Campus located at 1310 11th Street. All properties are located in the City of Santa Monica. As discussed in Section II, Project Description, no physical changes are proposed at Emeritus College, the Airport Arts Campus nor the Administration Building. Additionally, no changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update.

Existing Conditions at the Project Sites and Surrounding Areas

The four SMC campuses identified as the Proposed Project Sites are improved with facilities which vary depending upon the Site, including buildings and structures, concrete sidewalk areas, and parking lot areas and structures which generally create a relatively impermeable surface area on the Project Sites, with the exception of landscaped areas. These campus Sites are bounded by a mix of uses, including commercial, industrial, educational, and residential uses depending on the particular campus. A description of existing conditions at each of the Project Sites and areas surrounding them is provided below.

SMC's Main Campus

SMC's Main Campus is generally located at 1900 Pico Boulevard in Santa Monica. The Main Campus includes an approximately 41.5-acre area generally bounded by Pico Boulevard on the north, 16th Street on the west, Pearl Street on the south, and an alley (18th Court) on the east (this boundary is west of 20th Street), a number of properties on the south site of Pearl Street (including Parking Lot 5), and a property on Pico Boulevard near 14th Street, currently improved and used as Parking Lot 6. The Main Campus contains existing and interim project floor area of approximately 560,272 assignable square feet (ASF) of academic-related structures including classrooms, a library, a bookstore, a cafeteria, health services, and pavilion, in addition to an athletic field (Corsair Field), swimming pool, parking structures and various other facilities. The Main Campus contains a total of approximately 2,495 parking spaces. The Main Campus is also supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. In February 2008, SMC approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project on the Main Campus. Construction is underway as an interim project and began in January 2009. As part of the interim project, an underground parking garage under construction will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces. The SMC Main Campus is located in an urbanized area of the City of Santa Monica. The area is characterized by a mix of residential and commercial land uses. The SMC Main Campus is primarily bordered by the following: restaurant, commercial, apartment uses, and the Woodlawn Cemetery on Pico Boulevard; one and two story single residential uses and apartments along 20th Street and 16th Street; and, one- and two-story single residential uses, apartments, the Campus Police Headquarters, and John Adams Middle School along Pearl Street.

The Academy of Entertainment and Technology (AET)

The AET campus is located at 1660 Stewart Street in Santa Monica. This satellite campus was established in 1998. The AET campus is located west of Stewart Street and south of Pennsylvania Avenue. The AET campus consists of approximately 3.5 acres. The AET campus contains approximately 30,908 ASF of floor area in a two-story building constructed in 1985. It provides 255 surface parking spaces.

The AET Campus is located in a portion of the City of Santa Monica that is largely comprised of light manufacturing, educational, entertainment production, and office uses. Specifically, the campus is bordered by the following: industrial and office uses to the north and across Pennsylvania Avenue, one story light manufacturing uses to the east on Stewart Street, a one story manufacturing use to the south (accessible via Stewart Street) and a one story office building to the west, fronting Pennsylvania Avenue.

The Olympic Shuttle Lot

The Olympic Shuttle Lot is located at 1831 Stewart Street, in Santa Monica. It is located east of Stewart Street and north of Exposition Boulevard in Santa Monica. It consists of approximately 2.35 acres and contains 211 surface parking spaces. The Olympic Shuttle Lot is presently used to provide off-campus parking for SMC students.

The Olympic Shuttle Lot is located in a portion of the City of Santa Monica comprised largely of light manufacturing and residential uses. Specifically, this campus is bordered by the following: office buildings along Olympic Boulevard and surface parking to the north, light manufacturing uses to the east fronting Exposition Boulevard, multi-family residential uses to the south across Exposition Boulevard, and warehouse, surface parking and public parkland to the south and east along Stewart Street.

SMC Performing Arts Campus

The SMC Performing Arts Campus (PAC), formerly known as the Madison Campus, is located at 1310 11th Street in Santa Monica. SMC began holding classes at this campus in 1990. The Performing Arts Campus includes an area bounded by Santa Monica Boulevard to the south, 11th Street to the east, 10th

Street to the west, and Arizona Avenue to the north. The Performing Arts Campus consists of approximately 4.5 acres. The campus buildings now contain approximately 38,463 ASF, including the 500-seat performing arts theater known as the Eli and Edythe Broad Stage, the two-story Music Academy and approximately 1,400 ASF of temporary trailers. The Pete & Susan Barrett Art Gallery is located within the Music Academy. The site provides 285 surface parking spaces.

The PAC is located in the City of Santa Monica and is comprised mostly of commercial and residential adjacent land uses. Multi and single-family residential uses are located north, west and east of the campus. The west side of 10th Street consists of three 2-to 3-story commercial and multi-family residential uses, four single-family residential uses, and two converted single-family residential uses. The north side of Arizona Avenue consists of two 3-story multi-family residential uses. The east side of 11th Street consists of nine 1-to 2-story multi-family residential uses. A surface parking lot and automobile repair shop is also located to the east across 11th Street. Land uses located directly south of the campus generally consist of commercial uses in the form of office uses, automobile dealers and retail stores. A 3-story office building is located at the northwest corner of 10th Street and Santa Monica Boulevard. A 2-story retail use is located at the southwest corner of 10th Street and Santa Monica Boulevard. And, a 2-story retail use is located at the southeast corner of 10th Street and Santa Monica Boulevard.

Sensitive Receptors

Appendix G to the State CEQA Guidelines considers a significant impact to occur if a proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼- mile of an existing or proposed school. Furthermore, the South Coast Air Quality Management District ("SCAQMD") generally considers the following land uses to be sensitive receptors with respect to air quality impacts: long-term health care facilities; rehabilitation centers; convalescent centers; retirement homes; residences; schools; playgrounds; child care centers; and athletic facilities.[1] Therefore, for purposes of this analysis, the following land uses surrounding the Project Sites are identified as sensitive receptors with respect to hazardous material exposure:[2]

SMC's Main Campus

- Sensitive Receptor No. 1 - SMC Main Campus (School) Uses located on the Project Site;
- Sensitive Receptor No. 2 - Residential uses to the north across Pico Boulevard (approximately 85 feet north);

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[1] *South Coast Air Quality Management District, Air Quality Analysis Guidance Handbook, Figure 4-2, July 1999.*

[2] *All distances reflect the distance from the sensitive receptor to the closest point of the Project Site boundary.*

- Sensitive Receptor No. 3 - Residential uses to the east across 20th Street (approximately 40 feet east);

- Sensitive Receptor No. 4 - Residential & SMC Campus (School) uses to the south across Pearl Street (approximately 90 feet south);

- Sensitive Receptor No. 5 - John Adams Middle School to the south across Pearl Street (approximately 90 feet south);

- Sensitive Receptor No. 6 - Residential uses to the west across 16th Street (approximately 60 feet west).

The Academy of Entertainment and Technology (AET)

- Sensitive Receptor No. 7a - AET Campus (School) Uses located on the Project Site.

- Sensitive Receptor No. 7b – Evergreen Community Pre-School located at 2800 Colorado Avenue (approx. 225 feet to the north of the Project Site).

The Olympic Shuttle Lot

- Sensitive Receptor No. 8 - Residential uses to the south across Exposition Boulevard (approximately 60 feet south);

- Sensitive Receptor No. 9 - Stewart Street Park to the south across Stewart Street (approximately 200 feet south).

SMC Performing Arts Campus

- Sensitive Receptor No. 10 – SMC Performing Arts Campus (School) Uses located on the Project Site;

- Sensitive Receptor No. 11 - Residential uses to the southwest across 10th Street (approximately 70 feet southwest);

- Sensitive Receptor No. 12 - Residential uses to the northeast across 11th Street (approximately 70 feet (northeast);

- Sensitive Receptor No. 13 - Residential uses to the northwest across Arizona Avenue (approximately 70 feet northwest).

Geology and Soils

The Project Sites are located at the southerly margin of the Transverse Range geomorphic province, which is comprised of a series of east-west trending mountain ranges and intervening valleys created by north-south compression that began during the Pliocene epoch (roughly 2.5 to 5 million years ago) in response to a bend in the San Andreas fault. The Transverse Ranges are characterized by left-lateral, oblique-reverse faults, which have accommodated the relative westward motion of the Transverse Range block. In the immediate vicinity of the Project Sites, the Raymond, Hollywood, Santa Monica fault system bounds the southerly margin of the Santa Monica Mountains, and is responsible for their uplift. Based on the Simplified Fault Activity Map of California (CGS 1999), nearby significant faults include the Santa Monica fault, Newport-Inglewood fault, and San Andreas fault.[3]

The principal rock units underlying the study area consist of a succession of sedimentary formations of Tertiary (2 to 65 million years ago) to Holocene (last 10,000 years) age. The formations are of marine and nonmarine origin and are separated by local and regional unconformities (the erosional surface between rock units). The generalized stratigraphy (the sequence of rock units) of the City's soil formations include Alluvium, Lakewood Formation, San Pedro Formation, Pico Formation, and Undivided Tertiary formations. The Project Sites are situated in an area mapped as Quaternary-age alluvial deposits. These alluvial deposits are eroded into Pleistocene-age marine terrace deposits and are in excess of one hundred feet in thickness. They are primarily comprised of well sorted, very fine to medium grained sands. At depth, the marine terrace deposits likely overlie marine sandstone deposits of the Pliocene-age Fernando Formation.[4]

The AET Campus was previously used as a clay mine for a brickyard prior to the 1970s. Aerial photos indicate mining began at the location of the AET campus after 1928. As determined by recent exploratory borings, the pit mine was as much as 52.5 feet deep (relative to current ground surface) in the vicinity of the subject site. Backfill of the pit was partially completed by 1971 and fully completed by 1973.[5]

Groundwater

According to the Historic High Groundwater Map from the Seismic Hazard Report for the Beverly Hills 7.5-minute Quadrangle, groundwater levels in the vicinity of the AET and Olympic Shuttle Lot campuses can be expected at depths up to approximately 40 feet, while the Main Campus and Performing Arts Campus would have depths to groundwater of greater than 40 feet. Based on site-specific investigations for the AET Campus, groundwater was encountered at a depth of 39 feet below ground surface, which corresponds fairly well with the Historic High Groundwater Map from the Seismic Hazard Report for the Beverly Hills 7.5-minute Quadrangle.[6]

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[3] *Geotechnical Investigation for Proposed Parking Structure, AET Building and KRCW Building, 1660 Stewart Street, Santa Monica, California, prepared by Geolabs, October 5, 2009.*

[4] *Ibid.*

[5] *Ibid.*

[6] *Ibid.*

Regulatory Database Review

A database search of the California Environmental Protection Agency's Cortese List Data Resources was performed by CAJA staff on March 4, 2010 which included a search of available state and local environmental regulatory agency databases, as identified pursuant to California Government Code Section 65962.5.[7] The search performed included the four Project Sites and properties within a one-quarter mile radius. This database search was conducted to evaluate whether the Project Sites or properties within the vicinity of the Project Site have been reported as having experienced releases of hazardous substances or other events with potentially adverse environmental effects.

The database search revealed that the Project Sites are not listed on the databases searched. However, based on a review of the database reports, the following sites with reported hazardous material use are located within approximately one-quarter of a mile of the Project Sites. See Figure IV.D-1 for a hazardous materials site location map.

Main Campus

The sites that are within ¼ mile of the Main Campus include the Shell Service Station located at 1802 Cloverfield Boulevard and Snyder Diamond located at 1399 Olympic Boulevard (see Table IV.D-1). Ten Groundwater Monitoring Wells, monitored semi-annually, are located at the Shell Service Station site.[8]

Table IV.D-1

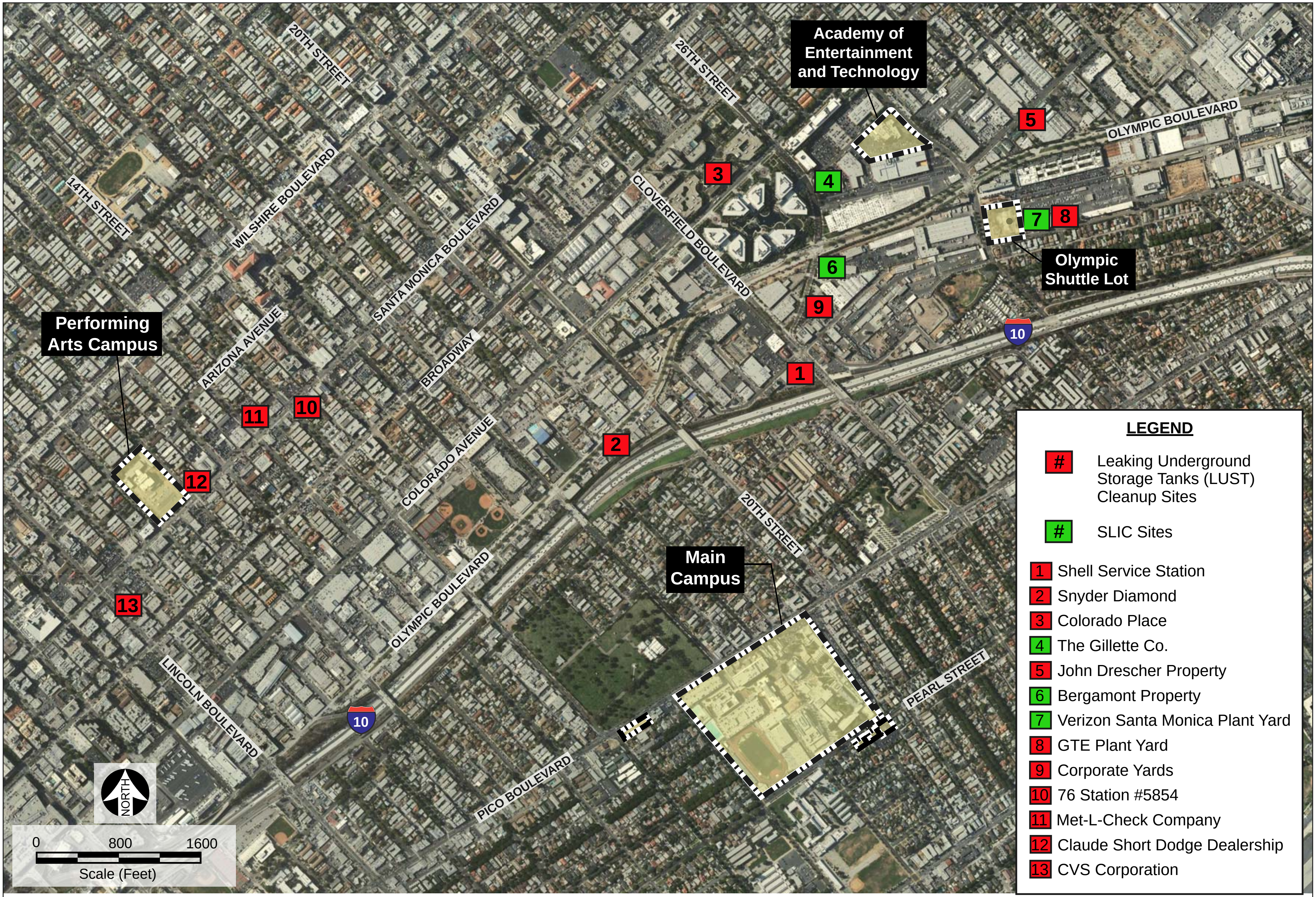
Hazardous Materials Sites within One-Quarter Mile of the Main Campus

Site Name	Location	Type	Cleanup Status	Potential Contaminants of Concern	Potential Media Affected
Shell Service Station	1802 Cloverfield Boulevard	LUST Cleanup Site	Open – Remediation as of 4/15/2008	Other Solvent or Non-Petroleum Hydrocarbon	Aquifer Used for Drinking Water Supply
Snyder Diamond	1399 Olympic Boulevard	LUST Cleanup Program Site	Open – Site Assessment as of 12/1/2009	Diesel, Gasoline	Aquifer Used for Drinking Water Supply, Soil, Soil Vapor.

Note: LUST = Leaking Underground Storage Tank.
Sources: Department of Toxic Substances Control, EnviroStor Database, from website: http://www.envirostor.dtsc.ca.gov, accessed March 2, 2010. State Water Resources Control Board, GeoTracker Database, from website: http://www.geotracker.waterboards.ca.gov, accessed March 4, 2010.

7 *California Environmental Protection Agency, Cortese List Data Resources, from website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm, accessed March 4, 2010.*

8 *Department of Toxic Substances Control, EnviroStor Database, from website: http://www.envirostor.dtsc.ca.gov, accessed March 2, 2010. State Water Resources Control Board, GeoTracker Database, from website: http://www.geotracker.waterboards.ca.gov, accessed March 4, 2010.*



Source: Google Earth Pro and Christopher A. Joseph & Associates, 2010.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.D-1
Locations of Hazardous Materials Sites

Academy of Entertainment and Technology

The sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that are within ¼ mile of the AET Campus include Colorado Place located at 2425 Colorado Avenue, the Gillette Co. located at 1681 26th Street, the John Drescher Property located at 1815 Stanford Street, the Bergamont Property located at 2500 Olympic Boulevard, and Verizon Santa Monica Plant Yard located at 2902 Exposition Boulevard (see Table IV.D-2).[9]

Table IV.D-2

Hazardous Materials Sites within One-Quarter Mile of the AET Campus

Site Name	Location	Type	Cleanup Status	Potential Contaminants of Concern	Potential Media Affected
Colorado Place	2425 Colorado Avenue	LUFT Cleanup Site	Open – Site Assessment as of 3/31/1992	Diesel	Soil
The Gillette Co.	1681 26th Street	SLIC Cleanup Program Site	Open – Verification Monitoring as of 10/14/1996	Other Solvent or Non-Petroleum Hydrocarbon	Aquifer Used for Drinking Water Supply
Gillette Co.	1681 26th Street	SLIC Cleanup Program Site	Open – Site Assessment as of 4/28/1998	Other Chlorinated Hydrocarbons, Other Solvent or Non-Petroleum Hydrocarbon, Perchlorate, Tetrachloroethylene (PCE), Trichloroethylene (TCE).	None Specified
John Drescher Property	1815 Stanford Street	LUFT Cleanup Site	Open – Site Assessment as of 7/29/1992	Stoddard Solvent/Mineral Spirits/Distillates	Soil
Bergamont Property	2500 Olympic Boulevard	SLIC Cleanup Program Site	Open – Site Assessment as of 6/15/1965	PET, VOC	None Specified
Verizon Santa Monica Plant Yard	2902 Exposition Boulevard	Cleanup Program Site (Other)	Open – Site Assessment as of 2/2/1998	None Specified	None Specified

Notes: LUFT = Leaking Underground Fuel Tank cleanup sites. A LUFT site is a undergoing cleanup due to an unauthorized release from an UST system. An underground storage tank system (UST) is a tank and any underground piping connected to the tank that has at least 10 percent of its combined volume underground. UST regulations apply only to underground tanks and piping storing either petroleum or certain hazardous substances.
SLIC = Spills, Leaks, Investigation, and Cleanups sites.
Sources: Department of Toxic Substances Control, EnviroStor Database, from website: http://www.envirostor.dtsc.ca.gov, accessed March 2, 2010. State Water Resources Control Board, GeoTracker Database, from website: http://www.geotracker.waterboards.ca.gov, accessed March 4, 2010.

9 *Ibid.*

Olympic Shuttle Lot

The sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that are within ¼ mile of the Olympic Shuttle Lot include the Gillette Co. located at 1681 26th Street, the John Drescher Property located at 1815 Stanford Street, the Bergamont Property located at 2500 Olympic Boulevard, the Verizon Santa Monica Plant Yard located at 2902 Exposition Boulevard, the GTE Plant Yard located at 2943 Exposition Boulevard, and the Corporate Yards located at 2500 Michigan Avenue (see Table IV.D-3). Groundwater Monitoring Wells, monitored semi-annually, are located at the Gillette Co. and Corporate Yards sites.[10]

Table IV.D-3
Hazardous Materials Sites within One-Quarter Mile of the Olympic Shuttle Lot

Site Name	Location	Type	Cleanup Status	Potential Contaminants of Concern	Potential Media Affected
The Gillette Co.	1681 26th Street	SLIC Cleanup Program Site	Open – Verification Monitoring as of 10/14/1996	Other Solvent or Non-Petroleum Hydrocarbon	Aquifer Used for Drinking Water Supply
Gillette Co.	1681 26th Street	SLIC Cleanup Program Site	Open – Site Assessment as of 4/28/1998	Other Chlorinated Hydrocarbons, Other Solvent or Non-Petroleum Hydrocarbon, Perchlorate, Tetrachloroethylene (PCE), Trichloroethylene (TCE).	None Specified
John Drescher Property	1815 Stanford Street	LUFT Cleanup Site	Open – Site Assessment as of 7/29/1992	Stoddard Solvent/Mineral Spirits/Distillates	Soil
Bergamont Property	2500 Olympic Boulevard	SLIC Cleanup Program Site	Open – Site Assessment as of 6/15/1965	PET, VOC	None Specified
Verizon Santa Monica Plant Yard	2902 Exposition Boulevard	Cleanup Program Site (Other)	Open – Site Assessment as of 2/2/1998	None Specified	None Specifiied
GTE Plant Yard	2943 Exposition Boulevard	LUST Cleanup Site	Open – Site Assessment as of 6/7/1995	Gasoline	Soil
Corporate Yards	2500 Michigan Avenue	LUST Cleanup Site	Open – Remediation as of 7/15/2007	Gasoline	Aquifer Used for Drinking Water Supply

Notes: LUST = Leaking Underground Storage Tank.
LUFT = Leaking Underground Fuel Tank cleanup sites. A LUFT site is a undergoing cleanup due to an unauthorized release from an UST system. An underground storage tank system (UST) is a tank and any underground piping connected to the tank that has at least 10 percent of its combined volume underground. UST regulations apply only to underground tanks and piping storing either petroleum or certain hazardous substances.
SLIC = Spills, Leaks, Investigation, and Cleanups sites.
Sources: Department of Toxic Substances Control, EnviroStor Database, from website: http://www.envirostor.dtsc.ca.gov, accessed March 2, 2010. State Water Resources Control Board, GeoTracker Database, from website: http://www.geotracker.waterboards.ca.gov, 3/4/10.

[10] *Ibid.*

Performing Arts Campus

The sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that are within ¼ mile of the PAC Campus include the former 76 Station #5854 located at 1402 Santa Monica Boulevard, the Met-L-Check Company located at 1639 Euclid Street, the Claude Short Dodge Dealership located at 1127 Santa Monica Boulevard, and the CVS Corporation located at 1411 Lincoln Boulevard (see Table IV.D-4). Six Groundwater Monitoring Wells, monitored semi-annually, are located at the 76 Station #5854 site.[11]

Table IV.D-4

Hazardous Materials Sites within One-Quarter Mile of the PAC Campus

Site Name	Location	Type	Cleanup Status	Potential Contaminants of Concern	Potential Media Affected
76 Station #5854 (former)	1402 Santa Monica Boulevard	LUST Cleanup Site	Open – Site Assessment as of 2/28/2007	Fuel Oxygenates	Soil
Met-L-Check Company	1639 Euclid Street	LUST Cleanup Site	Open – Assessment & Interim Remedial Action as of 6/15/2009	None Specified	None Specified
Claude Short Dodge Dealership	1127 Santa Monica Boulevard	LUST Cleanup Site	Open – Site Assessment as of 7/2/1996	Gasoline	Soil
CVS Corporation	1411 Lincoln Boulevard.	LUST Cleanup Site	Open – Site Assessment as of 2/3/1998	Other Solvent or Non-Petroleum Hydrocarbon	Soil

Notes: LUST = Leaking Underground Storage Tank.
Sources: Department of Toxic Substances Control, EnviroStor Database, from website: http://www.envirostor.dtsc.ca.gov, accessed March 2, 2010. State Water Resources Control Board, GeoTracker Database, from website: http://www.geotracker.waterboards.ca.gov, accessed March 4, 2010.

Naturally Occurring Hazardous Materials - Methane

The AET Project Site is located within a former clay pit area reportedly backfilled with some municipal waste that could create a methane hazard, if present. No mention of such waste was made in the Final Compaction Reports for the clay pit backfill issued by Western Laboratories and reviewed by Geolabs.[12] However, based on staff reports issued by the City of Santa Monica with regards to the proposed MTA Expo Line Phase 2 Project, the City has operated a landfill gas extraction and treatment system to collect

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[11] *Ibid.*

[12] *Geotechnical Investigation for Proposed Parking Structure, AET Building and KRCW Building, 1660 Stewart Street, Santa Monica, California, prepared by Geolabs, October 5, 2009.*

and treat landfill gases generated from the former landfill since 1998. The former landfill is composed of primarily construction debris such as concrete blocks, bricks and trees. The extraction system is located on the City yards and operates continuously.

The presence of methane gas in the subsurface is common within former oil production areas and other locations where organic material, such as grass, leaves, wood, manure, etc., are present in the soil. Methane is generated by the biodegradation of organic matter in the absence of oxygen. Methane is not toxic, however, it is combustible and potentially explosive at concentrations above 53,000 parts per million (ppm) in the presence of oxygen. While non-pressurized methane is normally not problematic, if the gas accumulates to high concentrations and becomes pressurized, detectable levels may enter the interior of a structure through cracks or other penetrations present in floor slabs.

Regulatory Environment

Many agencies are involved with the regulation of hazardous materials use. At the federal level, these include the Environmental Protection Agency (EPA) and the Occupational Safety and Health Administration (OSHA). State agencies, including the Department of Toxic Substances Control (DTSC), have parallel (and in some cases more stringent) rules governing the use of hazardous materials. The Fire Department is the local regulating body for hazardous materials, due to the passage of Assembly Bills 2185 and 2187, which require disclosure of the use and storage of hazardous materials that could lead to public exposure to these substances. In addition to the laws governing the use of hazardous materials, federal and state laws also regulate the generation, transportation, and disposal of hazardous wastes. At the federal level, the principal regulatory agency is the EPA. Within the state, DTSC has primary regulatory responsibility for disposal of hazardous waste.

Asbestos and Lead

The EPA established National Emission Standards for Hazardous Air Pollutants (NESHAP) that govern the use, removal, and disposal of Asbestos Containing Materials (ACM). Implementation of the NESHAP requirements has been delegated to the South Coast Air Quality Management District (SCAQMD), which implements it through Rule 1403. Rule 1403 sets forth regulations and procedures for the identification, notification, removal and disposal of Asbestos Containing Materials. Friable asbestos waste is considered a hazardous waste by the state of California and must be disposed of in an EPA-approved landfill. Owners of pre-1979 buildings known to contain ACM are required to prepare an asbestos management plan. The California Occupational Safety and Health Administration (Cal-OSHA) regulates asbestos and lead based paint as it relates to employee safety. In addition, OSHA has established safety levels for exposure to lead during construction activities.

Hazardous Waste

The Federal Resource Conservation and Recovery Act (RCRA) was enacted in 1976 and mandated a national waste management program. Under RCRA regulations, established by the EPA, hazardous waste must be tracked from the time of generation to the point of disposal. RCRA also sets out standards for hazardous waste treatment, storage, and disposal units. The EPA delegated implementation of the RCRA program to the State of California Environmental Protection Agency (CalEPA). In addition, the State of California has implemented an additional level of regulation for waste materials that are not subject to federal hazardous waste regulations through the California Hazardous Waste Control Law. In addition, OSHA regulations contain worker safety provisions with respect to hazardous waste management operations and emergency responses involving hazardous waste.

Hazardous Materials

Hazardous materials have certain chemical, physical or biological properties that cause them to be considered hazardous to human health or the environment. Federal occupational safety and health regulations of the Occupational Safety and Health Administration (OSHA) contain provisions with respect to hazardous materials management. The California Occupational Safety and Health Administration (Cal-OSHA) also requires preparation of an Injury and Illness Prevention Program which is an employee safety program of inspections, procedures, training and communication.

The Federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the California Hazardous Substance Account Act require reporting of certain releases of hazardous substances from specified facilities and set forth response actions for National Priority List sites.

Worker Safety

Cal-OSHA is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace, including asbestos and lead-based paint. Cal-OSHA standards are generally more stringent than Federal OSHA regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure. The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. OSHA standards also include standards regarding safe exposure limits for chemicals to which construction workers may be exposed (Safety and Health Regulations for Construction (29 Code of Federal Regulations (CFR) Section 1926.65, Appendix C).

Pesticide Use

The Federal Insecticide, Fungicide, and Rodenticide Act establishes regulations for the proper use, storage, and disposal of pesticides. Pesticide management activities are subject to Federal regulations contained in 40 CFR Sections 162, 165, 166, 170, and 171.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a proposed project would have a significant impact on the environment if it would:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;

(e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area;

(f) For a project located within the vicinity of a private airport strip, result in a safety hazard for people residing or working in the project area;

(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residence are intermixed with wildlands.

As discussed in the Initial Study (see Appendix A), the Master Plan would have a less than significant impact or no impact with respect to Thresholds (a), (e), (f), (g), and (h) listed above. As such, no further analysis of these topics is required.

Project Impacts

Accidental Release of Hazardous Materials

Construction

Asbestos-Containing Material and Lead-Based Paint

The Proposed Project would involve demolition, construction, and renovation activities within the 41.5-acre Santa Monica College Main Campus, the 3.5-acre Academy of Entertainment and Technology Campus, the 2.4-acre Olympic Shuttle lot, and the 4.5-acre SMC Performing Arts Campus. Due to the age of the various structures that occur at each Project Site, asbestos-containing materials (ACMs) and lead-based paint (LBP) are presumed to be located within the older buildings (pre-1976) where renovation and demolition activities are proposed. Construction workers, visitors, students, employees, and area residents could therefore potentially be exposed to ACM's and peeling or flaking LBP during planned renovations and demolition activities. Exposure to ACMs and LBP could be hazardous to the health of construction workers as well as students, employees, and area residents, resulting in a potentially significant impact. However, the recommended mitigation measure D-1 identified below regarding the requirement for abatement of asbestos containing materials and lead-based paint, if found to be present, would ensure that potential impacts related to the release of hazardous materials into the environment would be less than significant.

Operations

Asbestos-Containing Material and Lead-Based Paint

The operation of Proposed Project buildings and improvements 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. Therefore, no impact related to the accidental release of these materials would occur.

Use of Hazardous Materials

As a part of routine grounds maintenance and operations, nominal quantities of pesticides, herbicides, fungicides, and rodenticides would continue to be used and stored. The use and storage of these materials is regulated by federal and State laws, and Proposed Project grounds maintenance operations would be required to be conducted in accordance with all applicable regulations governing the use and storage of such materials. Such use would not require the routine transport, use, or disposal of substantial amounts of hazardous materials. Therefore, impacts related to the accidental release of these hazardous materials during Project operations would be less than significant.

The operation of Proposed Project buildings and improvements would continue to require the use of hazardous materials in relatively small quantities for routine cleaning, maintenance, and landscaping. Such use would not require the routine transport, use, or disposal of substantial amounts of hazardous materials. Therefore, there would be no substantial risks associated with accidental releases of hazardous materials and a less-than-significant impact would occur.

Sensitive Receptors

Construction

Based on a search of available state and local environmental regulatory agency databases, as identified pursuant to California Government Code Section 65962.5 identified above, no known contaminants exist within Project area soils with the exception of methane associated with the former landfill beneath the AET Campus and Olympic Shuttle lot properties. As such, it is not expected that construction workers or sensitive populations identified above would become exposed to impacted soils during planned construction, demolition, or renovation activities. However, as identified above, conditions at the Project Sites may include the potential for ACM and LBP within construction debris that (if present) could result in the accidental release of hazardous materials into the environment during proposed construction, demolition, and renovation activities, including the transport of such materials off-site for disposal. In the event such hazardous materials are encountered, compliance with all applicable local, State, and federal regulations would be required, including the proper management, transport, and disposal of these materials and wastes to a facility licensed to accept them. Further, recommended Mitigation Measure D-1 identified below requires the abatement of asbestos containing materials and lead-based paint, if found to be present, and would ensure that potential impacts related to the release of such materials into the environment would be less than significant. As such, with proper management of all hazardous materials encountered, impacts to sensitive receptors in the project vicinity would be less than significant.

Operation

Operations at the SMC Campuses would not be expected to pose any substantial potential for accident conditions involving the release of hazardous materials. Specifically, other than typical cleaning solvents used for classroom and janitorial purposes, pest management, and grounds maintenance, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations. As such, no impact on sensitive populations is anticipated.

With respect to the AET and Olympic Shuttle Lot, methane should be presumed to be located beneath the soil as the site is in the general vicinity of a closed former landfill. Constructing habitable structures without proper foundation design could result in the accumulation of methane below the building(s), which would have the potential to create a hazardous situation if not properly addressed with performance based methane mitigation investigations and mitigation measures to ensure a safe and secure environment (see Mitigation Measure D-3, below).

Hazardous Materials Sites

A database search of the California Environmental Protection Agency’s Cortese List Data Resources, which included a search of available state and local environmental regulatory agency databases, as identified pursuant to California Government Code Section 65962.5, revealed that the Project Sites are not listed on the databases searched. As such, no impacts related to exposure of construction workers to impacted soils during site excavations or grading are anticipated. However, based on a review of the database reports, sites with reported hazardous substances releases are located within approximately one-quarter of a mile of each of the four Project Sites. As previously discussed, groundwater levels in the vicinity of the AET and Olympic Shuttle Lot campuses can be expected at depths of approximately 40 feet, while groundwater levels in the vicinity of the Main Campus and Performing Arts Campus are estimated to be greater than 40 feet. As identified in Section IV.L Geology and Soils of this EIR, excavation would be required for the subterranean structures of the Proposed Project. In addition, local excavation and earthwork would be conducted to provide footings, foundations, and subterranean walls to support the proposed parking structures and buildings.

While considered remote, it is possible that some of the excavation work associated with the Proposed Project could encounter groundwater which may contain contaminants (from impacted soils at offsite locations) that may have migrated through the groundwater to the Project Sites. In the event impacted soils are encountered during site preparation, grading, and excavations, all work would cease and the Division of the State Architect shall be contacted. As noted below, Mitigation Measure D-2 would require the Project Applicant to implement a Soil Management Plan (SMP), as required by the Division of the State Architect, to the satisfaction of the Regional Water Quality Control Board, which would ensure remediation of contaminated soils and groundwater, if encountered. As such, contaminated soils and groundwater, if present on the Project Site, would not result in a significant hazard to construction workers or the general public. Therefore, impacts with respect to hazardous materials sites would be less than significant.

CUMULATIVE IMPACTS

Development of the Proposed Project in combination with the related projects has the potential to increase the use, storage, transport, and/or accidental release of hazardous materials during construction and operation of the respective land uses proposed. Implementation of recommended mitigation measures would reduce the potential impacts associated with the accidental release of hazardous emissions during construction and operation of the Proposed Project to less-than-significant levels. With respect to the related projects, each of the related projects would require evaluation on a project-by-project basis for potential threats to public safety, including those associated with routine transport, use, or disposal of hazardous materials; upset and accident conditions involving the release of hazardous materials into the environment; hazardous emissions in proximity to an existing or proposed school; hazardous material site listings; and interference with adopted emergency response or evacuation plans. Because hazardous materials and risk of upset conditions are largely site-specific, this would occur for each individual project affected, in conjunction with development proposals on these properties. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials and other hazards. Therefore, with compliance with local, State, and federal laws pertaining to hazards and hazardous materials, cumulative impacts would be less than significant.

MITIGATION MEASURES

The following mitigation measures are recommended to address the potential impacts associated with the release of hazardous materials into the environment during the construction and operation of the Proposed Project:

(D-1) Prior to the issuance of a demolition permit, a letter shall be obtained by the SMC Office of Facilities Planning from a qualified asbestos abatement and lead-based paint consultant stating that no ACMs or LBP are present in the structures. If ACMs or LBPs are found to be present, such materials will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations.

(D-2) If contaminated soils are encountered during Project construction, the District shall prepare and implement a Soil Management Plan (SMP), as required by the Division of the State

Architect and in accordance with an approved Memorandum of Agreement between the Applicant and the RWQCB.

(D-3) Prior to commencement of construction at either site, the soils beneath all proposed structures at the AET and Olympic Shuttle lot, respectively, shall be independently analyzed by a qualified engineer, who shall investigate and record detectable methane levels and recommend appropriate measures to prevent or retard potential methane gas seepage into the proposed buildings. If warranted, all commercial, industrial, and institutional buildings shall be constructed with an approved Methane Control System, with a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project's impacts associated with hazards and hazardous materials would be reduced to less-than-significant levels with the implementation of the recommended mitigation measures.

IV. ENVIRONMENTAL IMPACT ANALYSIS
E. HYDROLOGY AND SURFACE WATER QUALITY

INTRODUCTION

This section of the Draft EIR provides an analysis of the project's potential impacts associated with hydrology and surface water quality. Refer to Sections IV.D, Hazards and Hazardous Materials, and IV.L, Geology and Soils, of this Draft EIR for a discussion of groundwater.

ENVIRONMENTAL SETTING

Existing Conditions

Municipal Hydrology and Water Quality

The storm drain system within the City of Santa Monica is comprised principally of pipes and channels owned by two separate entities: the City of Santa Monica and the County of Los Angeles. Additionally, there are a few drainage facilities within the right-of-way of Interstate 10 that are under Caltrans jurisdiction. Each entity services and maintains its respective facilities. This storm drain system collects stormwater runoff throughout the City, including the Project Sites as detailed below.

Runoff collected by the City's municipal separate storm sewer system (MS4) is conveyed to a series of outfalls along the beach adjacent to Santa Monica Bay. This urban runoff consists of both wet weather (rainwater) and dry weather (water waste) flows from urban landscapes throughout the City. Urban runoff carries contaminants, including litter, food, human and animal waste, automobile fluids, industrial pollutants, fertilizers, and pesticides, to the beach, creating health risks for people, killing marine life, and contributing to localized flooding and beach closures. Other impacts attributed to urban runoff include increased health risks to swimmers near flowing storm drains and toxicity to aquatic life in Santa Monica Bay.

In Santa Monica, over 325,000 gallons of urban runoff flow through the storm drain system each day even when it is not raining. This runoff comes from excessive irrigation, spills, construction sites, pool draining, car washing, and the washing down of paved areas. The City's storm drain system is designed to collect and convey wet weather runoff directly to the Bay as quickly as possible in order to minimize localized flooding during storm periods. During dry weather, however, the Santa Monica Urban Runoff Recycling Facility (SMURRF) intercepts 94% of the runoff for treatment and reuse. The SMURRF also intercepts some dry weather runoff from parts of the City of Los Angeles.

This urban runoff is treated by conventional and advanced treatment systems at the SMURRF. The runoff water is diverted from the City's two main storm drains (Pier and Pico-Kenter) into the SMURRF and treated to remove pollutants such as trash, sediment, oil, grease, and pathogens. Once treated, the water is safe for all landscape irrigation and dual-plumbed systems (buildings plumbed to accept recycled water for the flushing of toilets) as prescribed by the California Department of Health Services. The treated water meets all of California's Title 22 requirements (the level of treatment that the runoff water must meet). Landscape irrigation customers for this recycled water include CalTrans highway landscaping along the Santa Monica Freeway, City of Santa Monica parks, the Woodlawn Cemetery, RAND Corporation, Olympic Blvd. median landscaping, and public school grounds. Dual-plumbed customers will include the City of Santa Monica's Public Safety Facility and the Water Garden located at Olympic and Cloverfield.[1]

Local Hydrology and Water Quality

The Proposed Project encompasses the Santa Monica College (SMC) Main Campus at 1900 Pico Boulevard, the Academy of Entertainment and Technology Campus at 1660 Stewart Street, the Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, the SMC Performing Arts Campus at 1310 11th Street, the Emeritus College Campus at 1227 Second Street, the Airport Arts Campus at 2800 Airport Avenue, the Administration Building at 2714 Pico Boulevard, and the Bundy Campus at 3171 South Bundy Drive, all in or adjacent to the City of Santa Monica. However, physical changes associated with the Proposed Project would be limited to the Main Campus (41.5 acres), Academy of Entertainment and Technology Campus (3.5 acres), Performing Arts Campus (4.5 acres), and the Olympic Shuttle Lot (2.4 acres). With the exception of the Bundy Campus, which is located in the City of Los Angeles on the border of the City of Santa Monica, all of the SMC campuses are located in the City of Santa Monica.

SMC's Main Campus is currently developed with approximately 823,117 gross square feet of developed floor area and includes a total of 2,495 parking spaces and is supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. Paved areas and building footprints on the Main Campus are considered to be impervious to urban runoff, while exposed earth, water, landscape, or natural vegetated areas are considered pervious. Of the 41.5-acre Main Campus, approximately 70% is estimated to be comprised of impervious surface area. Stormwater runoff from the Main Campus currently occurs as sheet flow in a generally southwesterly direction from impervious surface areas toward storm drain inlet locations in the roadways around the perimeter of the site. Municipal storm drains are located in Pico Boulevard, Pearl Street, and 16th Street.

SMC's Academy of Entertainment and Technology Campus is currently developed with approximately 52,831 gross square feet of developed floor area and includes a total of 255 surface parking spaces. Paved areas and building footprints on the Academy of Entertainment and Technology Campus are considered to be impervious to urban runoff, while exposed earth, water, landscape, or natural vegetated areas are considered pervious. Of the 3.65-acre site, approximately 80% is estimated to be comprised of impervious surface area. Stormwater runoff from the Academy of Entertainment and Technology Campus currently occurs as sheet flow in a generally southeasterly direction from impervious surface

[1] *http://www01.smgov.net/epwm/smurrf/smurrf.html, January 18, 2010.*

areas toward storm drain inlet locations in the roadways around the perimeter of the site. Municipal storm drains are located in Pennsylvania Avenue and Stewart Street.

SMC's Performing Arts Campus is currently developed with approximately 65,519 gross square feet of developed floor area with 285 surface parking spaces. Paved areas and building footprints on the Performing Arts Campus are considered impervious, while exposed earth, water, landscape, or natural vegetated areas are considered pervious. Of the 4.5-acre site, approximately 87% is estimated to be comprised of impervious surface area. Stormwater runoff from the Performing Arts Campus currently occurs as sheet flow in a generally southwesterly direction from impervious surface areas toward storm drain inlet locations in the roadways around the perimeter of the site. Municipal storm drains are located in Santa Monica Boulevard and 10th Street.

SMC's Olympic Shuttle Lot of approximately 2.35 acres and contains 211 surface parking spaces. The Olympic Shuttle Lot is presently used to provide off-campus parking for SMC students. Paved areas and building footprints on the Olympic Shuttle Lot are considered to be impervious to urban runoff, while exposed earth, water, landscape, or natural vegetated areas are considered pervious. Of the 2.35-acre site, approximately 95% is estimated to be comprised of impervious surface area. Stormwater runoff from the Olympic Shuttle Lot currently occurs as sheet flow in a generally southwesterly direction from impervious surface areas toward storm drain inlet locations in Exposition Boulevard west of Stewart Street. Some sheet flow may travel northwesterly to a storm drain inlet located in Stewart Street just north of the project site. Municipal storm drains are located in Stewart Street and Exposition Boulevard westerly of Stewart Street.

No specific runoff water quality data are known to exist for the project sites. Paved and developed areas contribute substantially greater quantities of water to the storm drain system than pervious landscaped areas. Stormwater runoff from a site has the potential to contribute oil and grease, suspended solids, metals, gasoline, pesticides, and pathogens to the stormwater conveyance system. The quality of stormwater is generally affected by the length of time since the last rainfall, the rainfall intensity, the urban uses of the area, and the quantity of transported sediment. The Environmental Protection Agency (EPA) considers street and parking lot surfaces to be the primary source of stormwater pollution in urban areas. As such, new developments are required to be designed to minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in impacts. Current land uses suggest the potential for oil, grease, heavy metals, and dust/sediment to enter the surface runoff from each individual site and developed areas around each site comprising the project. These pollutant sources are considered to be typical of urban areas.

Flooding and Other Hazards

The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program publishes maps that identify areas at risk from potential flooding. Flood hazards are identified for areas subject to flooding from 100 and 500-year storm events. FEMA has identified that the City of Santa Monica is located in a zone with minimal risk from flooding (Zone C).[2] With respect to tsunamis, review of the Safety Element of the City of Santa Monica Plan (Technical Background Report) indicates that tsunami run-up heights (16± feet) for the Santa Monica area are in general confined to beach areas below Palisades Park/Ocean Avenue, and therefore potential for tsunami inundation would be remote. Seiches are seismically-induced waves or oscillations within semi-enclosed bodies of water such as lakes, reservoirs, and bays. In light of the lack of significant bodies of water adjacent to the site, the potential for a seiche to impact the sites is considered low. The Geotechnical Investigation for the Proposed Parking Structure, AET Building, and KCRW Building found that the AET Campus and Olympic Shuttle lot are located outside of the designated inundation hazard area and are thus not susceptible to flooding. (See Plate 1.6 in Appendix H to this Draft EIR) Additionally, none of the identified campuses are positioned down slope from an area of potential mudflow.

Regulatory Framework

Regulatory and permitting processes have been established to control the quality of water runoff from urban development. In 1972, the Federal Water Pollution Control Act, also referred to as the Clean Water Act, was enacted to prohibit the discharge of pollutants to waters of the United States from any point source, unless a National Pollutant Discharge Elimination System (NPDES) permit authorizes the discharge. The Clean Water Act was amended in 1987 requiring the United States Environmental Protection Agency (USEPA) to create specific requirements for stormwater discharges. In response to the 1987 amendments to the Clean Water Act, the USEPA established Phase I of the NPDES Stormwater Program which required NPDES permits for: (1) MS4s generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) eleven specific categories of industrial activity (including landfills); and (3) construction activity that disturbs more than five acres of land. In March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small MS4s, construction sites of one to five acres, and industrial facilities owned or operated by small MS4s, all of which were previously exempted from permitting. Section 402(p) of the Clean Water Act mandates that these municipal stormwater permits must: (1) effectively prohibit the discharge of non-stormwater to the system except under certain provisions; and (2) require controls to reduce pollutants in discharges from the system to the maximum extent practicable, including Best Management Practices (BMPs), control techniques, and system, design, and engineering methods.

A municipal NPDES stormwater permit was issued to the County of Los Angeles and 84 incorporated cities (including the City of Santa Monica) in December 2001.[3] To meet the Los Angeles County

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[2] *www.santa-monica.org/engineering/faq.htm, August 28, 2002.*

[3] *County of Los Angeles Municipal Permit (NPDES No. CAS004001, Order No 01-182).*

Municipal Permit requirements, municipalities are required to implement the Stormwater Quality Management Program that was developed as part of the Report of Waste Discharge filed during the NPDES approval process. Pursuant to this program, municipalities, including the City of Santa Monica, are required to conduct a variety of activities including, but not limited to, the following:

- Implement a public information and participation program to conduct outreach on stormwater pollution;
- Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;
- Implement a development planning program for specified development projects;
- Implement a program to control construction runoff from construction activity at all construction sites within its jurisdiction;
- Implement a public agency activities program to minimize stormwater pollution impacts from public agency activities; and
- Implement a program to document, track, and report illicit connections and discharges to the storm drain system.

In accordance with the Los Angeles County Municipal Permit requirements, the City has developed and completed several programs and activities, including the adoption of ordinances, the identification of Best Management Practices (BMPs) for reducing stormwater pollution, and construction of the SMURRF for treatment of dry weather urban runoff.

Construction Activities

The California General Construction Activity Stormwater Permit, adopted by the State Water Resources Control Board (SWRCB), regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area.[4] This General Permit authorizes the discharge of stormwater to surface waters from construction activities and prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges and all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4 unless a separate NPDES Permit has been issued to regulate those discharges.

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[4] *State Water Resources Control Board NPDES General Permit for Discharges Associated with Construction Activity (Water Quality Order No. 99-08-DWQ).*

The General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation;

- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; and

- Perform inspections and maintenance of all BMPs.

In order to obtain coverage under the NPDES General Construction Permit, a project applicant must submit a Notice of Intent (NOI) to the SWRCB and prepare a SWPPP. Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, control pollutants from construction materials, and address post-construction runoff quantity (volume) and quality (treatment). The SWPPP must also include a discussion of the program to inspect and maintain all BMPs.

Operational Activities

As discussed above, the Los Angeles County NPDES Permit requires municipalities to implement a development planning program to address stormwater pollution by requiring individual projects to prepare a permanent Standard Urban Stormwater Mitigation Plan (SUSMP). Under regulations adopted by the RWQCB, project applicants for certain types of projects will be required to implement SUSMP requirements for the operational life of the project to ensure that stormwater pollution is addressed through the incorporation of BMPs at the design phase of development.

The SUSMP requirements apply to all development and redevelopment projects that fall into one or more of the following categories:

- Single-family hillside residences;

- One acre or more of impervious surface area for industrial/commercial developments;

- Automotive service facilities;

- Retail gasoline outlets;

- Restaurants;

- Ten or more residential units;

- Parking lots of 5,000 square feet or greater or with 25 or more spaces; and
- Projects located in or directly discharging to an Ecologically Sensitive Area.

Based on these categories, the proposed project would be subject to the SUSMP requirements.

The SUSMP provisions that are applicable to these land use categories include: (1) reducing peak runoff discharge rates; (2) conserving natural areas; (3) minimizing stormwater pollutants of concern; (4) protecting slopes and channels; (5) providing storm drain stenciling and signage; (6) properly designing outdoor material storage areas; (7) providing proof of ongoing BMP maintenance; and (8) designing standards for structural or treatment control BMPs. In addition, project applicants for these projects will be required to provide post-construction treatment control BMPs that incorporate, at a minimum, either a volumetric or flow based treatment control design standard, or both, as identified below to mitigate (infiltrate, filter or treat) stormwater runoff:

<u>Volumetric Treatment Control BMPs</u>

- The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998), or
- The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook—Industrial/Commercial, (1993), or
- The volume of runoff produced from a ¾-inch storm event, prior to its discharge to a storm water conveyance system, or
- The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” (¾-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

<u>Flow Based Treatment Control BMPs</u>

- The flow of runoff produced from a rain event equal to at least 0.2 inches per hour intensity; or
- The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for Los Angeles County; or
- The flow of runoff produced from a rain event that will result in treatment of the same portion of runoff as treated using volumetric standards above.

Water Quality Standards and TMDLs

The Clean Water Act requires states to adopt water quality standards for water bodies and to have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, and fishing) and water quality criteria necessary to support those uses. Water quality criteria are expressed either in the form of set numeric concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that describe the quality of water necessary to support a particular beneficial use. In 2000, USEPA established numeric water quality criteria for certain toxic constituents in California receiving waters with human health or aquatic life designated uses in the form of the California Toxics Rule (CTR).[5]

The Los Angeles RWQCB adopted the Water Quality Control Plan (Basin Plan) for the Los Angeles Region on June 13, 1994. The Basin Plan designates the beneficial uses of receiving waters, including Santa Monica Bay to which the project site ultimately discharges, and specifies both narrative and numerical water quality objectives for these receiving waters in Los Angeles County. Water quality objectives, as defined by the California Water Code Section 13050(h), are the "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area." Because these standards are applicable to receiving waters, they do not apply directly to stormwater runoff from the Project site.

Under Section 303(d) of the CWA, states, territories, and authorized tribes are required to develop lists of impaired waters. Impaired waters are those particular waterbodies whose beneficial uses are being compromised by poor water quality. The law requires that these jurisdictions establish priority rankings for these impaired waters and develop Total Maximum Daily Loads (TMDLs) for the impairing pollutant(s) affecting each impaired waterbody. A TMDL is an estimate of the total load of each pollutant that a waterbody can receive from point, nonpoint, and natural sources without exceeding water quality standards. Once established, a TMDL allocates pollutant loadings among current and future point and nonpoint pollutant sources discharging to the waterbody.

The Project site discharges through the City storm drain system to Santa Monica Bay. TMDLs have been developed and approved by USEPA for dry weather bacteria and wet weather bacteria, with an additional TMDL currently under development for nearshore debris. The approved TMDLs have been incorporated into the Municipal NPDES Stormwater Permit with which the proposed project must comply.

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[5] *Title 40 Code of Federal Regulations Section 131.38.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

A significant hydrology and water quality impact would normally occur if the project would cause any of the conditions listed below:

a) Violate any water quality standards or waste discharge requirements;

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site;

e) Create or contribute runoff water that would exceed the capacity of existing planned storm water drainage systems or provide substantial additional sources of polluted runoff; and/or

f) Otherwise substantially degrade water quality;

g) Place within a 100-year flood plain structures which would impede or redirect flood flows;

h) Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or

i) Inundation by seiche, tsunami, or mudflow.

As discussed in the Initial Study (included as Appendix A to this Draft EIR), the Proposed Project would have no impact with respect to Checklist Questions (b), and (f) above. Thus, the following analysis focuses on the remaining Checklist Questions.

Project Features

Implementation of the 2010 Master Plan at the Main Campus including projects under construction or otherwise approved by the SMC Board of Trustees would result in a net increase of approximately 11,037 ASF on the Main Campus. When fully implemented under the 2010 Master Plan, the total amount of impervious area for the Main Campus, including all projects currently existing or entitled, is estimated to be approximately the same as under existing conditions, or approximately 70%.

Implementation of the 2010 Master Plan at the Academy of Entertainment and Technology Campus would result in a net increase of approximately 47,172 ASF and the net addition of approximately 195 parking spaces. When fully implemented under the 2010 Master Plan, the total amount of impervious area for the Academy of Entertainment and Technology Campus, including all projects currently existing or entitled, is estimated to be slightly reduced when compared to existing conditions, or approximately 70%.

Implementation of the 2010 Master Plan at the Performing Arts Campus would result in a net increase of approximately 55,031 ASF on the Performing Arts Campus and a net increase of approximately 365 parking spaces. When fully implemented under the 2010 Master Plan, the total amount of impervious area for the Performing Arts Campus, including all projects currently existing or entitled, is estimated to be slightly increased when compared to existing conditions, or approximately 90%.

For the Olympic Shuttle lot, the 2010 Master Plan calls for the long-range development of educational facilities with a total building area of 48,750 ASF including a parking structure with 630 parking spaces, to replace a surface parking lot with 211 parking places. When fully implemented under the 2010 Master Plan, the total amount of impervious area for the Olympic Shuttle Lot, including all projects currently existing or entitled, is estimated to be approximately the same as under existing conditions, or approximately 95%.

The proposed project would result either no appreciable change or a slight net decrease in the amount of impervious surface area at three of the four individual project sites due to the introduction of new landscaped areas and/or the removal of existing impervious surfaces. The remaining site (Performing Arts Campus) is expected to experience a slight increase in total impervious surface area. Taking all four sites into consideration, however, the total project would be expected to reduce impervious surface area by a small amount.

As described below, in compliance with NPDES and City requirements, BMPs would be implemented to address water quality during both construction and operation of the project. BMPs that serve each of the individual sites and that are distributed throughout each site are expected to be implemented for operation of the project.

Project Impacts

Construction

During construction, existing buildings (or portions thereof), surface parking, and landscaping on the site would be removed for improvements. As a result, underlying soils would be exposed in certain areas, making the site temporarily more permeable. However, this increase in permeability would not have a substantial impact on existing drainage patterns and flows, particularly since runoff would be properly controlled through the implementation of appropriate construction BMPs as set forth in the SWPPP.

Construction of the proposed project would involve site preparation activities such as grading and excavation. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, as the construction site would be greater than one acre, the project would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the project would implement a SWPPP, which would specify BMPs and erosion control measures to be used during construction to prevent pollution. BMPs would include but not be limited to proper scheduling to avoid the rainy season. These and other BMPs would be designed to reduce pollutant levels in runoff during construction to the maximum extent practicable. In addition, the project would be required to comply with State grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, with compliance of all NPDES General Construction Permit requirements including preparation of a SWPPP, implementation of BMPs, and compliance with all applicable grading regulations, the proposed project would not violate water quality standards. Construction-related impacts to hydrology and surface water quality would therefore be less than significant.

Operation

As indicated above, the proposed project is estimated to result in a 5% decrease in impervious surface area within the Academy of Entertainment and Technology Campus (to 70%) due to the introduction of new landscaped areas and a 3% increase in impervious surface area within the Performing Arts Campus (to 90%) due to the removal of existing landscaped areas. Imperviousness within the Main Campus and the Olympic Shuttle Lot is expected to remain approximately the same as under existing conditions (70% and 90%, respectively). Landscaped areas within each site would be used for water quality treatment and conveyance.

Per Section 4.3 of the Los Angeles County Public Works Hydrology Manual, the project must be designed to meet the “Urban Flood” level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. It is expected that the runoff sub-area delineations and discharge points for the four individual sites will be approximately the same as under existing conditions. At each discharge point where runoff enters the storm drain system, the amount of runoff from the associated tributary area would either decrease or remain the same in the proposed condition with the exception of the eastern portion of the Performing Arts Campus, where there is expected to be a small increase in runoff. Since the peak discharges generated in the proposed condition do not exceed that of the existing condition, no on-site stormwater detention is required except at the Performing Arts Campus. With implementation of the required stormwater detention at the Performing Arts Campus, the storm drain systems serving each project site would not be negatively impacted during the 25-year storm event. Thus, potential impacts on hydrology would be less than significant.

All storm drain runoff collected at each individual site must be treated by means of BMPs as prescribed by the SUSMP requirements. Space restriction, topography, and site layout limit opportunities for the use of large regional BMPs such as regional detention basins and wet ponds to treat the proposed runoff. This will necessitate greater reliance on treatment BMPs that serve smaller drainage areas and that are distributed throughout each project site. Distributed BMPs generally provide better treatment provided they are well maintained. Distributed BMPs are also beneficial for LEED certification, a goal for the Proposed Project. Due to space restrictions, infiltration BMPs that result in deep infiltration are not considered appropriate for this site. Shallow infiltration devices within on-site planters should be considered with underdrains and liners to treat runoff. In addition, all roof runoff should be concentrated and sent to these shallow infiltration devices for treatment before being allowed to flow to the City storm drains.

Other operational BMPs to be implemented at the site may include, but are not limited to, catch basin filtration inserts for collection of suspended pollutants and oils from paved areas, screened or enclosed trash container areas, stenciling of on-site storm drain inlets, and structural treatment control devices for increasing filtration and targeted pollution control. The final selection of BMPs would be completed through coordination with the DSA. With compliance of the SUSMP requirements, operational project impacts associated with water quality would be less than significant.

Buildout of the SMC campuses under the Proposed Project would result in a slight decrease in the total amount of impervious surface area contained within the four sites. As a result, there would be no loss of potential groundwater recharge as a result of the project when compared to existing conditions at the Project Sites. In addition, the proposed project would not significantly contribute to the depletion of existing groundwater supplies as it would be supplied from the City's existing municipal water sources, as is the case with existing development on the SMC campuses.

Flooding and Other Hazards

As discussed previously, FEMA has identified that the City of Santa Monica is located in a zone with minimal risk from flooding (Zone C). With respect to tsunamis, review of the Safety Element of the City of Santa Monica Plan (Technical Background Report) indicates that tsunami run-up heights (16± feet) for the Santa Monica area are in general confined to beach areas below Palisades Park/Ocean Avenue, and therefore potential for tsunami inundation would be remote. None of the identified campuses are positioned down slope from an area of potential mudflow, and no impact would occur with respect to mudflows. Seiches are seismically-induced waves or oscillations within semi-enclosed bodies of water such as lakes, reservoirs, and bays. In light of the lack of significant bodies of water adjacent to the site, the potential for a seiche to impact the sites is considered low. The Geotechnical Investigation for the Proposed Parking Structure, AET Building, and KCRW Building found that the AET Campus and Olympic Shuttle lot are located outside of the designated inundation hazard area and are thus not susceptible to flooding. (See Plate 1.6 in Appendix H to this Draft EIR) Accordingly, the Proposed Project would result in less than significant impacts with respect to flooding and associated hazards.

CUMULATIVE IMPACTS

The storm drains utilized by the proposed project would serve some of the sites of the related projects due to the fact that they are major 63-inch drains in the City's storm drain system. Prior to construction of each of these related projects, an analysis of the existing drainage system and any potential project impacts on the drainage system would be implemented. Each of these projects, individually and cumulatively, could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff reaching the City's storm drain system, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed project, each of the related projects would also be subject to State NPDES Permit requirements for both construction and operation. Each project would be required to develop SWPPPs and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. In addition, the City of Santa Monica Public Works Department reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Thus, cumulative impacts to hydrology and surface water quality would be less than significant.

MITIGATION MEASURES

The Proposed Project would be required to comply with federal, state, and municipal regulations concerning stormwater quantity and quality, including relevant requirements under the NPDES permits for construction sites and municipal storm drain systems. No project specific mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With compliance of the federal, state, and municipal regulations, project impacts on hydrology and water quality would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
F. LAND USE

ENVIRONMENTAL SETTING

This analysis discusses the consistency of the Proposed Project with the corresponding land use and zoning designations and guidelines within the City of Santa Monica. Pursuant to State law, as a state entity, the governing board of the Santa Monica Community College District (SMCCD) can determine to render the City's zoning ordinance inapplicable to the Master Plan. This is one of the discretionary approvals that would be required for the Proposed Project and can be considered by the College's governing board only after certification of this EIR. Accordingly, the following land use analysis is presented as an informational document to disclose the project's consistency or inconsistency with the existing adopted regional land use plans and local land use and zoning regulations. CEQA is concerned with physical changes to the environment, not project consistency with regulations and policies (except to the extent those policies and regulations have been adopted for the purpose of avoiding or mitigating an environmental effect). An inconsistency between a proposed project and land use controls does not in itself mandate a finding of significance; rather, such an inconsistency is merely a factor to be considered in assessing the significance of proposed changes to the physical environment.

Existing & Adjacent Land Uses

The SMC campus system is located within the Cities of Santa Monica and Los Angeles, California. All of the SMC campuses are located in developed areas that are served by existing infrastructure, including roadways, utility services, and public services. The campus sites are bounded by a mix of uses, including educational, transit, commercial, industrial, entertainment-related production, and residential uses depending on the particular campus. In total, the SMC Campus system includes 1,165,525 gross square feet of floor area (GSF) in building area, of which approximately 741,526 square feet is assignable square feet (ASF). A description of existing and adjacent land uses for each campus is provided below.

Main Campus

SMC's Main Campus is generally located at 1900 Pico Boulevard in Santa Monica. The Main Campus includes an approximately 41.5-acre area generally bounded by Pico Boulevard on the north, 16th Street on the west, Pearl Street on the south, and an alley (18th Court) on the east (this boundary is west of 20th Street), a number of properties on the south site of Pearl Street (including Parking Lot 5), and a property on Pico Boulevard near 14th Street, currently improved and used as Parking Lot 6. The Main Campus contains existing and interim project floor area of approximately 560,272 assignable square feet (ASF) of academic-related structures including classrooms, a library, a bookstore, a cafeteria, health services, and pavilion, in addition to an athletic field (Corsair Field), swimming pool, parking structures and various other facilities. The Main Campus contains a total of approximately 2,495 parking spaces. The Main Campus is also supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. In February 2008, SMC approved an Initial Study/Mitigated

Negative Declaration (IS/MND) for the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project on the Main Campus. Construction is underway as an interim project and began in January 2009. As part of the interim project, an underground parking garage under construction will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces.

The SMC Main Campus is located in an urbanized area of the City of Santa Monica. The area is characterized by a mix of educational, residential and commercial land uses. The SMC Main Campus is primarily bordered by the following: restaurant, commercial, apartment uses, and the Woodlawn Cemetery on Pico Boulevard; one and two story single residential uses and apartments along 20th Street and 16th Street; and, one and two story single residential uses, apartments, the Campus Police Headquarters, and John Adams Middle School along Pearl Street.

The Academy of Entertainment and Technology (AET)

The AET campus is located at 1660 Stewart Street in Santa Monica. This satellite campus was established in 1998. The AET campus is located west of Stewart Street and south of Pennsylvania Avenue. The AET campus consists of approximately 3.5 acres. The AET campus contains approximately 30,908 ASF of floor area in a two story building constructed in 1985. It provides 255 surface parking spaces.

The AET Campus is located in a portion of the City of Santa Monica that is largely comprised of light manufacturing, entertainment-related production, educational, and office uses. Specifically, the campus is bordered by the following: industrial and office uses to the north and across Pennsylvania Avenue, one story light manufacturing uses to the east on Stewart Street, a one story manufacturing use to the south (accessible via Stewart Street) and a one story office building to the west, fronting Pennsylvania Avenue. There is a dance studio on Stewart Street and a private high school between Nebraska Avenue and Olympic Boulevard.

The Olympic Shuttle Lot

The Olympic Shuttle Lot is located at 1831 Stewart Street, in Santa Monica. It is located east of Stewart Street and north of Exposition Boulevard in Santa Monica. It consists of approximately 2.35 acres and contains 211 surface parking spaces. The Olympic Shuttle Lot is presently used to provide off-campus parking for SMC students.

The Olympic Shuttle Lot is located in a portion of the City of Santa Monica comprised largely of office, light manufacturing and residential uses. Specifically, this campus is bordered by the following: office buildings along Olympic Boulevard and surface parking to the north, light manufacturing uses to the east fronting Exposition Boulevard, multi-family residential uses to the south across Exposition Boulevard, and warehouse, surface parking and public parkland to the south and east along Stewart Street. It is not far from an existing private high school campus at 3131 Olympic Boulevard.

SMC Performing Arts Campus

The SMC Performing Arts Campus, formerly known as the Madison Campus, is located at 1310 11th Street in Santa Monica. SMC began holding classes at this campus in 1990. Before then, it was built and operated as a public elementary school. The Performing Arts Campus includes an area bounded by Santa Monica Boulevard to the south, 11th Street to the east, 10th Street to the west, and Arizona Avenue to the north. The Performing Arts Campus consists of approximately 4.5 acres. The campus buildings now contain approximately 38,463 ASF, including a 500-seat performing arts theater known as the Eli and Edythe Broad Stage. The site provides 285 surface parking spaces.

The PAC is located in the City of Santa Monica and is comprised mostly of commercial and residential adjacent land uses. Multi and single-family residential uses are located north, west and east of the campus. The west side of 10th Street consists of a 3-story office building, three 2-to 3-story multi-family residential uses, four single-family residential uses, and two converted single-family residential uses. The north side of Arizona Avenue consists of two 3-story multi-family residential uses. The east side of 11th Street consists of nine 1-to 2-story multi-family residential uses. A surface parking lot and automobile repair shop is also located to the east across 11th Street. Land uses located directly south of the campus generally consist of commercial uses in the form of office uses, automobile dealers and retail stores. A 3-story office building is located at the northwest corner of 10th Street and Santa Monica Boulevard. A 2-story retail use is located at the southwest corner of 10th Street and Santa Monica Boulevard. And, a 2-story retail use is located at the southeast corner of 10th Street and Santa Monica Boulevard.

Bundy Campus

The Bundy Campus is located at 3171 South Bundy Drive in West Los Angeles. Classes at this campus began in the summer of 2005. The Bundy Campus is located west of Bundy Drive, also known as Centinela Avenue, in the City of Los Angeles. It consists of 10.3 acres. The campus is improved with a four-story building with approximately 34,371 ASF. As discussed in Section II, Project Description of this Draft EIR, the Bundy Campus buildout is included in the Interim Phase of the Master Plan pursuant to the previous environmental analysis completed in the Bundy Campus Master Plan Final EIR (SCH # 2005091142). The approved Bundy Campus Master Plan calls for the future construction of approximately 24,833 ASF in a two-story building to the east of the existing building and an underground parking structure. Upon completion in 2014, the Bundy Campus will provide approximately 780 parking spaces. No changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update. As such, no further discussion of land use and planning consistency is required for the Bundy Campus.

The Bundy Campus is located in an urbanized area of the City of Los Angeles (bordering the City of Santa Monica), and is surrounded by a mix of residential, commercial, warehouse, and aviation-related land uses. The Bundy Campus is primarily bounded by commercial, restaurant, and airport-related industrial uses fronting Airport Avenue, followed by the Santa Monica Airport, to the north (City of Santa Monica); Bundy Drive, beyond which is located additional residential development, to the east (City of

Los Angeles); residential development along Stanwood Place to the south (City of Los Angeles); and Stewart Avenue, beyond which is located additional residential development, to the west (City of Los Angeles).

Airport Arts Campus

The Airport Arts Campus is located at 2800 Airport Avenue in Santa Monica. Classes at this campus began in 1988. The Airport Arts Campus is located south of Airport Avenue. The Airport Arts Campus consists of approximately 2.2 acres. This campus contains approximately 21,123 ASF of floor area built in 1953. This campus provides 239 parking spaces.

The Airport Arts Campus is surrounded by the Santa Monica Airport and related uses to the north, east and west. The City of Los Angeles boundary is located directly to the south of the campus and single-family residences are located along Dewey Street. No facility changes or development is proposed for the Airport Arts Campus and the existing land uses would continue to operate in their existing condition. As such, no further discussion of land use and planning consistency is required for the Airport Arts Campus.

Emeritus College

SMC's Emeritus College is located at 1227 Second Street in Santa Monica. The Emeritus College program started in 1975. The services provided at this campus primarily targets senior citizens. This campus is located on the east side of Second Street mid-block south of Wilshire Boulevard and consists of approximately 0.2 acres. The campus building contains approximately 14,800 ASF built in 2002. There are eleven parking spaces on site.

Emeritus College is located in the Downtown Core of the City of Santa Monica and is primarily surrounded by commercial and retail uses. Specifically, to north and east are department stores, retail uses and restaurant related uses. To the south along and across 2nd Street are more retail uses, office uses, a parking structure and a religious institution. To the west and north along Wilshire Boulevard are hotel, office, retail and restaurant uses. Similar to the Airport Arts Campus, no facility changes or development is proposed for this campus and the existing land uses would continue to operate in their existing condition. As such, no further discussion of land use and planning consistency is required for Emeritus College.

Relevant Land Use Policies

Development within the Santa Monica City limits is normally subject to the land use regulations of the City of Santa Monica General Plan and the City of Santa Monica Zoning Ordinance (City Zoning Ordinance). The City of Santa Monica General Plan Land Use and Circulation Element also provides general guidelines on land use issues and planning policy for development projects located within the City. However, it should be noted the Main Campus, AET Campus, Olympic Shuttle Lot and the Performing Arts Campus are controlled and operated by SMC. SMC operates under the provisions of

Section 53094 of the California Government Code, which provides that school districts may override local zoning regulations except as to certain non-classroom facilities. Nevertheless, the following land use analysis is presented to disclose the project's consistency with the local land use and zoning regulations.

The SMC Campus system is also subject to the regional land use policies and designations of the Regional Comprehensive Plan and Guide (RCPG) prepared by the federally-designated Southern California Association of Governments (SCAG), the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD), and the Congestion Management Program (CMP) prepared by the County of Los Angeles.

Southern California Association of Governments (SCAG)

Regional Comprehensive Plan and Guide

The SMC Campuses identified for the Proposed Project are located within the planning area of the SCAG. SCAG is the Southern California region's federally-designated metropolitan planning organization that has prepared a Regional Comprehensive Plan and Guide (RCPG) to address the issue of regional growth. The 2008 RCPG was accepted by SCAG in October of 2008 and serves as an advisory document for (voluntary) use by local governments in the SCAG region as an informational resource, and as a reference document for their use in developing plans and addressing local issues of regional significance.

Regional Comprehensive Plan (RCP)

In October 2008, SCAG approved and adopted the "2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future" (2008 RCP). Similar to the 1996 RCPG, the 2008 RCP update is a long-term comprehensive plan which addresses the SCAG region's many challenges, and provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental and overall quality of life needs. The various chapters in the 2008 RCP address each of the major elements of planning for the region: Air Quality; Economy; Energy; Finance; Land Use and Housing; Open Space and Habitat; Security and Emergency Preparedness; Solid Waste; Transportation; and Water.

The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. Given its advisory nature, the 2008 RCP is not intended to be used in SCAG's Inter-Governmental Review (IGR) process. Rather, the RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.
- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

South Coast Air Quality Management District

The SMC Campus system is located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP) is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the Proposed Project and consistency of the Project impacts with the AQMP is analyzed in greater detail in Section IV.C, Air Quality of this Draft EIR.

Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July 2004. Refer to Section IV.J, Transportation and Traffic, for a complete discussion and project impact analysis related to the CMP.

The City of Santa Monica Land Use and Circulation Element

The City of Santa Monica Land Use and Circulation Element (LUCE), adopted in 1984 and last amended in October 2002, lists the goals and policies that are intended to guide the future growth and development in the City. The LUCE is the fundamental planning policy document of the City, providing for the identification of the location of land uses, as well as the basic design and function of circulation, open space and infrastructure policies, and public service needs.

The SMC Main Campus and Performing Arts Campus are classified as "Institutional" and placed within the "Public Land" category. The AET Campus and Olympic Shuttle Lot are classified as "Special Office District." Figures IV.F-1 through IV.F-3 illustrate the existing land use designations for these campuses. Below is a list of the LUCE objectives and policies applicable to the land use designations for each of the respective campuses.

Citywide

Objective 1.2: Ensure compatibility of adjacent land uses, with particular concern for protecting residential neighborhoods.

Special Office District

Policy 1.8.3: Permit new public and private schools and encourage the preservation of existing schools. Permit new schools and the expansion of existing schools by conditional use permit only.

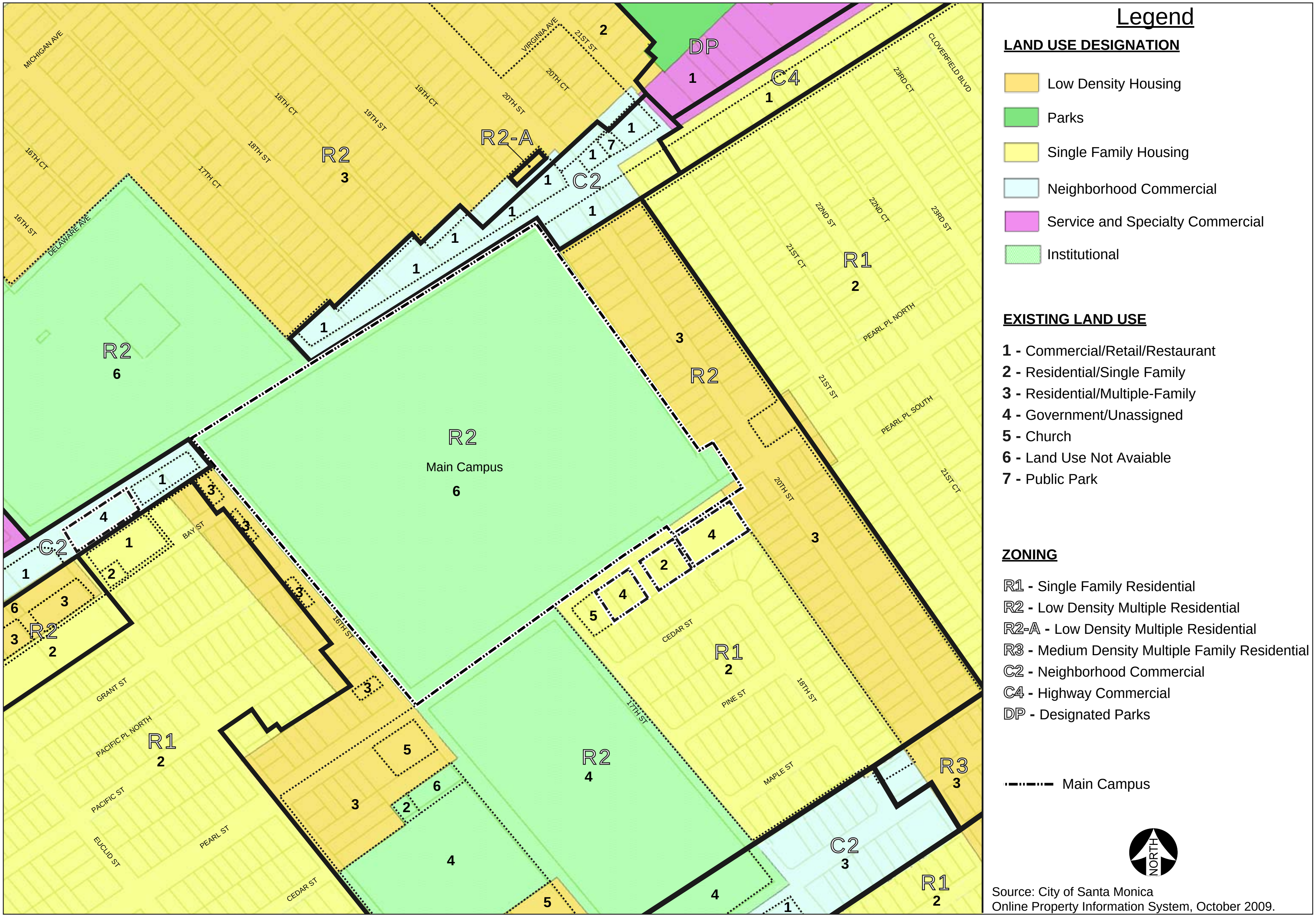
Policy 1.8.7: Allow a maximum height of 3 story (45 feet); 2.0 FAR. . On single parcels of 5 or more acres, allow up to six stories and 84 feet in height by site review.

Public Use

Objective 1.11: Provide land for parks and other public facilities adequate to meet future needs.

Policy 1.11.5: Retain all school sites that are needed to meet future educational facility needs.

No development standards are specified for public land outside of the Civic Center area.



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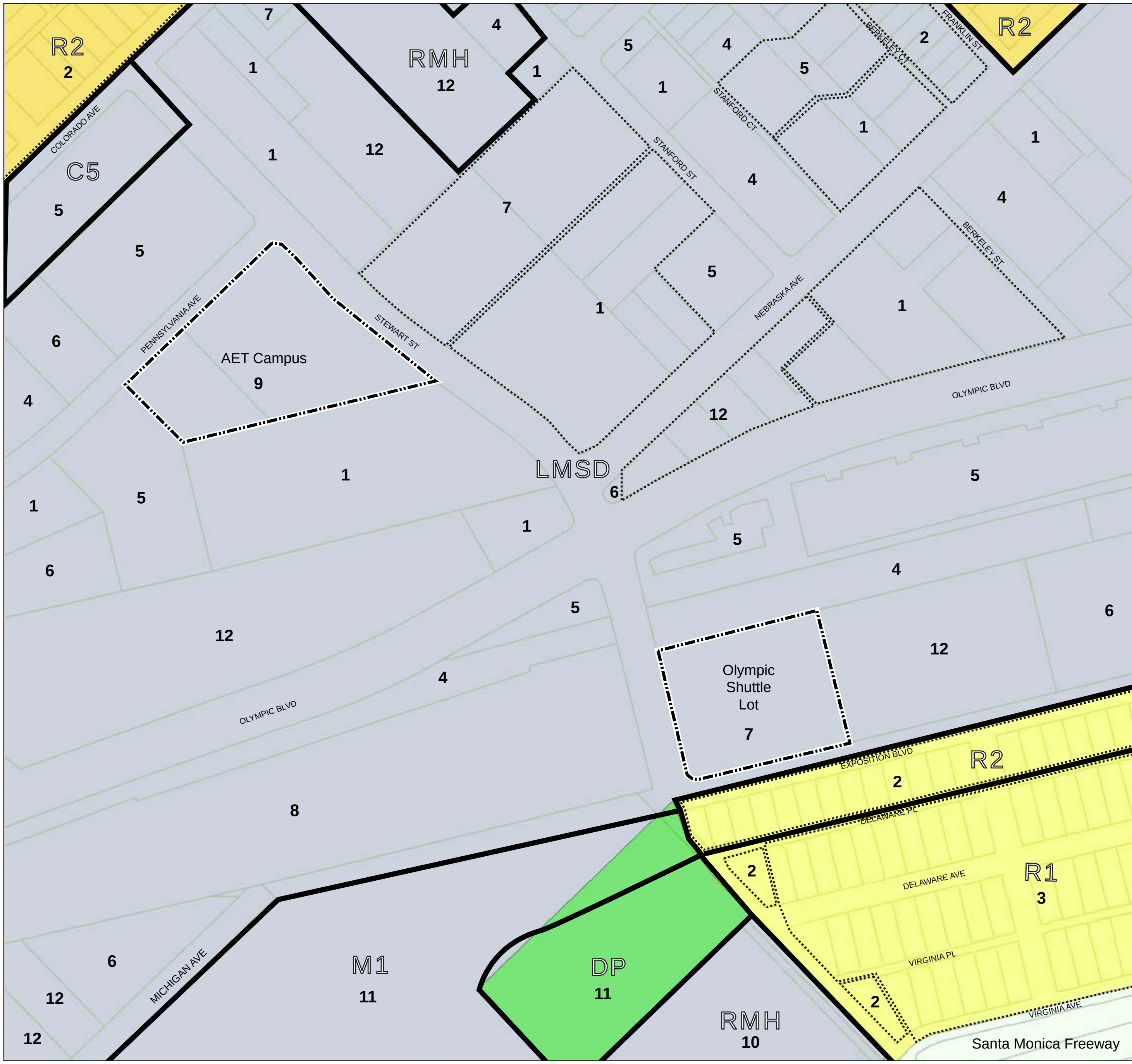
Environmental Planning and Research

Figure IV.F-1
Main Campus
Zoning and Land Use



Legend

LAND USE DESIGNATION

- Low Density Housing
- Parks
- Single Family Housing
- Special Office District

EXISTING LAND USE

1 - Light Manufacturing
2 - Residential/Multi Family
3 - Residential/Single Family
4 - Parking Lot
5 - Office Building
6 - Industrial Building/Vacant Land
7 - Utility/State Assessed Property
8 - Warehousing/Under 10,000 Sq. ft.
9 - Private School
10 - Mobile Home Park
11 - Government/Unassigned
12 - Land Use Not Available

ZONING

R1 - Single Family Residential
R2 - Low Density Multiple Residential
R4 - High Density Multiple Family Residential
RMH - Residential Mobile Home Park
C5 - Special Office Commercial
M1 - Industrial Conservation
LMSD - Light Manufacturing and Studio
DP - Designated Parks

AET Campus and Olympic Shuttle Lot

NORTH

Source: City of Santa Monica Online Property Information System, October 2009.

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Environmental Planning and Research

Figure IV.F-2
AET and Olympic Shuttle Lot
Zoning and Land Use

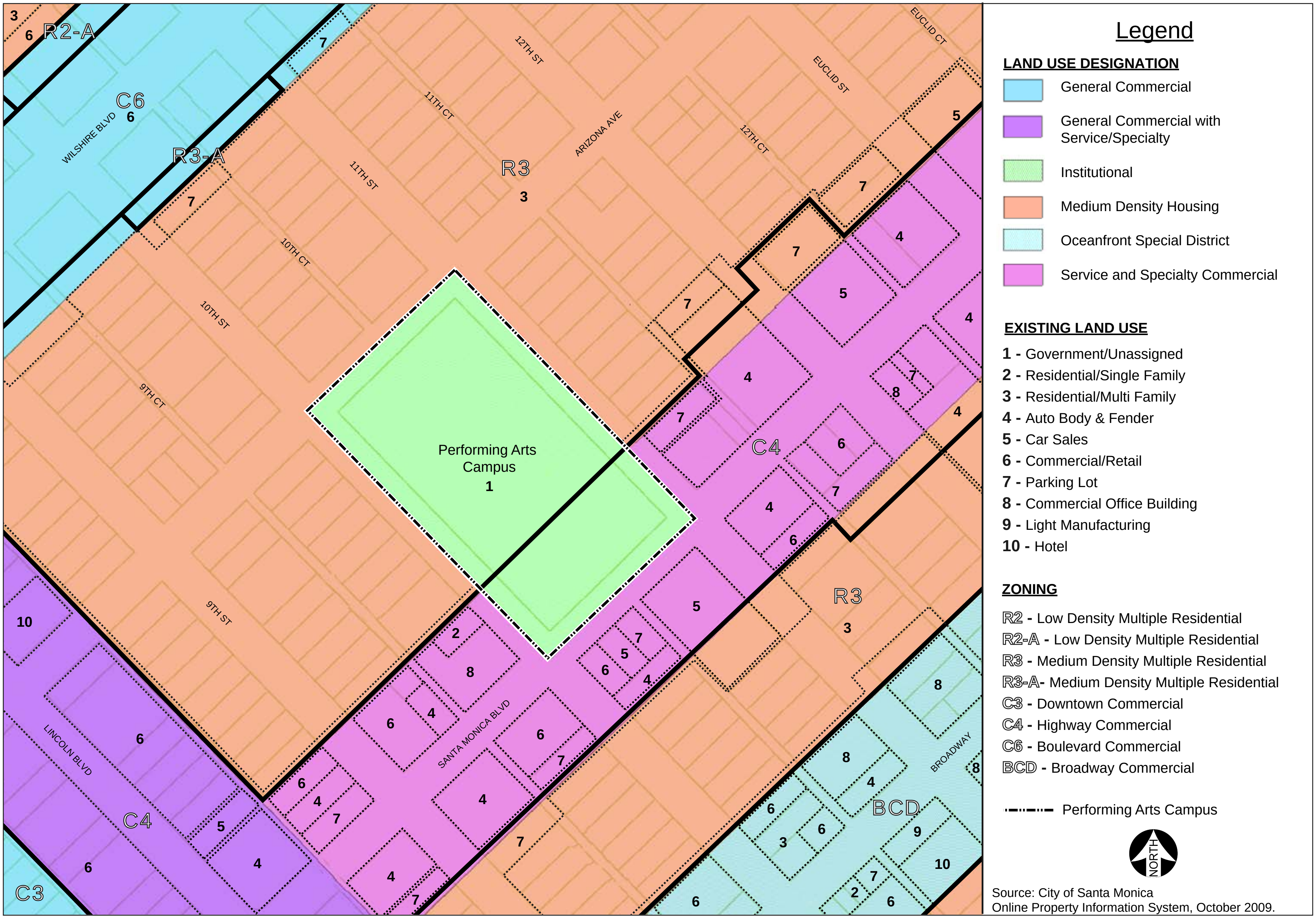

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Figure IV.F-3
Performing Arts Campus
Zoning and Land Use

Urban Design – Citywide Scale and Character

Policy 3.1.2: Encourage the maintenance of high aesthetic standards and architectural innovation consistent with the surrounding community and encourage large buildings to be of predominantly light color and materials that fit in with the existing context. Prohibit large expanses of highly reflective materials such as black glass or mirrored metal.

Urban Design – Special Office District

Policy 3.3.15: Reduce the visibility of surface parking, by requiring that buildings or landscaping form a specified percentage of the street façade on major arterials.

Urban Design – Commercial and Residential Areas

Policy 3.4.3: Require new development to provide streetscape and/or open space improvements which contribute to the overall public open space system. Open space requirements shall not exceed the project mitigation measures for projects subject to these mitigation measures.

Policy 3.4.4: Require landscaping of new surface parking lots both at the perimeter and in the interior of the lots.

Policy 3.4.5: Consistent with legitimate safety concerns, all exterior lighting shall be unobtrusive and constructed or located so that only the intended area is illuminated, long-range visibility is reduced, and off-site glare is minimized.

It should be noted that the City of Santa Monica is in the process of updating the LUCE and recently released the Draft LUCE Update for public review on November 24, 2009. While this Update is still in draft form and has not been adopted, the following is a brief summary of the draft language relevant to SMC. The Draft LUCE Update references SMC as a leader in the field of education and a community asset.[1] Because SMCCD is a separate and distinct public institution, the specified role of the Draft LUCE Update with respect to SMC is "supportive and advisory," rather than regulatory in nature.[2] In this capacity, the November 24, 2009 Draft LUCE Update classifies the SMC Main Campus and Performing Arts Campus as “Institutional/Public Lands.”[3] In this draft, the LUCE Update shows the AET Campus as part of the “Bergamot Transit Village” and the Olympic Shuttle Lot as “Mixed-Use Creative.”[4] The Draft LUCE Update articulates the opportunity for future collaboration between the SMCCD and the City,

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[1] *November 24, 2009 Draft LUCE p. 2.4-47.*

[2] *November 24, 2009 Draft LUCE p. 3.5-21.*

[3] *November 24, 2009 Draft LUCE p. 2.4-14, 2.4-47.*

[4] *November 24, 2009 Draft LUCE p. 2.6-29.*

which includes fostering SMC's campus modernization and renovation plans.[5] Moreover, the Draft LUCE Update specifically encourages and supports efforts to increase transit ridership, walking, and bicycling to SMC; endorses working cooperatively with SMC in developing and implementing effective transportation demand management (TDM) programs to reduce future automobile trips to and between the various campuses; and contemplates future reductions in existing City code parking standards to the extent they apply to the College.[6] Because the Draft LUCE Update has not yet been adopted, and when adopted will not be regulatory as to the College, it will not be discussed further in the remainder of this EIR's land use analysis of particular development standards. Instead, the focus will be on the current LUCE and Zoning Ordinance.

City of Santa Monica Zoning Ordinance

The Zoning Ordinance includes regulations for permitted uses, project design and development standards, parking requirements, application requirements, hearing procedures, and other information regarding land use and development in the City. As shown in Figures IV.F-1 and IV.F-3, the Main Campus and the Performing Arts Campus are located within the Public Lands Overlay Zoning District. The Main Campus has an underlying zoning classification of R2 (Low Density Multiple Residential) and the Performing Arts Campus has an underlying zoning classification of R3/C4 (Medium Density Multiple-Family Housing / Highway Commercial). As shown in Figure IV.F-2, the AET Campus and Olympic Shuttle Lot have a LMSD zoning classification (Light Manufacturing and Studio).

According to the City of Santa Monica Zoning Ordinance, the purpose of the Public Lands Overlay District is as follows (Zoning Section, Ordinance 9.04.08.36.010):

> *"The PL Overlay District is intended to provide adequate long term public institutional and open space opportunities for the entire community and to provide for the most efficient use and conservation of all public lands. The PL Overlay District is intended to assure the protection and preservation of natural open space, parks, beaches, and recreation areas, to retain school sites required to meet future educational needs, and to provide land for public parking. The PL Overlay District will allow for the future reuse of public lands so long as the City's and neighborhoods' need for parks and public open space, the neighborhood's recommendations for reuse, and the need for additional public revenue are considered, consistent with the goals, objectives, and policies of the General Plan. Any parcel classified as "PL" shall also be classified in a residential, commercial, or industrial district. (Prior code § 9031.1)."*

The PL Overlay District permits the following uses: all uses permitted within the district in which the parcel is located; beach concessions, cemeteries, open space, public beaches, parks, playgrounds and

[5] *November 24, 2009 Draft LUCE p. 3.5-23.*

[6] *November 24, 2009 Draft LUCE p. 2.4-47, 3.5-23.*

recreation facilities, public parking and public schools. Further, Section 9.04.08.36.060 of the Zoning Ordinance states that any redevelopment or change of use of a property in a PL Overlay District will require a Development Review Permit and must comply with the underlying district development standards. Thus, the Main Campus and Performing Arts Campus would be subject to the development standards of the R2 and R3/C4 zones, respectively.

Relevant R2 development standards include:

- Maximum building height is two stories, not to exceed 23 feet;
- Maximum parcel coverage is 50 percent of the parcel area for first floor and 90% of first floor for second floor;
- Minimum parcel size is five thousand square feet; and
- Setback requirements include a minimum required front yard setback of either 20 feet or comply with the minimum required front yard setback for the district as set forth on the Official Districting Map, a rear yard setback of fifteen feet and a side yard setback of approximately 8 feet.

Relevant R3 development standards include:

- Maximum building height is three stories, not to exceed 35 feet;
- Maximum parcel coverage is 50 percent of the parcel area for first story, 85% of first story for second story, and 60% of first story for third story;
- Minimum parcel size is five thousand square feet; and
- Setback requirements include a minimum required front yard setback of either 20 feet or comply with the minimum required front yard setback for the district as set forth on the Official Districting Map, a rear yard setback of fifteen feet and a side yard setback of approximately 8 feet.

Relevant C4 development standards include:

- Maximum building height is two stories, not to exceed 30 feet, with an FAR of between 1.5 and 0.80; and
- Minimum parcel size is seven thousand five hundred square feet.

According to the City of Santa Monica Zoning Ordinance, the purpose of the Light Manufacturing and Studio District is as follows (Zoning Section, Ordinance 9.04.08.35.010):

> *"The Light Manufacturing and Studio District is intended to preserve existing light industrial uses, provide a location for studio-related uses such as film and music production and post-production facilities uses, and provide opportunities for artist studio live/work residential development. The Light Manufacturing and Studio District is also designed to accommodate visual and performing arts studios and to provide for the preservation and expansion of existing schools. Allowable development intensity with this District is intended to be among the lowest in the City, consistent with the goals, objectives, and policies of the General Plan."*

Of the many permitted uses identified for the Light Manufacturing and Studio District, public or private schools existing prior to September, 1988 are permitted.

Relevant LMSD development standards include:

- Maximum building height is two stories, not to exceed 30 feet and maximum floor area ratio shall be 1.0; except that entertainment-related facilities may have up to four stories, not to exceed 45 feet;

- There shall be no limitation on the number of stories of any detached parking structure so long as the height does not exceed the number of feet permitted in the district; and

- The minimum lot size shall be fifteen thousand square feet.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

As noted above, an inconsistency between a proposed project and land use controls does not in itself mandate a finding of significance; rather, such an inconsistency is merely a factor to be considered in assessing the significance of proposed changes to the physical environment. The analysis of land use impacts considers both consistency of the project with adopted plans and policies that govern land use on the project site and the compatibility of proposed uses with adjacent land uses. A significant impact related to land use compatibility would result if the interface of physical and operational characteristics of the project is found to be substantially incompatible with the surrounding land uses. The determination of compatibility is based upon a survey of land uses in the area, in combination with the analysis of the physical development, construction and operational characteristics of the Proposed Project. A significant impact related to land use plan consistency might be indicated if a project is found to be in substantial conflict with either of the following, provided that conflict leads to an adverse physical effect on the environment:

- The land use designation set forth in the General Plan or relevant zoning regulations;

- The applicable goals, policies or objectives contained within the City of Santa Monica General Plan, regional plans or other adopted City plans.

Project Impacts

Land Use Compatibility

Consistency of Land Use Policy and Regulations

Regional Comprehensive Plan and Guide

The SMC campus system is located within the planning area of the SCAG. SCAG is the Southern California region's federally-designated metropolitan planning organization that has prepared a Regional Comprehensive Plan and Guide (RCPG) to address the issue of regional growth. The primary objective of the Santa Monica College Career and Educational Facilities Master Plan (2010 Update) is to update the 1998 Santa Monica College [Educational Facilities] Master Plan (as Amended in 2002, 2004 and 2007) goals and policies with respect to acquiring, planning, developing, and maintaining facilities and equipment to provide the best possible educational environment and promote the incorporation of sustainable resources. The purposes of the Proposed Project 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 improving the teaching of math, science, and technology; to identify program improvements for specific projects; and to obtain necessary project-specific approvals. As such, the Proposed Project is driven on the basis to accommodate existing and future demand for educational needs in the region. Therefore, the Proposed Project would not be considered growth-inducing. Accordingly, the Proposed Project would not interfere with any of the goals or policies identified in SCAG's regional planning documents and this impact would be less than significant.

City of Santa Monica Land Use and Circulation Element (LUCE)

The SMC Main Campus and Performing Arts Campus are classified as "Institutional" and placed within the "Public Land" category. The AET Campus and Olympic Shuttle Lot are located in the "Special Office District." These proposed uses of these sites are allowable and generally consistent with the designations of each site. The following discussion provides a point-by-point consistency analysis with respect to each of the respective land use policies and objectives for each land use designation.

Citywide Objective 1.2: *Ensure compatibility of adjacent land uses, with particular concern for protecting residential neighborhoods.*

Each identified campus associated with the Proposed Project is currently operational with education related uses under the direction of SMC in varying capacities. The Main Campus, Performing Arts Campus and AET Campus would include renovations and additional square footage to accommodate structural upgrades and expansion to accommodate existing educational programs at each site. As such, general campus operations for each site would essentially remain unchanged, although they could fluctuate in accordance with programmatic scheduling for each semester. The Olympic Shuttle Lot would include the transformation of an existing surface parking lot to an approximate 48,750 ASF educational building with 630 subterranean parking spaces. As noted previously, this campus is bordered by: office buildings along Olympic Boulevard and surface parking to the north, light manufacturing uses to the east fronting Exposition Boulevard, multi-family residential uses to the south across Exposition Boulevard, and warehouse, surface parking and public parkland to the south and east along Stewart Street. Structurally, the three story building has been sited and designed in a manner that is respectful to the adjacent land uses, specifically the residential uses to the south. The proposed structure is located on northern portion of the site (farthest possible location from the residential uses) and will not cast shadows on adjacent land uses for excessive periods of time and would not obstruct any scenic or panoramic viewsheds. Operational noise impacts are not expected to increase because the Proposed Project would relocate existing surface parking to a subterranean structure that would serve to screen noise related to vehicles accessing the campus (see Section IV.G, Noise). Therefore, the Proposed Project is considered substantially consistent with land use Objective 1.2, and the Proposed Project would ensure compatibility with adjacent land uses, including residential land uses.

Special Office District Policy 1.8.3: *Permit new public and private schools and encourage the preservation of existing schools. Permit new schools and the expansion of existing schools by conditional use permit only.*

The AET Campus and Olympic Shuttle Lot are located within the Special Office District. As mentioned previously, these campuses are currently being utilized and operated under the direction of SMC for education related uses. The Proposed Project would include the consolidation of related digital media programs in new and renovated facilities on the AET Campus and the long-range development planning for the Olympic Shuttle site. The Proposed Project would improve the uses at each campus thereby encouraging the preservation and long term utilization of the existing campuses.

Special Office District Policy 1.8.7: *Allow a maximum height of 3 stories (45 feet); 2.0 FAR.*

The AET Campus and Olympic Shuttle Lot both include buildings that would not exceed three stories. Based on an allowable FAR of 2.1:1, the permissible floor area at the AET Campus would be approximately 300,564 sf (based on 150,282 sf site area) and the Olympic Shuttle Lot would be allowed up to 204,819 sf (based on 102,409 sf site area). Under the Proposed Project, the AET Campus would include approximately 116,439 GSF (78,080 ASF), and the Olympic Shuttle Lot would include approximately 75,000 GSF (48,750 ASF). As such, the gross floor area developed under the Proposed Project would be consistent with the Special Office District's maximum height and FAR for the AET Campus and Olympic Shuttle Lot.

Public Use Policy 1.11.5: *Retain all school sites that are needed to meet future educational facility needs.*

The Proposed Project would not change the existing school uses at any campus in a manner that would render the site unusable as a school use. Therefore the Proposed Project would be consistent with Public

Use Policy 1.11.5. It should be noted that the Olympic Shuttle lot is presently used as surface parking for student commuters.

Urban Design – Citywide Scale and Character Policy 3.1.2: *Encourage the maintenance of high aesthetic standards and architectural innovation consistent with the surrounding community and encourage large buildings to be of predominantly light color and materials that fit in with the existing context. Prohibit large expanses of highly reflective materials such as black glass or mirrored metal.*

The Proposed Project is expected to improve the aesthetic character of the SMC Campuses and frontages by replacing views of outdated buildings, temporary modular buildings, and surface parking lots with views of new and updated buildings. The visual character of the sites would be enhanced by the proposed landscaping and open space as a part of the development. Furthermore, the proposed buildings would be designed in a contemporary architectural style, analogous to the existing structures on the campuses. Thus, the Master Plan would promote architectural consistency on the campuses and would modernize SMC's appearance within the community, consistent with the desired aesthetic image of the Santa Monica area. In addition, and as further discussed in Section IV.B, Aesthetics, the Master Plan would not cause excessive glare, nor result in a substantial increase in light or glare that would affect surrounding land uses. Thus, the Proposed Project would be compatible with the existing context and the surrounding community.

Urban Design – Special Office District Policy 3.3.15: *Reduce the visibility of surface parking, by requiring that buildings or landscaping form a specified percentage of the street façade on major arterials.*

The AET Campus would involve the relocation of existing surface parking to subterranean and structured parking. Similarly, the Olympic Shuttle Lot would introduce subterranean parking to a site that is currently surface parking. Both campuses would include landscaping, open space and appropriate setbacks from their respective Stewart Street frontages. As such, the Proposed Project would be consistent with this policy.

Urban Design – Commercial and Residential Areas Policy 3.4.3: *Require new development to provide streetscape and/or open space improvements which contribute to the overall public open space system. Open space requirements shall not exceed the project mitigation measures for projects subject to these mitigation measures.*

Urban Design – Commercial and Residential Areas Policy 3.4.4: *Require landscaping of new surface parking lots both at the perimeter and in the interior of the lots.*

The Main Campus and Performing Arts Campus are considered to be located in commercial and residential areas. The Proposed Project will involve renovation, new construction and demolition of facilities located on the Main Campus and Performing Arts Campus. These activities will not result in the loss or reduction of open space and would not substantially alter the public open space system. In addition, the streetscape and frontages would be improved for the Main Campus and Performing Arts Campus as compared to existing conditions. The visual character of each campus, including all parking areas, would be enhanced by the proposed landscaping plan. As such, the Proposed Project would be consistent with Policies 3.4.3 and 3.4.4.

Urban Design – Commercial and Residential Areas Policy 3.4.5: *Consistent with legitimate safety concerns, all exterior lighting shall be unobtrusive and constructed or located so that only the intended area is illuminated, long-range visibility is reduced, and off-site glare is minimized.*

Architectural lighting for the Proposed Project would be limited and designed to highlight architectural elements of the campuses. Security lighting would be installed as required to provide a secure environment in and around the campuses. All lighting features would be directed towards the interior of the campuses and directed away from the adjacent residential land uses. Architectural features on site would be softly up-lighted in a manner that will minimize glare and reflectivity onto adjacent properties. The trees, landscaping and proposed building orientation would further buffer light and glare from illuminating adjacent properties. Therefore, the Proposed Project would be compatible with Policy 3.4.5.

City of Santa Monica Zoning Code

As previously discussed, the Main Campus and the Performing Arts Campus are located within the Public Lands Overlay Zoning District. The Main Campus has an underlying zoning classification of R2 and the Performing Arts Campus has an underlying zoning classification of R3/C4. The PL Overlay District permits the following uses: all uses permitted within the district in which the parcel is located; beach concessions, cemeteries, open space, public beaches, parks, playgrounds and recreation facilities, public parking and public schools. As such, the proposed public school uses at the Main Campus and Performing Arts Campus would be consistent with the PL Overlay District. The Main Campus and Performing Arts Campus would be subject to the development standards of the R2 and R3/C4 zones, respectively.

With respect to the development standards at the Main Campus, the Proposed Project would introduce new structures to the campus that would exceed two levels and 23 feet as stated for the R2 zone. However, it should be noted that the proposed building heights, scale and massing would be consistent with several existing campus and nearby structures along the Pico Boulevard frontage. And, as described in more detail in Section IV.B, Aesthetics, the Proposed Project would have less than significant impacts related to visual character and design. As noted above, an inconsistency between a proposed project and land use controls does not in itself mandate a finding of significance; rather, such an inconsistency is merely a factor to be considered in assessing the significance of proposed changes to the physical environment. As discussed above, the height inconsistency with the R2 zone would not result an adverse physical effect on the environment. Furthermore, the technical zoning inconsistency would be resolved through SMC's utilization of Section 53094 of the California Government Code, which provides that school districts may override local zoning regulations. As such, impacts associated with the R2 zoning classification of the Main Campus would be considered less than significant.

With respect to the development standards at the Performing Arts Campus, the R3 zone limits building height to three stories, not to exceed 35 feet, and the C4 zone limits height not to exceed two stories and 30 feet. The existing theater on the campus includes a stepped roof plan with roof elevations of 14 feet, 31 feet, 56 feet and 70 feet. The 70 foot roof elevation occupies the overhead fly tower, an approximate 3,500 square foot building footprint area directly above the stage. Thus, existing campus structure currently exceeds the height limitations for the R3 zone. Under the Proposed Project, new structures proposed as part of the 2010 Update would reach up to three levels on site and could exceed 35 feet in both the R3 and C4 zones. However, as described in more detail in Section IV.B, Aesthetics, the Proposed Project would have less than significant impacts related to height, visual character and design. Thus, the height inconsistency with the R3 zone would not result an adverse physical effect on the environment. Furthermore, the technical zoning inconsistency would be resolved through SMC's utilization of Section 53094 of the California Government Code, which provides that school districts may override local zoning regulations. With respect to density, the PAC is located on a parcel sharing R3 and C4 zoning classifications. The R3 zone sets density standards by way of maximum parcel coverage and the C4 zone sets density standards through the application of an FAR. For the R3 zone, maximum parcel coverage is 50 percent of the parcel area for first story, 85% of first story for second story, and 60% of first story for third story. Maximum height is set at three stories.[7] The R3 portion of the PAC is approximately 143,750 sf. Thus, consistent with the R3 density standards, up to approximately 176,094 sf of floor area would be allowable on the R3 portion of the site. For the C4 zone, an FAR of 0.8 would be applicable to the PAC given its location along Santa Monica Boulevard. The C4 portion of the PAC is approximately 47,900 sf. Thus, up to approximately 38,320 sf of floor area would be allowable on the C4 portion of the site. Between the R3 and C4 zoning classifications on the PAC, up to a total of approximately 214,414 sf of floor area would be allowable under these development standards. The Proposed Project includes a net increase of approximately 93,722 GSF, and a future buildout total of 159,241 GSF for the PAC. As such, the Proposed Project would be within the allowable density for the PAC. In summary, impacts associated with the R3 and C4 zoning classifications of the PAC would be considered less than significant.

The AET Campus and Olympic Shuttle Lot have a LMSD zoning classification (Light Manufacturing and Studio District). According to the City of Santa Monica Zoning Ordinance, of the many permitted uses identified for the Light Manufacturing and Studio District, public or private schools existing prior to September, 1988 are permitted. SMC has existed prior to 1988 and the Proposed Project would continue to provide education related uses at the AET Campus and Olympic Shuttle Lot. As such, the Proposed Project would be consistent with permitted uses of the LMSD zone.

With respect to development standards at the AET Campus and Olympic Shuttle Lot, the maximum building height is two stories, not to exceed 30 feet; except that entertainment-related facilities may have up to four stories, not to exceed 45 feet. With respect to the AET Campus, the Proposed Project would include new structures up to three levels and would exceed 30 feet in height. This would be an increase

[7] *This assumes the Proposed Project would be considered a Preferred Permitted Project.*

in building height compared to existing conditions currently on the campus, but may be considered an entertainment-related facility given the KCRW studio and the entertainment oriented instruction. The Olympic Shuttle Lot would also introduce a new three level structure to the campus and it would also exceed 30 feet in height. However, as described in more detail in Section IV.B, Aesthetics, the Proposed Project would have less than significant impacts related to height, visual character and design. Thus, this height inconsistency would not result an adverse physical effect on the environment. Furthermore, this technical inconsistency would be resolved through SMC's utilization of Section 53094 of the California Government Code, which provides that school districts may override local zoning regulations. With respect to density, the AET Campus and Olympic Shuttle Lot are located on parcels with LMSD zoning classifications. Both campuses would be subject to an FAR of 1.0. The AET Campus is approximately 152,460 sf in size, and thus, approximately 152,460 sf of floor area would be allowable. The Olympic Shuttle Lot is approximately 108,900 sf in size, and thus approximately 108,900 sf of floor area would be allowable. The Proposed Project would result in the total buildout of approximately of 116,439 GSF for the AET Campus and 75,000 GSF for the Olympic Shuttle Lot. Thus, the Proposed Project would be within the allowable densities for the AET Campus Olympic Shuttle Lot. In summary, impacts associated with the LMSD zone would be considered less than significant.

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the proposed project site would result in land use incompatibility impacts in conjunction with the impacts of the proposed project. However, development of each related project would be subject to all adopted plans and regulations. Based upon the information available regarding the related projects, it is reasonable to assume that the related projects under consideration in the surrounding community would implement and conform to local and regional planning goals and policies. Therefore, development of the Proposed Project would not result in a significant cumulative land use impact.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in less than significant impacts associated with land use and planning.

IV. ENVIRONMENTAL IMPACT ANALYSIS
G. NOISE/VIBRATION

ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV.F-1, Representative Environmental Noise Levels, illustrates representative noise levels in the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, some of these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent energy noise level (L_{eq}) is a measure of ambient noise, while the day-night average level (L_{dn}) and community noise exposure level (CNEL) are measures of community noise. These and other measurement scales used in this analysis are as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{dn}, the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- CNEL is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

- L_{min} expresses a measurement of the minimum instantaneous noise level experienced during a given period of time.

- L_{max} expresses a measurement of the maximum instantaneous noise level experienced during a given period of time.

Table IV.G-1

Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of low to moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but in many cases people will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA is generally perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level drops off by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources drops off by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[1]

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background

[1] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table IV.F-2, Human Response to Different Levels of Groundborne Vibration.

Table IV.G-2

Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Railroad Administration, 1998.

Regulatory Framework

Federal

The Federal Railway Administration has developed vibration impact thresholds for noise-sensitive buildings, residences, and institutional land uses. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences and daycare facility) and 83 VdB at institutional buildings (e.g., schools and churches). These thresholds apply to conditions where there are an infrequent number of events per day.[2]

State

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new multi-family dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

[2] *"Infrequent events" is defined by the Federal Railroad Administration as being fewer than 70 vibration events per day.*

Local

City of Santa Monica

The City of Santa Monica is the local agency responsible for adopting and implementing policies as they relate to noise levels and its effect on land uses within its jurisdiction. Both acceptable and unacceptable noise levels associated with construction activities, roadway noise levels and ambient noise levels must all be defined and quantified. The City of Santa Monica has ordinances and enforcement practices that apply to intrusive noise as well as ones that guide new construction. With respect to construction noise, land uses are subject Sections 4.12.110 and 4.12.060 of the City of Santa Monica Municipal Code (SMMC). SMMC Section 4.12.110 states the noise created by construction activity shall not cause: (1) The equivalent noise level to exceed the noise standards specified in Section 4.12.060, for the noise zone where the measurement is taken, plus twenty dBA, or (2) A maximum instantaneous A-weighted, slow sound pressure level to exceed the decibel limits specified in Section 4.12.060 for the noise zone where the measurement is taken plus forty dBA, for any period of time. Section 4.12.110 (d) states: any construction activities that exceed the noise levels established in subsection (1) above shall occur between the hours of ten a.m. and three p.m., Monday through Friday. Table IV.G-3, below, shows the allowable exterior noise levels for each zone.

Table IV.G-3
Allowable Exterior Noise Levels

Noise Zone	Time Interval	Allowable Exterior Noise Equivalent Level
I-Residential	Monday through Friday: 12 a.m. to 7 a.m. and from 10 p.m. to 12 a.m.	50 dBA
	7 a.m. to 10 p.m.	60 dBA
	Saturday and Sunday: 12 a.m. to 8 a.m. and from 10 p.m. to 12 a.m.	50 dBA
	8 a.m. to 10 p.m.	60 dBA
II-Commercial	All Days of the Week 12 a.m. to 7 a.m. and from 10 p.m. to 12 a.m.	60 dBA
	7 a.m. to 10 p.m.	65 dBA
III-Industrial	Anytime	70 dBA

Source: City of Santa Monica Municipal Code.

With respect to operational noise, the Noise Element of the City of Santa Monica General Plan and Noise Ordinance set forth sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance to the peace, and legal remedies for violations. The standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. Table IV.G-4 lists the noise/land use compatibility guidelines for land uses.

In accordance with the Noise Element, a 60 dB CNEL exposure is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are normally unacceptable for sensitive receptors except in unusual circumstances.

Table IV.G-4
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable [a]	Conditionally Acceptable [b]	Normally Unacceptable	Clearly Unacceptable [d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*
[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Noise Control, California Department of Health Services (DHS).

Existing Ambient Daytime Noise Levels

Under the SMC Facilities Master Plan 2010 Update ("The Master Plan"), four different campuses have been identified to include construction activities. These include the Main Campus located at 1900 Pico Boulevard, the Academy of Entertainment and Technology Campus (AET) at 1660 Stewart Street, the Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, and the Performing Arts Campus (PAC) located at 1310 11th Street. All properties are located in the City of Santa

Monica and the surrounding areas are characterized by urban development consisting mostly of commercial and residential land uses.

To establish baseline noise conditions within the vicinity of the identified campuses, existing daytime noise levels were documented by taking noise measurements at five locations for the Main Campus, one location at the AET Campus, one location at the Olympic Shuttle Lot, and four locations at the PAC. Figures IV.G-1 through IV.G-3, below, illustrate the noise monitoring locations and the identified sensitive receptors within the vicinity of each campus. These noise measurements were taken on November 20, 2009 from approximately 10:30 a.m. to 3:00 p.m. The 15-minute average noise levels measured at each of these locations are identified in Table IV.G-5, which are characteristic of an urban environment.

Table IV.G-5
Existing Ambient Daytime Noise Levels in the Vicinity of the Master Plan

Location Number	Noise Measurement Location	Primary Noise Source	Noise Level Statistics		
			L_{eq}	L_{min}	L_{max}
Main Campus					
1	Sidewalk in front of residential building on Pico Blvd.	Moderate traffic on Pico Blvd.; pedestrians on sidewalk and parking lot going into stores.	70.0	54.4	87.2
2	Lot 1 on main campus, near entrance from Pearl Street, by Student Support Services building and wall that divides parking lot from alleyway.	Light traffic on Pearl Street and Lot 1; HVAC from Student Support Services Building.	55.6	45.5	70.7
3	Sidewalk in front of residential unit on 1728 Pearl Street, between International Education Counseling building and School Relations/Outreach building.	Light traffic on Pearl Street; pedestrians on sidewalk.	60.9	48.8	81.1
4	Sidewalk on Pearl Street in front of John Adams Middle School campus.	Light traffic on Pearl Street; students from John Adams Middle School.	62.3	49.6	78.9
5	Sidewalk on 16th Street, in front of residential building, facing the Corsair Stadium bleachers.	Light traffic on 16th Street; few pedestrians.	59.9	45.3	74.8
Academy of Entertainment and Technology & Olympic Shuttle Lot					
6	Middle of parking lot in front of AET building.	HVAC on building to the south of parking lot.	55.1	50.8	66.4
7	Sidewalk on Exposition Blvd. in front of residences, facing Olympic Shuttle Parking Lot.	Light traffic on Exposition Blvd. and Stewart St.; few pedestrians.	57.6	46.3	71.4
Performing Arts Campus					
8	Sidewalk on 10th Street, in front of residential building.	Light traffic on 10th Street.	59.5	47.7	77.4
9	Sidewalk on Santa Monica Blvd., in front of auto dealership, facing parking lot.	Moderate traffic on Santa Monica Blvd.; air hose in auto dealership.	78.3	53.2	102.7
10	Sidewalk on 11th Street, in front of residential building.	Light traffic on 11th Street.	64.1	47.4	73.8
11	Sidewalk on Arizona Avenue, in front of residential building.	Light traffic on Arizona Avenue.	61.0	46.4	74.1
Source: Christopher A. Joseph and Associates, November 2009.					

Legend

- Noise Monitoring Locations
- Sensitive Receptor Locations
- Main Campus
- Project Site

Source: Santa Monica College, 2007; Christopher A. Joseph & Associates, 2010.

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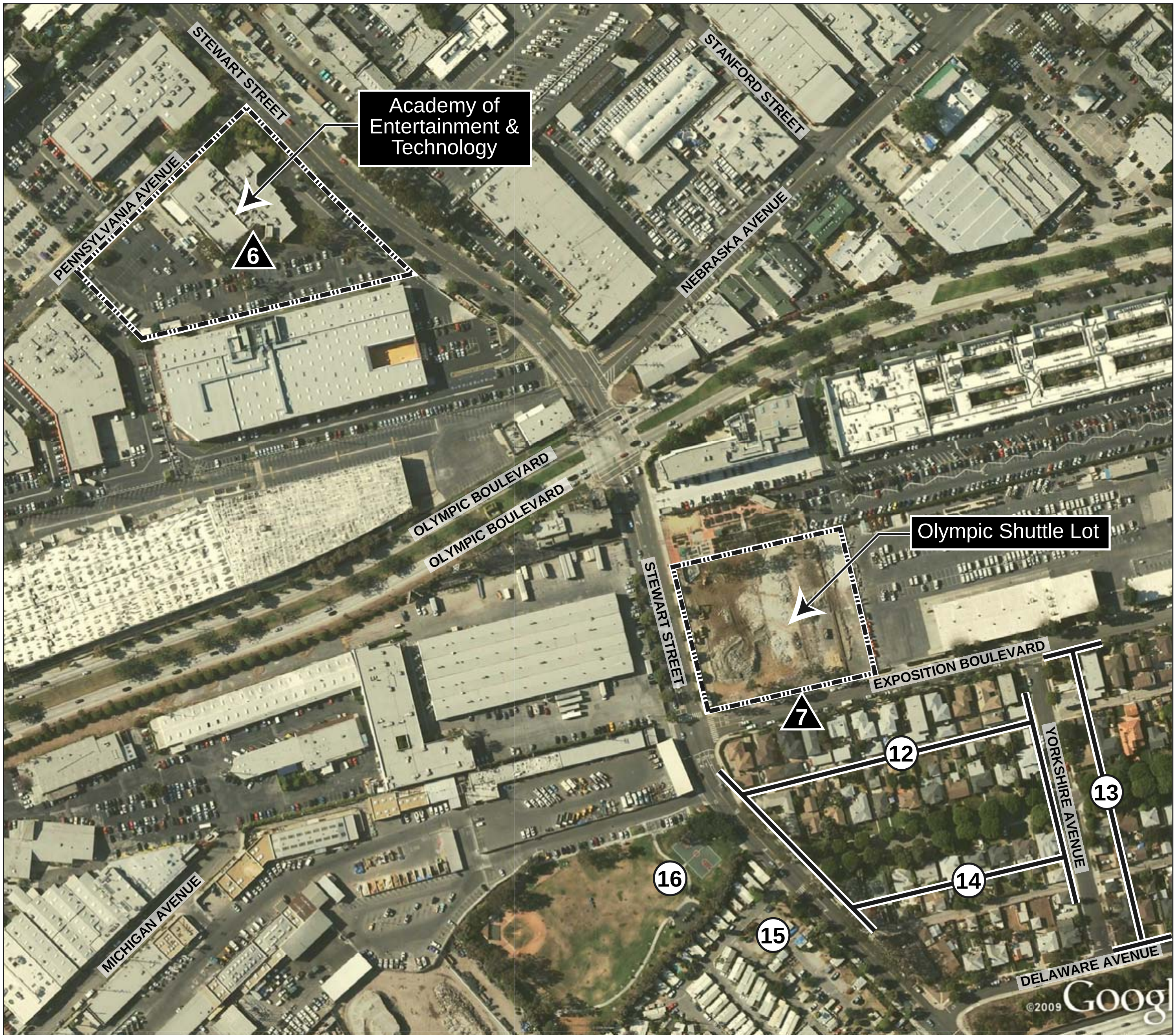
Environmental Planning and Research

Figure IV.G-1
Noise Monitoring and
Sensitive Receptor Locations Map
Main Campus



Legend

- # Noise Monitoring Locations
- (#) Sensitive Receptor Locations
- Academy of Entertainment & Technology and Olympic Shuttle Lot

NORTH

0 200 400
Scale (Feet)

Source: Google Earth Pro, 2009; Christopher A. Joseph & Associates, 2010.

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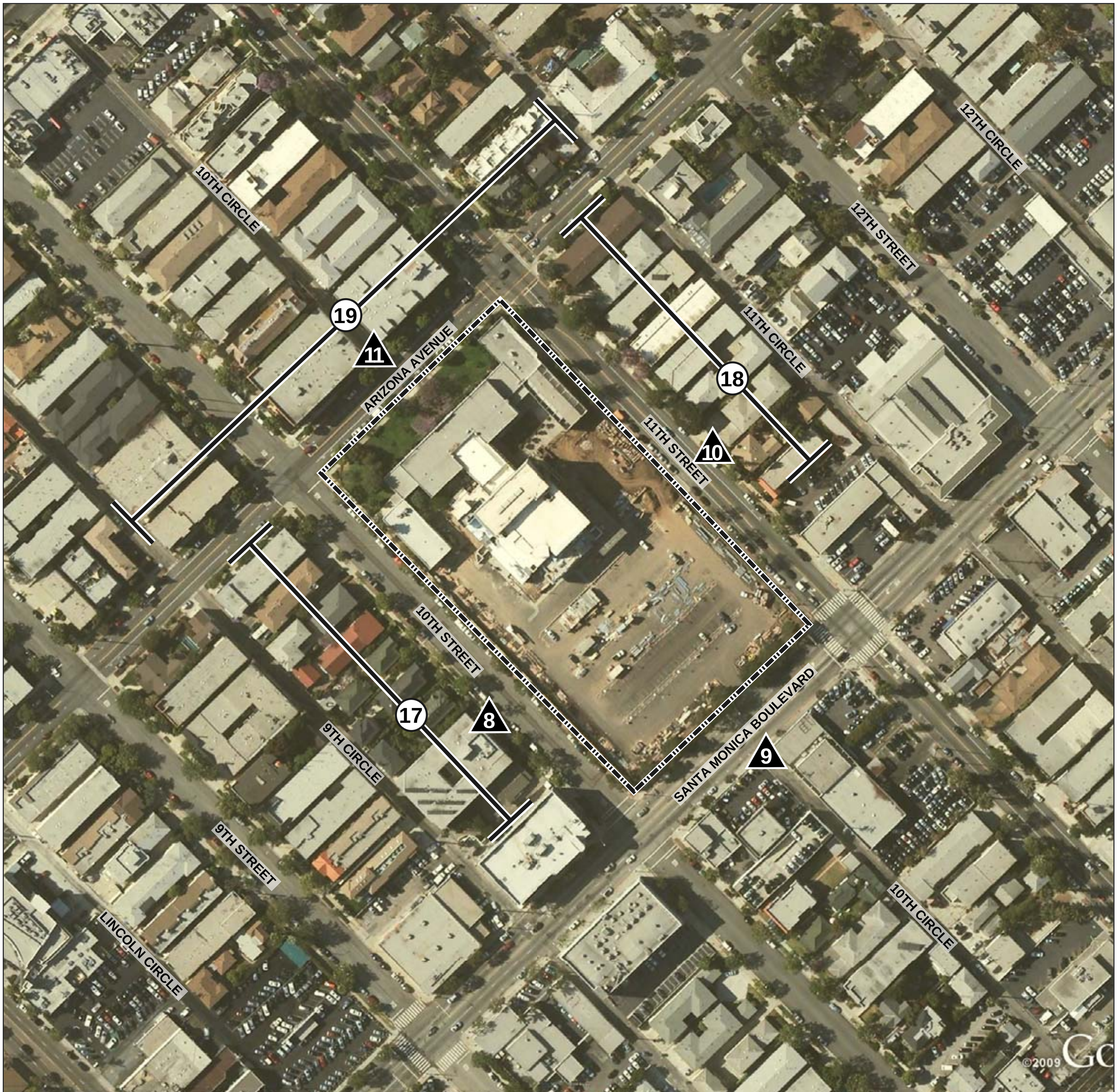
Environmental Planning and Research

Figure IV.G-2
Noise Monitoring and Sensitive Receptor Location Map
Academy of Entertainment & Technology and Olympic Shuttle Lot



Legend

- Noise Monitoring Locations
- Sensitive Receptor Locations
- Performing Arts Campus

NORTH

0 200 400
Scale (Feet)

Source: Google Earth Pro, 2009; Christopher A. Joseph & Associates, 2010.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.G-3
Noise Monitoring and
Sensitive Receptor Locations Map
Performing Arts Campus

As shown in Table IV.G-6, below, existing 24-hour roadway noise levels were also calculated for existing uses located along roadways in the vicinity of the identified campuses.

Table IV.G-6
Existing Roadway Noise Levels at Locations Off Site

Roadway	Roadway Segment	Land Use	24-Hour CNEL[a]
Main Campus Vicinity			
Pico Boulevard	Between 17th Ct. & 18th St.	Residential/commercial	69.6
	Between 18th St. & 18th Ct.	Residential/commercial	69.6
	Between 18th Ct. & 19th St.	Residential/Commercial	69.7
Pearl Street	Between 17th St. & 20th St.	Residential	61.8
	Between 20th St. & 21st St.	Residential	60.9
20th Street	North of Pearl St.	Residential	63.1
	South of Pearl St.	Residential	61.2
AET Campus Vicinity			
Stewart Street	Between Pennsylvania Ave & Colorado Ave.	Light manufacturing/office	64.8
	Between Pennsylvania Ave & Nebraska Ave.	Light manufacturing/office	65.3
Pennsylvania Avenue	Between 26th St. & Stewart St.	Light manufacturing/office	58.4
Olympic Shuttle Lot Vicinity			
Stewart Street	Between Nebraska Ave. & Olympic Blvd.	Light manufacturing/office	65.4
	Between Olympic Blvd. & Exposition blvd.	Light manufacturing/office	65.8
	Between Exposition Blvd. & Virginia Ave.	Residential/park/commercial	65.3
Olympic Boulevard	Between 26th St. & Stewart St.	Light manufacturing/office	71.9
	Between Stewart St. & Centinela Ave.	Light manufacturing/office	72.1
Exposition Boulevard	Between Stewart St. & Yorkshire Ave.	Light manufacturing/residential	57.7
Performing Arts Campus Vicinity			
10th Street	Between Arizona Ave. & Santa Monica Blvd	Residential/commercial	53.1
	Between Santa Monica Blvd & Broadway St.	Residential/commercial	53.6
Santa Monica Blvd.	Between 9th St. & 10th St.	Commercial	66.3
	Between 10th St. & 11th St.	Commercial	66.0
	Between 11th St. & 12th St.	Commercial	66.4
11th Street	Between Wilshire Blvd. & Arizona Ave.	Residential/commercial	62.2
	Between Arizona Ave. & Santa Monica Blvd	Residential/commercial	62.7
	Between Santa Monica Blvd & Broadway St.	Residential/Commercial	63.2

[a] *Noise levels are calculated for the nearest edge of the nearest existing building to the roadway.*
Source: Christopher A. Joseph & Associates, 2010. Calculation data and results are provided in Appendix D.

This task was accomplished using the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108) to evaluate existing and future noise levels at and around the campus locations due to vehicle traffic. This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. Traffic volumes utilized as data inputs in the noise prediction model were derived from the Project Traffic Study contained in Appendix D to this Draft EIR.

Existing Groundborne Vibration Levels

Aside from seismic events, the greatest regular source of groundborne vibration at the campuses and immediate vicinity is from roadway truck and bus traffic. These trucks and buses typically generate groundborne vibration velocity levels of approximately 63 VdB. These levels could reach approximately 72 VdB where trucks and buses pass over bumps in the road.[3]

ENVIRONMENTAL IMPACTS

Methodology

Implementation of the Proposed Project could result in the introduction of noise levels that may exceed permitted City noise levels. The primary sources of noise associated with the Proposed Project would be construction activities at and around the identified campus locations and project-related traffic volumes associated with operation of the project. Secondary sources of noise would include new stationary sources (such as heating, ventilation, and air conditioning units) and increased human activity throughout the SMC campuses identified with the Proposed Project. The net increase in project noise levels generated by these activities and other sources have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance.

Aside from noise levels, groundborne vibration would also be generated during the construction phase of the project by various construction equipment. Thus, the groundborne vibration levels generated by these sources have also been compared to applicable thresholds of significance.

Construction Noise Levels

Construction noise levels were estimated by data published by the U.S. Environmental Protection Agency (USEPA). Potential noise levels are identified for offsite locations that are sensitive to noise, including existing residences.

Roadway Noise Levels

Roadway noise levels have been calculated for selected study street segments around the identified campuses of the Proposed Project. As previously noted, The noise levels were calculated using the

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[3] *Harris Miller Miller Hanson, Transit Noise and Vibration Impact Assessment, May 2006.*

FHWA Model and have been modified to reflect average vehicle noise rates identified for California by Caltrans.

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant noise impact may occur if the project would result in any of the following conditions:

(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; or

(f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

None of the identified campuses is located within the Santa Monica Airport Influence Area as designated by the Los Angeles County Airport Land Use Commission Maps. As such, the Proposed Project would not have potential to expose students and employees to excessive noise levels from airport-related land uses, resulting in a potentially significant impact. Therefore, no further analysis of this issue is warranted. In addition, none of the campuses is located in the vicinity of a private airstrip. No impact would occur, and no further analysis is required.

Construction-related impacts would be significant if the Proposed Project results in exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The State CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." Section 4.12.070 of the Santa Monica Municipal Code addresses vibration during construction activities, and it states: "*The vibration caused by construction activity, moving vehicles, trains, and aircraft shall be exempt from this Section.*"

With respect to operational noise, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL.

Project Impacts

Construction Noise

Construction activities would occur at the Santa Monica College Main Campus (Main Campus), Academy of Entertainment and Technology Campus (AET), the Olympic Shuttle lot, and the SMC Performing Arts Campus. The Proposed Project involves the construction of approximately 243,626 gross square feet of additional building area as compared to the existing campus baseline development and the demolition of approximately 227,020 square feet. Activities associated with demolition, site grading, building construction, paving, and architectural coating would generate construction-related noise increases on and around the identified campuses. Overall, construction activities at the campuses would occur between July 2011 and September 2016. See also Figures IV.G-1 through G-3, above, which illustrate the proposed construction sites and adjacent noise-sensitive receptors.

The U.S. EPA has compiled data regarding the noise generating characteristics of typical construction activities. These data are presented in Table IV.G-7, Typical Outdoor Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

Table IV.G-7
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74
Source: U.S. EPA, 1971.				

Anticipated construction noise levels for the Proposed Project were evaluated against Sections 4.12.110 and 4.12.060 of the City of Santa Monica Municipal Code. SMMC Section 4.12.110 states the noise created by construction activity shall not cause: (1) The equivalent noise level to exceed the noise standards specified in Section 4.12.060, for the noise zone where the measurement is taken, plus twenty dBA, or (2) A maximum instantaneous A-weighted, slow sound pressure level to exceed the decibel limits specified in Section 4.12.060 for the noise zone where the measurement is taken plus forty dBA, for any period of time. Section 4.12.110 (d) states: any construction activities that exceed the noise levels established in subsection (1) above shall occur between the hours of ten a.m. and three p.m., Monday through Friday.

As shown previously in Table IV.G-3, the Main Campus, the Olympic Shuttle Lot, and Performing Arts Campus are considered to be located in Noise Zone I (60 dBA), while the AET Campus is located in Noise Zone III (70 dBA). Accordingly, the Proposed Project would be permitted to increase the equivalent noise level by up to 20 dBA, totaling 80 dBA during construction activities located at the Main Campus, Olympic Shuttle Lot, and Performing Arts Campus. And, construction at the AET Campus would be permitted to increase the equivalent noise level by up to 20 dBA, totaling 90 dBA during construction activities. Any construction activities that exceed the equivalent noise level of 80 dBA shall occur between the hours of ten a.m. and three p.m., Monday through Friday. In addition, maximum instantaneous A-weighted slow sound pressure levels would be permitted to reach up to 100 dBA and 110 dBA for the above locations, respectively. The noise regulation also limits construction noise to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, 9:00 a.m. to 5:00 p.m. on Saturday, and does not allow construction noise on Sundays or national holidays.

Construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used, which changes during the course of the construction period. Construction noise tends to occur in discrete phases dominated initially by earth-moving sources and later for finish construction. As shown in table IV.G-7, heavy equipment noise can reach up to 86 dBA at 50 feet from the source when the equipment is operating at typical loads. Most heavy equipment operates with varying load cycles over any extended period of time. Table IV.G-8, below, includes calculations which estimate potential construction noise levels that could be experienced by adjacent sensitive receptors near the identified campus locations. Construction noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and receptor, and presence or absence of barriers between the noise source and receptor. For the purposes of this analysis, it is assumed that peak construction equipment would generate noise levels of approximately 86 dBA at a distance of 50 feet.

Based on the calculations provided below, maximum construction-related noise levels would not result in increases above 40 dBA indicated for Noise Zone I or III (totaling 100 and 110 dBA, respectively) as stated under the City of Santa Monica Municipal Code. However, as shown, the Proposed Project would increase the equivalent noise level by more than 20 dBA, totaling 80 dBA during construction activities located at in Noise Zone I (the Main Campus, Olympic Shuttle Lot, and Performing Arts Campus). Nevertheless, as provided in SMMC Section 4.12.110 (d), any construction activities that exceed the noise levels established in subsection (1) shall occur between the hours of ten a.m. and three p.m.

Table IV.G-8
Approximate Noise Levels at Adjacent Sensitive Uses During Construction

Sensitive Receptor Location[a]	Sensitive Use	Approximate Distance to Project Site	Noise Levels (dBA)[b]
Main Campus (Noise Zone I)			
1	SMC Main Campus Uses	10 feet	86
2	Residential uses on Pico Boulevard	85 feet	81
3	Religious institution on Pico Boulevard	85 feet	81
4	Residential uses on Pico Boulevard	270 feet	71
5	Residential uses along 20th Street	40 feet	88
6	Residential uses along Pearl Street	40 feet	88
7	Residential uses & SMC uses along Pearl Street	90 feet	81
8	Religious institution on Pearl Street	90 feet	81
9	John Adams Middle School	90 feet	81
10	Religious institution on Pearl Street	100 feet	80
11	Residential uses along 16th Street	60 feet	84
Olympic Shuttle Lot (Noise Zone I)			
12	Residential uses along Exposition Boulevard	60 feet	84
13	Residential uses along Yorkshire Avenue	340 feet	69
14	Residential uses along Delaware Avenue	340 feet	69
15	Residential uses along Stewart Street	300 feet	70
16	Stewart Street Park	200 feet	74
Performing Arts Campus (Noise Zone I)			
17	Residential uses along 10th Street	70 feet	83
18	Residential uses along 11th Street	70 feet	83
19	Residential uses along Arizona Avenue	70 feet	83

[a] This number corresponds to the number displayed on Figure IV-3.
[b] These noise levels were calculated based on the following: Leq = Leq at 50 ft. – 20 Log(D/50), where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, Leq at 50 ft.= noise level of source at 50 feet. Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report.
Table Source: Christopher A. Joseph & Associates, January 2010.

Additionally, it should be noted that these noise levels would be temporary in nature and would cease after the Proposed Project is constructed. Furthermore, the Proposed Project would include a construction fence with screening around the perimeter of the Project Site during construction activities which would also help to reduce noise levels at surrounding uses. As such, it is anticipated that construction-related noise impacts at adjacent sensitive receptors would be less than significant. And, mitigation measures are provided to ensure that potential construction-related noise impacts would remain less than significant.

Construction-Related Groundborne Vibration

Section 4.12.070 of the Santa Monica Municipal Code addresses vibration during construction activities, and it states: *"The vibration caused by construction activity, moving vehicles, trains, and aircraft shall be* *exempt from this Section."* As discussed above, the Proposed Project would involve typical construction activities associated with standard development projects involving demolition and building construction. And, as stated above, potential noise-related impacts would be reduced to less-than-significant levels with the implementation of the identified mitigation measures. Accordingly, as construction-related groundborne vibration is related to the amount of construction noise generated, it can be anticipated that the noise mitigation measures would also serve to reduce groundborne vibration levels. The Proposed Project would be consistent with the Santa Monica Municipal Code regarding vibration, and the Proposed Project's inclusion of noise mitigation measures will also reduce potential vibration impacts. Therefore, impacts would be considered less than significant.

Operational Noise

Traffic Noise

During the Proposed Project's operational phase, noise would primarily be generated by traffic associated with implementation of the Master Plan. The Proposed Project's mobile noise impacts were assessed based on the peak hour traffic volumes for existing conditions (2009), future cumulative without project conditions (2017), and future cumulative with project conditions (2017). See Section IV.J, Transportation and Traffic for complete details of traffic assumptions and methodology. The expected net increases in ambient noise levels at each modeled street segment upon completion of the Master Plan in 2017 are shown in Table IV.G-9. As can be seen in Table IV.G-9, project traffic would not increase the ambient noise level at any intersection by more than 3 dBA. In fact, the largest noise increase of 1.6 dBA at Pennsylvania Avenue is considered to be barely perceptible to the human ear. Therefore, project impacts associated with a permanent increase in ambient noise levels to the surrounding noise environment from mobile noise sources would be less than significant.

On-Site Non-Vehicular Noise

The Proposed project would include new and renovated structures at the Main Campus, AET Campus, Olympic Shuttle Lot Campus and Performing Arts Campus. It is expected that each use 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 structures. The design of these on-site HVAC units and exhaust fans would be required to comply with Mitigation Measure G-8, below.. Thus, the 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. As such, potential noise impacts from such equipment would be less than significant.

Table IV.G-9
Project Roadway Noise Impacts Associated With the Project

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Future Without Project Traffic Volumes	Future With Project Traffic Volumes	Increase	Significance Threshold[a]
Main Campus Vicinity					
Pico Boulevard	Between 17th Ct. & 18th St.	70.7	70.7	0.0	3.0
	Between 18th St. & 18th Ct.	70.7	70.8	0.1	3.0
	Between 18th Ct. & 19th St.	70.8	70.8	0.0	3.0
Pearl Street	Between 17th St. & 20th St.	62.7	62.8	0.1	3.0
	Between 20th St. & 21st St.	61.6	61.6	0.0	3.0
20th Street	North of Pearl St.	64.2	64.2	0.0	3.0
	South of Pearl St.	62.4	62.4	0.0	3.0
AET Campus Vicinity					
Stewart Street	Between Pennsylvania Ave & Colorado Ave.	65.4	65.5	0.1	3.0
	Between Pennsylvania Ave & Nebraska Ave.	65.9	66.1	0.2	3.0
Pennsylvania Avenue	Between 26th St. & Stewart St.	58.7	60.3	1.6	3.0
Olympic Shuttle Lot Vicinity					
Stewart Street	Between Nebraska Ave. & Olympic Blvd.	66.1	66.1	0.0	3.0
	Between Olympic Blvd. & Exposition blvd.	66.6	66.8	0.2	3.0
	Between Exposition Blvd. & Virginia Ave.	66.3	66.4	0.1	3.0
Olympic Boulevard	Between 26th St. & Stewart St.	72.7	72.9	0.2	3.0
	Between Stewart St. & Centinela Ave.	73.1	73.3	0.2	3.0
Exposition Boulevard	Between Stewart St. & Yorkshire Ave.	58.9	59.2	0.3	3.0
Performing Arts Campus Vicinity					
10th Street	Between Arizona Ave. & Santa Monica Blvd	53.5	53.5	0.0	3.0
	Between Santa Monica Blvd & Broadway St.	53.4	53.9	0.5	3.0
Santa Monica Blvd.	Between 9th St. & 10th St.	67.8	67.9	0.1	3.0
	Between 10th St. & 11th St.	68.2	68.4	0.2	3.0
	Between 11th St. & 12th St.	68.5	68.7	0.2	3.0
11th Street	Between Wilshire Blvd. & Arizona Ave.	62.6	62.7	0.1	3.0
	Between Arizona Ave. & Santa Monica Blvd	63.1	63.3	0.2	3.0
	Between Santa Monica Blvd & Broadway St.	63.7	63.9	0.2	3.0

[a] *A project would normally have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL.*
Source: Christopher A. Joseph & Associates, January 2010. Calculation data and results are provided in Appendix D.

Parking-Related Noise

Implementation of the Master Plan would call for a total net increase of approximately 453 spaces at the Main Campus, 195 spaces at the AET Campus, 419 spaces at the Olympic Shuttle Lot Campus, and 365 spaces at the Performing Arts Campus. The existing parking spaces at the AET, Olympic Shuttle Lot and Performing Arts Campuses are all provided in surface parking lots. Under the Proposed Project, all of these existing surface parking spaces would be removed and would be provided in subterranean and/or structured parking. Because the parking spaces would be located underground and in screened parking structures, noise levels generated by vehicles parking in the structures would not result in a substantial increase in noise levels when compared to existing noise levels. Thus, noise impacts associated with parking at these locations would be less than significant.

CUMULATIVE IMPACTS

Cumulative Construction Noise

Construction noise impacts associated with the Proposed Project in combination with the future construction of the related projects identified in Section III, Environmental Setting, are not expected to result in a cumulatively considerable impact. Noise impacts are localized in nature and decrease substantially with distance. Similar to the Proposed Project, all related projects located in the City of Santa Monica would be required to comply with Section 4.12.110 of the Santa Monica Municipal Code relating to construction noise which would ensure acceptable noise levels throughout the City. Based on the estimated time of construction for the Proposed Project, it is not anticipated that other construction projects would be located in the immediate vicinity of the campuses that would have the potential to combine (in an additive sense) to affect the same surrounding uses as the Proposed Project. Accordingly, the Proposed Project’s potential for increasing cumulative construction-related noise to unacceptable levels would not be cumulatively considerable, and these impacts would be less than significant.

Cumulative Operational Noise

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Project and other projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the difference between existing roadway noise levels (2009) and future (2017) noise levels with the Proposed Project and cumulative development. The noise levels associated with existing traffic volumes and future traffic volumes with the Proposed Project are identified in Table IV.G-10.

As shown, cumulative development along with the Proposed Project would increase local noise levels by a maximum of 2.4 dBA CNEL, which would not exceed the 3.0 dBA CNEL significance threshold, and is therefore not considered substantial. This increase would be within the threshold when analyzed under project specific conditions, and overall, would not contribute to a cumulative impact. Therefore, future cumulative roadway noise levels would not exceed the threshold, and cumulative impacts would be less than significant.

Table IV.G-10
Cumulative Project Roadway Noise Impacts Associated With the Project

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Existing Traffic Volumes	Future With Project Traffic Volumes	Increase	Significance Threshold[a]
Main Campus Vicinity					
Pico Boulevard	Between 17th Ct. & 18th St.	69.6	70.7	1.1	3.0
	Between 18th St. & 18th Ct.	69.6	70.8	1.2	3.0
	Between 18th Ct. & 19th St.	69.7	70.8	1.1	3.0
Pearl Street	Between 17th St. & 20th St.	61.8	62.8	1.0	3.0
	Between 20th St. & 21st St.	60.9	61.6	0.7	3.0
20th Street	North of Pearl St.	63.1	64.2	1.1	3.0
	South of Pearl St.	61.2	62.4	1.2	3.0
AET Campus Vicinity					
Stewart Street	Between Pennsylvania Ave & Colorado Ave.	64.8	65.5	0.7	3.0
	Between Pennsylvania Ave & Nebraska Ave.	65.3	66.1	0.8	3.0
Pennsylvania Avenue	Between 26th St. & Stewart St.	58.4	60.3	1.9	3.0
Olympic Shuttle Lot Vicinity					
Stewart Street	Between Nebraska Ave. & Olympic Blvd.	65.4	66.0	0.6	3.0
	Between Olympic Blvd. & Exposition blvd.	65.8	66.8	1.0	3.0
	Between Exposition Blvd. & Virginia Ave.	65.3	66.4	1.1	3.0
Olympic Boulevard	Between 26th St. & Stewart St.	71.9	72.9	1.0	3.0
	Between Stewart St. & Centinela Ave.	72.1	73.3	1.2	3.0
Exposition Boulevard	Between Stewart St. & Yorkshire Ave.	57.7	59.2	1.5	3.0
Performing Arts Campus Vicinity					
10th Street	Between Arizona Ave. & Santa Monica Blvd	53.1	53.5	0.4	3.0
	Between Santa Monica Blvd & Broadway St.	53.6	53.9	0.3	3.0
Santa Monica Blvd.	Between 9th St. & 10th St.	66.3	67.9	1.6	3.0
	Between 10th St. & 11th St.	66.0	68.4	2.4	3.0
	Between 11th St. & 12th St.	66.4	68.7	2.3	3.0
11th Street	Between Wilshire Blvd. & Arizona Ave.	62.2	62.7	0.5	3.0
	Between Arizona Ave. & Santa Monica Blvd	62.7	63.3	0.6	3.0
	Between Santa Monica Blvd & Broadway St.	63.2	63.9	0.7	3.0

[a] *A project would normally have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.*
Source: Christopher A. Joseph & Associates, 2010. Calculation data and results are provided in Appendix D.

With respect to stationary sources, all related projects would be required to comply with the regulations under SMMC Section 4.12.130 related to the location and screening of mechanical equipment. Consequently, all 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. Thus, the Proposed Project would not have the potential to contribute to operational stationary noise sources, and the cumulative noise impact associated with stationary sources would be less than significant.

MITIGATION MEASURES

Construction

(G-1) Pursuant to Section 4.12.110 of the Municipal Code, no demolition of buildings, excavation/grading or construction activity is permitted before 8 a.m. or after 6 p.m. on Monday through Friday, before 9 a.m. or after 5 p.m. on Saturday, all day on Sunday, and on all national holidays.

(G-2) Pursuant to Section 4.12.110 (d), any construction activities that exceed an 80 dBA equivalent noise level shall occur between the hours of ten a.m. and three p.m., Monday through Friday.

(G-3) Prior to construction, the contractor shall submit a list of equipment and activities required during construction to the SMC Office of Facilities Planning.

(G-4) All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features.

(G-5) Sound blankets shall be used on all construction equipment where technically feasible.

(G-6) A construction relations officer shall be appointed by the College to act as a liaison with neighbors and residents concerning on-site construction activity.

(G-7) Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors to the extent feasible.

Operation

(G-8) Mechanical equipment shall not be located on the side of any building which is adjacent to a residential building on the adjoining lot unless it can be shown that the noise will comply with the requirements of Section 4.12.060. Roof locations may be used when the mechanical equipment is installed within a noise attenuating structure.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the Mitigation Measures G-1 through G-7 listed above, which would require the implementation of noise reduction devices and techniques during construction, construction-related noise impacts associated with the Master Plan would be considered less than significant.

The construction-related vibration impacts associated with the Master Plan would be less than significant without mitigation. Nonetheless, with implementation of Mitigation Measures G-1 through G-7, the construction-related vibration levels experienced by the sensitive receptors would be further reduced in magnitude. Overall, vibration impacts associated with the Master Plan would be less than significant.

Implementation of Mitigation Measure G-8 would ensure that impacts associated with noise from mechanical equipment would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. PUBLIC UTILITIES
1. SEWER

ENVIRONMENTAL SETTING

Regional Setting

The City of Santa Monica, Department of Public Works, Water Resources Division, provides sewer conveyance infrastructure and wastewater treatment services for the City of Santa Monica, including the SMC Main Campus, AET Campus, Olympic Shuttle Lot, Performing Arts Campus, and surrounding locale within the City's service area.

Wastewater Treatment

Hyperion Treatment Plant

The Hyperion Treatment Plant (HTP), located southwest of the Los Angeles International Airport in Playa Del Rey, provides treatment capacity for wastewater flows generated within the greater Los Angeles area, including the City of Santa Monica. The HTP provides full secondary treatment for all wastewater based on an average dry weather flow of 450 million gallons per day (mgd) and a wet weather capacity of 850 mgd. HTP currently processes average wastewater flows of approximately 340 mgd.[1]

The Hyperion Service Area (HSA) encompasses the City of Los Angeles (except the Harbor area) and other contract cities and serves approximately four million people.[2]

Local Wastewater Infrastructure

The City of Santa Monica Water Resources division does not provide current capacity data of the lines serving the campuses; however, there are currently no known deficiencies in Santa Monica's wastewater systems at this time.[3]

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[1] *City of Los Angeles Department of Public Works Bureau of Sanitation, City of Los Angeles Stormwater Program, City of Los Angeles Hyperion Sewage Treatment Plant, from website: http://www.lacity.org/SAN/Wpd/Siteorg/general/hypern1.htm, accessed November 18, 2009.*

[2] *City of Los Angeles Department of Public Works Bureau of Sanitation, City of Los Angeles Stormwater Program, City of Los Angeles Hyperion Sewage Treatment Plant, from website: http://www.lacity.org/SAN/Wpd/Siteorg/general/hypern1.htm, accessed November 18, 2009.*

[3] *Ibid.*

Main Campus

Local wastewater service is provided to the Main Campus by two existing on-site sewer lines which serve the existing development on site and connect to an existing 6-inch City of Santa Monica sewer line in Pearl Street.[4]

AET Campus

The AET Campus is served by a 10-inch sewer line in Pennsylvania Avenue which feeds into a 15-inch sewer line in Stewart Street.

Olympic Shuttle Lot

The Olympic Shuttle is currently developed with a surface parking lot and therefore generates no wastewater and is not connected to any existing sewer lines. A 15-inch sewer line exists in Stewart Street which could be connected to once the site is developed.

Performing Arts Campus

Sewer infrastructure currently serving the Performing Arts Campus includes a 10-inch sewer line in Arizona Avenue which flows into a 10-inch sewer line in 10th Street. This 10-inch line then runs through northeast through the campus and then turns southeast and runs across Santa Monica Boulevard, where it becomes an 8-inch line and continues southeast.

Existing Wastewater Generation

As discussed in Section II, Project Description, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented. As such, this includes uses at the Main Campus, AET Campus, Olympic Shuttle Lot, PAC Campus, Bundy Campus, Airport Arts Campus, Emeritus Campus and the Administration building at 2714 Pico Boulevard. As shown in Table IV.H-1, below, existing wastewater generation by the SMC Campuses is approximately 91,537 gpd.

4 *All existing sewer line information for each campus is based on written Correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update Request for Water and Wastewater Service Information, October 15, 2009.*

Table IV.H-1
Existing Wastewater Generation

Land Use	Size (GSF)	Wastewater Generation Rate [a]	Total (gpd)
Main Campus	876,165	80 gpd/1,000 gsf	70,093
AET Campus	52,831	80 gpd/1,000 gsf	4,226
Olympic Shuttle Lot	0	--	0
PAC Campus	65,519	--	5,629 [b]
Bundy Campus	100,075	--	4,332 [c]
Airport Arts Campus	28,463	80 gpd/1,000 gsf	2,277
Emeritus Campus	19,875	80 gpd/1,000 gsf	1,590
2714 Pico Blvd. (Admin.)	22,597	150 gpd/1,000 gsf	3,390
		Total Existing	***91,537***

[a] Per written correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, wastewater generation rates are based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted.
[b] Based on Madison Theater Project Draft EIR, March 7, 2003.
[c] Based on Bundy Campus Master Plan EIR, January 26, 2007.
Source: Christopher A. Joseph & Associates, January 2010.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

To determine whether a proposed project would have a significant impact related to wastewater, Appendix G to the State CEQA Guidelines asks whether a project would:

(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;

(b) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.

Project Impacts

At buildout, the Master Plan would result in approximately 1,409,151 gsf in total for all SMC Campuses. With respect to the Proposed Project, the following net increases would occur at each campus: 11,296 gsf for the Main Campus, 63,608 gsf for AET Campus, 75,000 gsf for the Olympic Shuttle Lot, and 93,722 gsf for the PAC Campus. As shown in Table IV.H-2, below, the Proposed Project would result in an approximate net increase of 19,491 gpd of wastewater generation.

Table IV.H-2
Proposed Net Increase In Wastewater Generation

Land Use	Size (GSF)	Wastewater Generation Rate [a]	Total (gpd)
Main Campus	11,296	80 gpd/1,000 gsf	904
AET Campus	63,608	80 gpd/1,000 gsf	5,089
Olympic Shuttle Lot	75,000	80 gpd/1,000 gsf	6,000
PAC Campus	93,722	80 gpd/1,000 gsf	7,498
Bundy Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***19,491***

[a] Per written correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, wastewater generation rates are based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted.

Source: Christopher A. Joseph & Associates, January 2010.

Wastewater Treatment

With respect to wastewater treatment facilities, the HTP has approximately 450 mgd of daily flow capacity and averages approximately 362 mgd.[5] Thus, remaining daily flow capacity would be approximately 88 mgd which would accommodate the increased flow of approximately 19,491 gpd (0.02 mgd) that would be generated under the Master Plan. As such, the Proposed Project would have a less than significant impact with respect to wastewater treatment facilities.

Local Wastewater Infrastructure

As discussed above, upon Master Plan buildout, wastewater generation on the SMC Campuses is estimated to increase by approximately 19,491 gpd above existing flows. While the Master Plan would increase wastewater generation on the SMC Campuses, wastewater service would continue to be provided by the Water Resources Division from the existing wastewater infrastructure on and surrounding the SMC Campuses and this impact is expected to be less than significant. However, to ensure impacts would be less than significant, the SMCCD would coordinate with the Water Resources Division of the City of Santa Monica demonstrating wastewater systems would not require an upgrade of the serving utilities at the time of construction. Furthermore, as discussed in further detail in Section IV.H.2 (Utilities - Water) of this Draft EIR, the SMC Facilities Master Plan will incorporate a variety of project design features to minimize the SMC Campus' use of water resources, and thus reduce the Project's wastewater generation at Master Plan buildout. Moreover, virtually no disruption in wastewater service to the campuses is anticipated as the new connections would be installed prior to the old ones being taken out of service on a

5 *City of Los Angeles Bureau of Sanitation, http://www.lacitysan.org/wastewater/factsfigures.htm.*

case-by-case basis.[6] As such, the Proposed Project would have a less than significant impact with respect to local wastewater infrastructure.

CUMULATIVE IMPACTS

The Proposed Project in combination with the related projects identified in Section III (Environmental Setting) would result in an increased demand for local wastewater infrastructure and sewage treatment provided by the Water Resources Division. The cumulative wastewater generation of the Proposed Project and related projects would be approximately 4,338,972.8 gpd. As discussed previously, the remaining daily capacity of the HTP is approximately 88 mgd. Therefore, the HTP would be expected to have adequate capacity to accommodate the cumulative wastewater generation and a less than significant cumulative impact would occur with respect to wastewater treatment. With respect to local wastewater infrastructure, the SMC Campuses are already adequately served by local sewer lines, and the Proposed Project would be required to coordinate with the Water Resources Division of the City of Santa Monica prior to construction. Furthermore, the City of Los Angeles prepared a Final EIR for its Integrated Resources Plan in September of 2006. The Integrated Resources Plan would improve and upgrade the wastewater and recycled water systems and runoff management programs in the City of Los Angeles through the year 2020, which would serve to improve wastewater generation demands associated with the HTP service area. Overall, the Proposed Project would not combine with the related projects to cause a cumulatively significant impact related to sewage treatment facilities or local sewer infrastructure, and cumulative impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required. However, the SMC Facilities Master Plan will incorporate a variety of project design features intended to minimize the SMC Campus' use of water resources, and thus reduce the campus' wastewater generation, at Master Plan buildout. These water-efficient project design features (which will also reduce wastewater) are discussed in further detail in Section IV.H.2 (Utilities – Water) of this Draft EIR.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would have a less than significant impact with respect to wastewater.

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[6] *Written Correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update Request for Water and Wastewater Service Information, October 15, 2009.*

Table IV.H-3
Projected Cumulative Wastewater Generation

Land Use	Size	unit	Generation Rate (gallons/unit/day)	Total Wastewater Generated (Gallons/Day)
Single Family Residential [a]	2	du	230.00	460.0
Bed & Breakfast [b]	1	du	230.00	280.0
Condominiums/Apartments [a]	13,596	du	200.00	2,719,200.0
Mobile Home Park	102	du	160.00	16,320.0
Commercial/Retail [c]	1,113,493	sf	0.08	89,079.4
Office [d]	2,347,843	sf	0.15	352,176.5
Hotel	808	room	130.00	105,040.0
Medical Office/Clinic [e]	3,203,730	sf	0.25	800,932.5
Restaurant: Full Service indoor seat [f]	764.03	seat	30.00	22,920.9
Restaurant: Fast Food - indoor seat [g]	96.84	seat	20.00	1,936.8
Bank: Branch	9,083	sf	0.08	726.6
Gas Station	2	station	430.00	860.0
Auto Body/ Mech. Repair Shop	-6,500	sf	0.08	-520.0
Warehouse, Distribution, & Storage [h]	117,190	sf	0.02	2,343.8
Studio: Recording/Film/TV	1,473,281	sf	0.08	117,862.5
School: Day Care/Nursery [i]	194.55	child	8.00	1,556.4
School: High School [i]	1,267.81	student	12.00	15,213.7
School: University/College [j]	51.5	student	18.00	927.0
YMCA Facility [k]	65,000	sf	0.20	13,000.0
Hospital/Convalescent/Rest Home [l]	-59	bed	75.00	-4,425.0
Theater: Cinema [m]	-22	seat	4.00	-89.0
Auditorium [m]	400	seat	4.00	1,600.0
Government - Library: Public Area	66,000	sf	0.08	5,280.0
Health Club/Spa	-4,200	sf	0.80	-3,360.0
Parks	751,995	sf	0.08	60,159.6
			Related Projects Total:	**4,319,481.8**
			Proposed Project Net Total:	**19,491**
			Cumulative Total:	**4,338,972.8**
			Proposed Project Percent of Cumulative:	0.005%

Notes: Generation Rates based on City of Los Angeles Assignment of Amalgamated System Sewage Generation Factors to County Use Codes, included as an attachment to written correspondence from Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update - Request for Water and Wastewater Service Information, October 15, 2009. Uses not listed are estimated by the closest type of use available in the table.
a Consumption rate was based on 3 bedrooms per unit as a conservative estimate.
b The bed and breakfast calculation was based on 230 gpd for a 3 bedroom bed and breakfast + 50 gpd for the 4th room=280 gpd.
c Includes retail, commercial, studio/commercial/retail, building supply store, super market, self storage/retail, and carwash.
d Includes city service building, community-serving uses, office, and meeting place.
e Includes medical-office and St. John's Medical Center.
f Rate based on 10 seats per 1,000 sf.
g Rate based on 20 seats per 1,000 sf.
h Includes warehouse, maintenance facility, self-storage, and office/warehouse.
i California Department of Education, 2000. Guide to School Site Analysis and Development. Study recommends that 59 sf of floor area be provided for each K-6 pupil, 80 sf per middle school pupil, and 92 sf per H.S. pupil. The K-6 rate was used for day care.
j Assumed 100 sf per college student.
k Used school rate since it is the most similar to a YMCA use.
l Assumed 1,500 sf per bed.
m Rate based on 20 seats per 1000 sf.
Source: Christopher A. Joseph & Associates, February 2010.

2. WATER

ENVIRONMENTAL SETTING

Regional Setting

The City of Santa Monica, Department of Public Works, Water Resources Division (Water Resources Division) provides water service to the City of Santa Monica, including the SMC Main Campus, AET Campus, Performing Arts Campus, and surrounding locale. The Water Resources Division is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved.

Water Treatment

The SMC Campuses are served by the Arcadia Water Treatment Facility, which is presently under reconstruction. The Water Resources Division states they are currently ready to serve all development within the City of Santa Monica corporate boundaries.[7] Currently, MWD supplies approximately 90% of the City's water, which is processed through the Arcadia Water Treatment Plant.

Local Water Infrastructure

The Water Resources Division has no capacity data for the existing infrastructure available; however, there are no known deficiencies in Santa Monica's water systems at this time.[8]

Main Campus

Local water service is provided to the SMC Campus by an existing 12-inch water line in Pico Boulevard, an existing 12-inch water line in Pearl Street, and an existing 12-inch water line in 16th Street.[9]

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7 *Written correspondence from Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update Request for Water and Wastewater Service Information, October 15, 2009.*

8 *Ibid.*

9 *Existing water line information is based on written correspondence from Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works.*

AET Campus

The AET Campus is served by an existing 12-inch water line in Pennsylvania Avenue and an existing 12-inch water line in Stewart Street.

Olympic Shuttle Lot

The Olympic Shuttle Lot is currently served by an existing 8-inch line that connects to an 8-inch water line in Exposition Boulevard. There is also an existing 12-inch water line in Stewart Street that the Proposed Project could connect to.

Performing Arts Campus

The Performing Arts Campus is currently connected to an existing 4-inch water line that connects to an existing 12-inch water line in Arizona Avenue. An existing 8-inch water line is located in Santa Monica Boulevard, but the existing improvements currently on site are not currently connected to the infrastructure in Santa Monica Boulevard.

Existing Water Demand

As discussed in Section II, Project Description, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented. As such, this includes uses at the Main Campus, AET Campus, Olympic Shuttle Lot, PAC, Bundy Campus, Airport Arts Campus, Emeritus Campus and the Administration building at 2714 Pico Boulevard. As shown in Table IV.H-4, below, existing water demand from the SMC Campuses is approximately 109,299 gpd.

Table IV.H-4
Existing Water Demand

Land Use	Size (GSF)	Wastewater Demand Rate [a]	Total (gpd)
Main Campus	876,165	96 gpd/1,000 gsf	84,112
AET Campus	52,831	96 gpd/1,000 gsf	5,072
Olympic Shuttle Lot	0	--	0
PAC Campus	65,519	--	6,210 [b]
Bundy Campus	100,075	--	5,198[c]
Airport Arts Campus	28,463	96 gpd/1,000 gsf	2,732
Emeritus Campus	19,875	96 gpd/1,000 gsf	1,908
2714 Pico Blvd. (Admin.)	22,597	180 gpd/1,000 gsf	4,067
		Total Existing	***109,299***

[a] As previously noted, wastewater generation rates were based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted. As such, water rates are based on 120% of the wastewater rates.
[b] Based on Madison Theater Project Draft EIR, March 7, 2003.
[c] Based on Bundy Campus Master Plan EIR, January 26, 2007.
Source: Christopher A. Joseph & Associates, January 2010.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

To determine whether a proposed project would have a significant impact related to water, Appendix G to the State CEQA Guidelines asks if a project would:

(a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or

(b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.

Project Impacts

At buildout, the Master Plan would result in approximately 1,409,151 gsf in total for all SMC Campuses. With respect to the Proposed Project, the following net increases would occur at each campus: 11,296 gsf for the Main Campus, 63,608 gsf for AET Campus, 75,000 gsf for the Olympic Shuttle Lot, and 93,722 gsf for the PAC Campus. As shown in Table IV.H-5, below, the Proposed Project would result in an approximate net increase of 23,387 gpd of water demand.

Table IV.H-5
Proposed Net Increase In Water Demand

Land Use	Size (GSF)	Wastewater Demand Rate [a]	Total (gpd)
Main Campus	11,296	96 gpd/1,000 gsf	1,084
AET Campus	63,608	96 gpd/1,000 gsf	6,106
Olympic Shuttle Lot	75,000	96 gpd/1,000 gsf	7,200
PAC Campus	93,722	96 gpd/1,000 gsf	8,997
Bundy Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***23,387***

[a] *Water rates are 120% of the wastewater generation rates from the Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes.*
Source: Christopher A. Joseph & Associates, January 2010.

While the Master Plan would increase water consumption on the SMC Campuses (21% increase compared to existing conditions), development under the Master Plan would be subject to all applicable water conservation regulations identified in Section 7.16.020 of the Santa Monica Municipal Code which identifies applicable water conservation requirements. In addition, and as stated below, the Master Plan will aim for certification under the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design – New Construction (LEED-NC) Rating System or a more recently approved LEED rating system applicable to educational facilities. Specifically, water conservation features would include the incorporation of low flow and waterless fixtures, including but not limited to water closets, urinals, and lavatory faucets. It is estimated that aggregate use would result in 20 to 30 percent less water than the water use baseline calculated for the new construction without these features. Accordingly, water supply impacts would be considered less than significant.

Water Treatment

With respect to water treatment, the Arcadia Water Treatment Facility is currently under reconstruction. However, the Water Resources Division has stated that it is ready to serve all development within the City of Santa Monica corporate boundaries.[10] Furthermore, as stated above the Proposed Project would potentially result in an approximate 21% increase in water supply demand, but would, however, include several water conservation features to reduce water demand by up to approximately 20 to 30 percent compared to existing facilities not using these features. Therefore, the Proposed Project would have a less than significant impact with respect to water treatment facilities.

Local Water Infrastructure

While the Master Plan would potentially increase water consumption on the SMC Campuses, water service to the SMC Campuses would continue to be provided by Water Resources Division from the existing water infrastructure on and surrounding the SMC Campuses and this impact would be less than significant. However, to ensure impacts would be less than significant, the SMCCD would coordinate with the Water Resources Division of the City of Santa Monica demonstrating water supply systems would not require an upgrade of the serving utilities at the time of construction. Furthermore, virtually no disruption in water service to the campuses is anticipated as the new connections would be installed prior to the old ones being taken out of service on a case-by-case basis.[11] As such, the Proposed Project would have a less than significant impact with respect to local water infrastructure.

Fire flow requirements for Santa Monica are set by the Santa Monica Fire Department. There are currently no known issues related to fire flow and the Proposed Project.[12] Fire flow requirements vary from 2,000-3,000 gallons per minute (gpm) in school areas. However, the Proposed Project may require provision of off-site public and on-site fire hydrants. The number and location of the fire hydrants would be determined by the Santa Monica Fire Department. At the time of design, SMC would be required to request and pay for flow tests in the water mains to determine the static pressures in the service mains and

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[10] *Written correspondence from Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update Request for Water and Wastewater Service Information, October 15, 2009.*

[11] *Ibid.*

[12] *Written correspondence from Brad Lomas, Senior Inspector, Santa Monica Fire Department, January 15, 2010.*

if any improvements related to fire flows are expected for the SMC Campuses. Any infrastructure improvements necessary would be performed by SMCCD.[13]

As the Master Plan would be designed to meet SMFD fire flow requirements, a less than significant impact with respect to local water infrastructure is expected.

CUMULATIVE IMPACTS

The Proposed Project in combination with the related projects identified in Section III (Environmental Setting) would result in an increased demand for regional water treatment and water supply as well as local water infrastructure provided by the Water Resources Division of the City of Santa Monica. The cumulative water consumption for the Proposed Project and related projects would be 1,716,783.5gpd.

With respect to water treatment facilities, as discussed previously, the Arcadia Water Treatment Facility would be expected to have adequate capacity to treat the cumulative water demand and a less than significant cumulative impact would occur with respect to water treatment.

With respect to regional water supplies, as with the Proposed Project, all related projects within the City of Santa Monica's service area would be subject to the City-mandated water conservation program. Furthermore, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in overall water demand. For projects which are not consistent with the General Plan or that meet the criteria established in Sections 10910-10915 of the State Water Code, a water availability assessment demonstrating sufficient water availability would be required on a project-by-project basis. Therefore, assuming the related projects are in full compliance with the General Plan and/or are determined to be adequately served through a water availability assessment, and all projects implement the applicable water conservation programs such as those recommended below for the Proposed Project, cumulative impacts related to regional water supplies would be less than significant. Overall, the Proposed Project would not combine with the related projects to create a cumulatively significant impact related to water, and cumulative impacts would be less than significant.

[13] *Written Correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update Request for Water and Wastewater Service Information, October 15, 2009.*

Table IV.H-6
Projected Cumulative Water Consumption

Land Use	Size	Unit	Consumption Rate	Total Water Consumed (Gallons/Day)
Single Family Residential [a]	-3	du	276.000	-828.0
Bed & Breakfast [b]	1	du	276.000	336.0
Condominiums/Apartments	5,349	du	240.000	1,283,760.0
Mobile Home Park	102	du	192.000	19,584.0
Commercial/Retail	359,091	sf	0.096	34,472.7
Office Building	146,337	sf	0.180	26,340.7
Hotel	644	room	156.000	100,464.0
Medical Office/Clinic	45,000	sf	0.300	13,500.0
Restaurant: Full Service indoor seat [c]	324.64	seat	36.000	11,687.0
Restaurant: Fast Food - indoor seat [d]	19.42	seat	24.000	466.1
Bank: Branch	6,283	sf	0.096	603.2
Warehouse, Distribution, & Storage	110,870	sf	0.024	2,660.9
Studio: Recording/Film/TV	354,481	sf	0.096	34,030.2
School: Day Care/Nursery [e]	253.87	child	9.600	2,437.2
School: High School [e]	1,267.81	student	14.400	18,256.5
Hospital/Convalescent/Rest Home [f]	838.34	bed	90.000	75,450.6
Auditorium [g]	400	seat	4.800	1,920.0
Government - Library: Public Area	66,000	sf	0.096	6,336.0
Health Club/Spa	-4,200	sf	0.960	-4,032.0
Parks	686,995	sf	0.096	65,951.5
			Related Projects Total:	**1,693,396.5**
			Proposed Project Net Total:	**23,387**
			Cumulative Total:	**1,716,783.5**
			Proposed Project Percent of Cumulative:	0.014%

Notes: Generation Rates based on 120% of the City of Los Angeles Assignment of Amalgamated System Sewage Generation Factors to County Use Codes, included as an attachment to written correspondence from Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Water Resources Division, Re: Santa Monica College Facilities Master Plan 2009 Update - Request for Water and Wastewater Service Information, October 15, 2009. Uses not listed are estimated by the closest type of use available in the table.
a Consumption rate was based on 3 bedrooms per unit as a conservative estimate.
b The bed and breakfast had 4 bedrooms. Therefore ,the calculation was based on 276 gallons/day for a 3 bedroom bed and breakfast + 60 gallons/day for the 4th room = 336 gallons/day.
c Rate based on 10 seats per 1000 sf. Therefore, 20,864 sf + 7,000 sf + 4,600 sf = 324.64 seats.
d Rate based on 20 seats per 1000 sf. Therefore, 1,942 sf = 19.42 seats.
e California Department of Education, 2000. Guide to School Site Analysis and Development. Study recommends that 59 sf of floor area be provided for each kindergarten-sixth grade pupil, 80 sf per jr. high pupil, and 92 sf per high school pupil. Used kindergarten-sixth grade rate for day care.
f Assumed 1,500 sf per bed.
g Rate based on 20 seats per 1000 sf. Therefore, 20,000 sf = 400 seats.
Source: Christopher A. Joseph & Associates, February 2010.

MITIGATION MEASURES

As the Proposed Project would result in a less-than-significant impact with respect to water supplies and infrastructure, no mitigation measures are required. However, as previously mentioned, the Master Plan will incorporate a variety of project design features intended to minimize use of water resources at Master Plan buildout. The Master Plan will aim for certification under the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design – New Construction (LEED-NC) Rating System or a more recently approved LEED rating system applicable to educational facilities. To obtain LEED certification, the Master Plan will obtain a minimum of 26 points achievable through incorporation of various credits, such as, but not limited to the employment of strategies (e.g., the incorporation of low flow and waterless fixtures, including but not limited to water closets, urinals, lavatory faucets, showers and kitchen sinks, as appropriate within the New Building) that in aggregate use 20 to 30 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements (Water Efficiency (WE) Credits 3.1 and 3.2).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would have a less-than-significant impact with respect to water.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. PUBLIC UTILITIES
3. ENERGY

ENVIRONMENTAL SETTING

Electricity

Regional Setting

Southern California Edison (SCE) provides electrical utility service to the City of Santa Monica, including the SMC Main Campus and satellite campuses, and the surrounding locale within the City's service area.[14] Southern California Edison (SCE) is one of the largest electric utilities in California, serving more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California, excluding the City of Los Angeles and certain other cities. Based in Rosemead, California, the utility has been providing electric service in the region for more than 120 years. SCE's service territory includes more than 180 cities. SCE has approximately 17,000 employees.[15]

Current Southern California Edison Power Plants

<u>Big Creek Hydro Facilities, Shaver Lake, California</u>

Big Creek was America's first large-scale integrated hydroelectric project. Begun in 1911, it now consists of 23 generating units in nine powerhouses with a generating capacity of approximately 1,000 Megawatts (MW), and six major reservoirs with a storage capacity of more than 560,000 acre-feet.[16]

<u>Four Corners Generating Station, Fruitland, New Mexico</u>

Four Corners Generating Station is a coal-fueled plant with a capacity of 2,048 MW. SCE's share of Units 4 & 5 is 48% (754 MW). Partners include Arizona Public Service.[17]

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14 *Written Correspondence from Beatrice Coleman, Customer Service Planner, Southern California Edison, Re: Santa Monica College, Santa Monica, CA, October 28, 2009.*

15 *Edison International, Southern California Edison, from website: http://www.edison.com/ourcompany/sce.asp, accessed November 20, 2009.*

16 *Ibid.*

17 *Ibid.*

Mountainview Power Plant, Redlands, California

Mountainview Power Plant is owned by SCE. It is fueled by natural gas. Mountainview began commercial operation in 2005. It was the first new major Los Angeles Basin power plant to be built in 30 years. The plant's "combined-cycle" design allows it to operate efficiently. The six Mountainview turbines can produce a kilowatt of electricity using less than 7,000 Btu of fuel, compared to older plants which require 10,000 Btu or more. Plant capacity is 1,054 MW.[18]

Palo Verde Nuclear Generating Station, Wintersburg, Arizona

Palo Verde is a nuclear-fueled generating station with a capacity of 3,600 MW. SCE's share is 16%, and partners include Arizona Public Service. Arizona Public Service is also the O & M Contractor.[19]

San Onofre Nuclear Generating Station (SONGS), San Clemente, California

SONGS began operation in 1968. With more than 2,000 employees, one of the largest nuclear generating stations in the U.S. SONGS' two active units can serve 2.2 million households. Plant capacity is 2,200 MW. Partners include SCE, which owns a 75% share, San Diego Gas & Electric, which owns a 20% share, and the cities of Riverside and Anaheim, which own the remaining interests.[20]

Existing Electricity Demand

As discussed in Section II, Project Description, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented. As such, this includes uses at the Main Campus, AET Campus, Olympic Shuttle Lot, PAC Campus, Bundy Campus, Airport Arts Campus, Emeritus Campus and the Administration building at 2714 Pico Boulevard. As shown in Table IV.H-7, below, existing electricity demand from the SMC Campuses is approximately 13,461,813 kilowatt hours per year.

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[18] *Ibid.*

[19] *Ibid.*

[20] *Ibid.*

Table IV.H-7
Existing Electricity Demand

Land Use	Size (GSF)	Energy Consumption Rate (kWh/sf/year) [a]	Total (kWh/year)
Main Campus	876,165	11.55	10,119,706
AET Campus	52,831	11.55	610,198
Olympic Shuttle Lot	0	--	0
PAC Campus	65,519	11.55	756,744
Bundy Campus	100,075	11.55	1,155,866
Airport Arts Campus	28,463	11.55	328,748
Emeritus Campus	19,875	11.55	229,556
2714 Pico Blvd. (Admin.)	22,597	11.55	260,995
		Total Existing	***13,461,813***

[a] Electricity consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

Source: Christopher A. Joseph & Associates, January 2010.

Natural Gas

Regional Setting

The Southern California Gas Company (SCG) provides natural gas service to the City of Santa Monica, including Santa Monica College and surrounding locale. As a public utility, SCG is under the jurisdiction of the California Public Utilities Commission (PUC), but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

As of 2007, the State of California produces approximately 12.9% of the natural gas it uses. The remaining 87.1% is purchased from Canada (22.1%), the Rockies (24.2%), and the Southwest (40.8%).

Existing Natural Gas Demand

As shown in Table IV.H-8, below, existing natural gas demand from the SMC Campuses is approximately 2,331,050 cubic feet per month.

Table IV.H-8
Existing Natural Gas Demand

Land Use	Size (GSF)	Natural Gas Consumption Rate (cf/sf/month) [a]	Total (cf/month)
Main Campus	876,165	2	1,752,330
AET Campus	52,831	2	105,662
Olympic Shuttle Lot	0	--	0
PAC Campus	65,519	2	131,038
Bundy Campus	100,075	2	200,150
Airport Arts Campus	28,463	2	56,926
Emeritus Campus	19,875	2	39,750
2714 Pico Blvd. (Admin.)	22,597	2	45,194
		Total Existing	***2,331,050***

[a] Natural gas generation rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, January 2010.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix F to the State CEQA Guidelines, the following should be considered to determine whether a project would have a potentially significant environmental effect with respect to energy:

(a) The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

(b) The effects of the project on local and regional energy supplies and on requirements for additional capacity.

(c) The effects of the project on peak and base period demands for electricity and other forms of energy.

(d) The degree to which the project complies with existing energy standards.

(e) The effects of the project on energy resources.

(f) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Project Impacts

Construction

Energy would be consumed during the demolition, excavation, site preparation, and construction phases of the Master Plan. It is expected that heavy equipment involved in the demolition, excavation, site preparation, material transfer, and construction phases of the Master Plan would include crawler-excavators, loaders, bulldozers, graders, water trucks, street sweepers, tractors, cranes, fork lifts, and dump trucks, most of which are diesel-powered. Construction workers' personal vehicle travel to and from the SMC Campuses would consume unleaded fuel during the construction period. In total, the SMC Campuses would result in an increased demand for electricity, natural gas, and other energy sources during the construction period. However, these increases would be temporary in nature and impacts during construction would be considered less than significant.

Operation

Electricity

At buildout, the Master Plan would result in approximately 1,409,151 gsf in total for all SMC Campuses. With respect to the Proposed Project, the following net increases would occur at each campus: 11,296 gsf for the Main Campus, 63,608 gsf for AET Campus, 75,000 gsf for the Olympic Shuttle Lot, and 93,722 gsf for the PAC Campus. As shown in Table IV.H-9, below, the Proposed Project would result in an approximate net increase of 2,813,880 kilowatt hours per year of electricity demand.

Table IV.H-9
Proposed Net Increase In Electricity Demand

Land Use	Size (GSF)	Energy Consumption Rate (kWh/sf/year) [a]	Total (kWh/year)
Main Campus	11,296	11.55	130,469
AET Campus	63,608	11.55	734,672
Olympic Shuttle Lot	75,000	11.55	866,250
PAC Campus	93,722	11.55	1,082,489
Bundy Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***2,813,880***

[a] *Electricity consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*

Source: Christopher A. Joseph & Associates, January 2010.

Electrical service to the SMC Campuses would continue to be provided by SCE's existing distribution system. As shown, the Master Plan would increase the total number of electricity-consumptive facilities, including interior lighting and electrical outlets and the provision of nighttime and security lighting throughout the SMC Campuses and parking areas. However, the proposed new development would be designed to limit the amount of energy required for operation through the implementation of sustainable building principles related to energy conservation. These design features have been included as "Project Design Features" discussed previously in this Section and would reduce the amount of energy consumed on the SMC Campuses.

Furthermore, SCE has stated that the electrical loads of the Proposed Project are within parameters of projected load growth which SCE is planning to meet in this area.[21] Therefore, the Proposed Project's increase in electricity demand has been accommodated within the context of regional energy supply planning and impacts related to regional electricity supply would be less than significant.

Natural Gas

With the development of the Master Plan, natural gas would continue to be provided to the SMC Campuses by the SCG from existing facilities in the vicinity. The Master Plan would increase the total number of natural gas-consumptive facilities located on site, including heating for classrooms and school administrative offices. Therefore, as indicated in Table IV.H-10, the Proposed Project would result in an approximate net increase of 487,252 cf/month of natural gas demand.

Table IV.H-10
Proposed Net Increase In Natural Gas Demand

Land Use	Size (GSF)	Natural Gas Consumption Rate (cf/sf/month) [a]	Total (cf/month)
Main Campus	11,296	2	22,592
AET Campus	63,608	2	127,216
Olympic Shuttle Lot	75,000	2	150,000
PAC Campus	93,722	2	187,444
Bundy Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***487,252***

[a] Natural gas consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, January 2010.

The ability of SCG natural gas infrastructure to deliver the peak natural gas requirement to the campuses would not be expected to be severely affected by implementation of the Master Plan. In the case that any off-site gas delivery system improvements are determined to be necessary by SCG in order to serve the SMC Campus, they would be required to be implemented prior to project completion. Such improvements however, could be made with minimal impact upon the surrounding land uses, and all

[21] *Written Correspondence from Beatrice Coleman, Customer Service Planner, Southern California Edison, Re: Santa Monica College, Santa Monica, CA, October 28, 2009.*

property owners would be notified in advance if temporary gas outages are expected. In addition, several new pipeline proposals in California, Mexico, and Arizona are currently being considered which would further increase the supply of natural gas for the Southern California region. Therefore, while the Master Plan would slightly increase the demand on the regional natural gas supply, the SMC Campuses would not be expected to reduce the SCG's ability to supply natural gas to other customers. As such, impacts related to regional natural gas supply and infrastructure would be less than significant.

CUMULATIVE IMPACTS

Development and implementation of the Proposed Project and the related projects located within the City of Santa Monica would result in cumulative increase in the consumption of electricity and demand placed on SCE within the project area. With respect to natural gas, the SCG serves both the Cities of Santa Monica and Los Angeles, and thus the development of the Proposed Project in combination with the related projects located in those jurisdictions would increase the demand for natural gas supply and demand on SCG to serve those areas. The Proposed Project in combination with the related projects in the City of Santa Monica would be expected to increase electricity consumption by approximately 85,680,099.5 million kWh per year. The Proposed Project in combination with the related projects located in the Cities of Santa Monica and Los Angeles would be expected to increase natural gas consumption by approximately 78,233,246.7 million cf per month.

The related projects' demand for electricity and natural gas may potentially require the installation of additional local electrical and/or natural gas infrastructure. However, any locally occurring impacts on utility service associated with these installations would be determined on a case-by-case basis in conjunction with the development proposals for each related project. Furthermore, as the SMC Campuses are served by existing energy infrastructure in the project vicinity, the Proposed Project would not combine with the related projects to cause a cumulative impact related to local energy infrastructure and cumulative impacts would be less than significant.

With respect to regional electricity and natural gas supply, as discussed previously, both SCE and the SCG have established long-term plans to address energy demand and supply for the southern California region. Similar to the Proposed Project, all related projects would be expected to fully comply with all applicable local, State, and federal energy conservation programs. Related projects could further reduce energy impacts through the incorporation of project design features similar to those included in the Proposed Project. As such, the Proposed Project would result in less than significant project-specific energy impacts, and thus would not considerably contribute to an identified significant impact. Therefore, cumulative impacts related to energy would be less than significant.

MITIGATION MEASURES

As the Master Plan would result in less than significant impacts with respect to electricity and natural gas, no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would have a less than significant impact with respect to energy resources.

Table IV.H-11
Projected Cumulative Electricity Consumption

Land Use	Size	Unit	Consumption Rate (KW-hour/unit/year)	Total Electricity Consumption (KW-Hours/Year)
Residential	5,452	du	5,626.50	30,675,678.0
Food Store	0	sf	53.30	0.0
Restaurant	1,942	sf	47.45	92,147.9
Hospitals [a]	1,230,500	sf	21.70	26,701,850.0
Retail [b]	715,655	sf	13.55	9,697,125.3
College/University	0	sf	11.55	0.0
High School [c]	141,054	sf	10.50	1,481,067.0
Elementary School [d]	14,978	sf	5.90	88,370.2
Office [e]	212,337	sf	12.95	2,749,764.2
Hotel/Motel [f]	370,300	sf	9.95	3,684,485.0
Warehouse [g]	110,870	sf	4.35	482,284.5
Miscellaneouse [e]	686,995	sf	10.50	7,213,447.5
Related Projects Total:				**82,866,219.5**
Proposed Project Net Total:				**2,813,880**
Cumulative Total:				**85,680,099.5**
Proposed Project Percent of Cumulative:				0.033%

Notes: Consumption rates based on SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, Electricity Usage Rate, 1993. Uses not listed are estimated by the closest type of use available.
a Includes hotel, nursing facility, St. John's Medical Center, and Medical-Office. Assumed 1,500 sf of hospital space per bed.
b Includes retail, comercial, studio/commercial/retail, bank, health club, media production, and entertainment production/post production uses.
c Includes school, auditorium, and adult daycare.
d Includes daycare and early childhood center. California Department of Education, 2000. Guide to School Site Analysis and Development. Study recommends that 59 sf of floor area be provided for each kindergarten-sixth grade pupil, 80 sf per jr. high pupil, and 92 sf per high school pupil.
e Includes city service building, library, office, and meeting place.
f Assumed 575 sf of floor area per hotel room.
g Includes maintenance facility and self-storage.
e Includes recreation center, open air plaza, and park, uses.
Source: Christopher A. Joseph & Associates, February 2010.

Table IV.H-12
Projected Cumulative Natural Gas Consumption

Land Use	Size	Unit	Consumption Rate (cubic feet/unit/month)	Total Natural Gas Consumption (cubic feet/month)
Single Family Units	105.0	du	6.665.0	105.0
Multi-Family Units	13,596.0	du	4,011.5	54,540,354.0
Hotel/Motel [a]	464,600.0	sf	4.8	2,230,080.0
Retail/Shopping Centers [b]	3,320,253.0	sf	2.9	9,628,733.7
Office [c]	5,673,361.0	sf	2.0	11,346,722.0
			Related Projects Total:	**77,745,994.7**
			Proposed Project Net Total:	**487,252**
			Cumulative Total:	**78,233,246.7**
			Proposed Project Percent of Cumulative:	**0.006%**

Notes: Consumption rates based on SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, Electricity Usage Rate, 1993. Uses not listed are estimated by the closest type of use available.
a Assumed 575 sf per room.
b Retail includes retail, commercial, building supply store, supermarket, carwash, restaurant, daycare, nursery, adult daycare, nursing, hospital, gas station, theater, soundstage, studio, bank, auto repair, warehouse, self-storage, auditorium, library, YMCA, health club, and recreation center uses. School square footages were calculated using California Department of Education, 2000. Guide to School Site Analysis and Development. Study recommends that 59 sf of floor area be provided for each kindergarten-sixth grade pupil, 80 sf per jr. high pupil, and 92 sf per high school pupil. Gas station was assumed to be 3,000 sf. For restaurant use, 10 seats for 1000 sf was assumed. For hospital/nursing/adult daycare, 1,500 sf per bed was assumed.
c Office includes office, medical office, school, and Bundy Campus Master Plan uses.
Source: Christopher A. Joseph & Associates, February 2010.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. PUBLIC UTILITIES
4. SOLID WASTE

ENVIRONMENTAL SETTING

The City of Santa Monica Public Works Department, Solid Waste Management Division, offers refuse collection to Santa Monica residents and commercial and industrial establishments. Private contractors provide service to the commercial/industrial users not serviced by the Solid Waste Management Division (SWM).[22] The City requires all private haulers that collect and dispose of refuse and recyclables file for a permit to operate in the City. The list that indicates all registered and permitted Private Haulers is provided in Appendix A to this Draft EIR.[23]

The Department of Environment and Public Works, Solid Waste Division operates the solid waste management system, which is self-supporting in that the fees charged to residents and businesses in the City comprise virtually all of its revenues. City refuse collection operations utilize the City's own refuse Transfer Station, at 2401 Delaware Avenue, for the dumping of collection trucks and loading of refuse into semi-trailers for transfer to various landfills. Private haulers are permitted to use this service for a designated fee. The Transfer Station is also open to the general public, local contractors, etc. for a fee. The Transfer Station facility is permitted to accept 400 tons per day. Current daily tonnage averages approximately 270 tons per day.

SWM is charged with protecting the environment and safeguarding the public health by collecting municipal solid waste (refuse) and recycling, providing street sweeping and cleaning services, and waste transfer and transport services.

SWM is a recycling leader in offering comprehensive recycling services for all residents, institutions, and many businesses, including the creation of an exemplary and successful multi-family housing collection program. SWM has offered a comprehensive, no- sort recycling program for all Santa Monica schools, public and private, for over a decade. SWM implements City Council-approved recycling and source reduction policies, the construction and demolition waste ordinance, and manages state recycling requirements. SWM maintains a clean-air fleet and serves with distinction as a leader in the "zero waste" movement.[24]

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[22] *City of Santa Monica Public Works, Solid Waste Management, website: http://www.smgov.net/departments/publicworks/solidwaste.aspx, accessed January 22, 2010.*

[23] *Written correspondence from Myesha Jones, Business Assistant, Solid Waste Management Division, City of Santa Monica Public Works Department, Re: Santa Monica College Facilities Master Plan 2009 Update Request for Solid Waste Service Information, November 30, 2009.*

[24] *City of Santa Monica, Public Works Department, Solid Waste Management, About Us, website: http://www01.smgov.net/swm/about_us.htm, accessed January 21, 2010.*

Recycling

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum amount feasible. Specifically, the Act required city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000 and 70 percent by the year 2020. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation.

The City of Santa Monica has a curbside recycling program that was started in 1982 and serves approximately 7,500 single-family and 5,000 low-density multi-family units. In addition, the program services 100 larger centralized drop-off zones strategically located throughout the higher-density, multi-family areas of the City.

Landfills

The City of Santa Monica does not own or operate a landfill. Solid waste from Santa Monica is disposed of at the following four different facilities on a regular basis: Puente Hills Landfill, Bradley West Landfill, Simi Valley Landfill, and Long Beach's Waste to Energy Incinerator. Time of day, traffic patterns, turn-around time, equipment availability, facility closures, tonnage limitations, and price ultimately determine which landfill facility is used. The Puente Hills Landfill has approximately 20,200 cubic yards of capacity remaining with an average daily intake of 11,808 tons. The Bradley West Landfill, located in Sun Valley, has a capacity of 4,881,010 cubic yards and an average daily intake of 4,961 tons. The Simi Valley Landfill has a remaining capacity of 9,473,131 cubic yards and an average daily intake of 2,869 tons per day.

In addition, the City requires that all construction projects complete a Waste Management Plan and select a City approved hauler to provide refuse and recycling services during construction. With that, the contracted hauler is restricted to specific landfill or recycling processing sites.[25] The only materials that are accepted at a landfill would be source separated dirt or mixed inerts (concrete, asphalt, etc.). It is important to ensure that the landfill chosen will help the project meet the required recycling diversion rate. All source separate materials can be delivered to any landfill or recycling center, but the material type delivered and project address must be recorded on the dumping receipt received.[26]

The Waste Management Plan lists the following recycling locations (and credited diversion) for the non-landfill disposal of construction and demolition material:

- Community Recycling & Resource Recovery – 80%
- American Waste Industries – 60%

[25] *Ibid.*
[26] *Ibid.*

- East Valley Diversion – 65%
- Downtown Diversion – 75%
- California Waste Services –75%
- Interior Removal Specialist, Inc. – 70%
- City owned & operated Recycling & Transfer Station Facility – 80%
- Southern California Disposal – 60%[27]

SMC Zero Waste Board Policy

The SMC Board of Trustees recognizes and affirms the economic and environmental benefit of Zero Waste Practices. Zero Waste includes recycling, but goes beyond recycling by taking a whole system approach to the vast flow of resources and waste through human society. Zero Waste maximizes recycling, minimizes waste, reduces consumption and ensures that products are made to be reused, repaired or recycled back into nature or the marketplace.

In support of Santa Monica College's institutional commitment to sustainability, Zero Waste practices are required for all college events, including all departmental events and functions of college organizations.

Administrative Regulation

Zero Waste practices must be integrated into all college events, including all departmental events and functions of college organizations. Zero Waste practices include, but are not limited to, the following:

1. All "to go ware" will be compostable.
2. Proper signage and placement of Zero Waste Stations will be arranged.
3. Event logistics, including date, time, location, number of expected attendees, and type of food, will be clearly stated in the event request form.
4. Volunteer staffing of the Zero Waste Stations is strongly recommended. (Training of volunteers may be arranged through the Center for Environmental and Urban Studies.)
5. All college vendors will integrate Zero Waste practices into any college events they support.
6. Notification regarding SMC's Zero Waste Board Policy will be provided to external food providers supporting college events, and compliance will be included in the terms of their contracts.

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[27] *Ibid.*

Existing Solid Waste Generation

As discussed in Section II, Project Description, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented. As such, this includes uses at the Main Campus, AET Campus, Olympic Shuttle Lot, PAC Campus, Bundy Campus, Airport Arts Campus, Emeritus Campus and the Administration building at 2714 Pico Boulevard. As shown in Table IV.H-13, below, existing solid waste generation from the SMC Campuses is approximately 8,159 pounds per day.

Table IV.H-13
Existing Solid Waste Generation

Land Use	Size (GSF)	Generation Rate (lbs/sf/day) [a]	Total (lbs/day)
Main Campus	876,165	0.007	6,133
AET Campus	52,831	0.007	370
Olympic Shuttle Lot	0	--	0
PAC Campus	65,519	0.007	459
Bundy Campus	100,075	0.007	701
Airport Arts Campus	28,463	0.007	199
Emeritus Campus	19,875	0.007	139
2714 Pico Blvd. (Admin.)	22,597	0.007	158
		Total Existing	***8,159***

[a] Per written correspondence from Myesha Jones, City of Santa Monica Public Works Department, generation rate is based on school/institution rates from California Department of Resources Recycling and Recovery; http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Institution.htm

Source: Christopher A. Joseph & Associates, January 2010.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant impact to solid waste services would normally occur if:

(a) The landfill serving the Proposed Project did not have sufficient permitted capacity to accommodate the project’s solid waste disposal needs; or

(b) The Proposed Project would not comply with federal, state and local statutes and regulations related to solid waste.

Project Impacts

Construction

Construction of the Proposed Project would generate construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and many other miscellaneous and composite materials. Much of the solid waste generated during the construction phase such as wood, metal scrap, and formed construction board (cement and dry wall board) would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at local landfills. SMC contracts with American Waste Industries located in Sun Valley, California, to recycle all on-site construction and demolition materials. Source reduction techniques and recycling measures are incorporated into SMC project construction activities to the maximum extent feasible and economically practical. Therefore, impacts associated with demolition and construction debris would be less than significant.

Operational Impacts

Operation of the Proposed Project would include an on-going generation of solid waste throughout the lifespan of the project. At buildout, the Master Plan would result in approximately 1,409,151 gsf in total for all SMC Campuses. With respect to the Proposed Project, the following net increases would occur at each campus: 11,296 gsf for the Main Campus, 63,608 gsf for AET Campus, 75,000 gsf for the Olympic Shuttle Lot, and 93,722 gsf for the PAC Campus. As shown in Table IV.H-13, below, the Proposed Project would result in an approximate net increase of 1,705 pounds per day of solid waste.

Table IV.H-14
Proposed Net Increase In Solid Waste Generation

Land Use	Size (GSF)	Generation Rate (lbs/sf/day) [a]	Total (lbs/day)
Main Campus	11,296	0.007	79
AET Campus	63,608	0.007	445
Olympic Shuttle Lot	75,000	0.007	525
PAC Campus	93,722	0.007	656
Bundy Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***1,705***

[a] Per written correspondence from Myesha Jones, City of Santa Monica Public Works Department, generation rate is based on school/institution rates from California Department of Resources Recycling and Recovery; http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Institution.htm.
Source: Christopher A. Joseph & Associates, January 2010.

These estimates however, present a worse case conservative estimate as the generation rates do not account for recycling efforts, which are already in place on all campuses and will continue to be implemented. Nevertheless, for a worst-case analysis, the 1,705 pounds per day would be within the remaining daily capacities for the City's transfer station (130 tons per day remaining) and the identified area landfills stated above. It should also be noted that the amount of solid waste generated by the Proposed Project is negligible on a regional scale, and would be further reduced with continued implementation of the SMC recycling programs. Furthermore, the Proposed Project would be required to adhere to all applicable federal, State, and local statues and regulations related to solid waste, and impacts would be considered less than significant.

CUMULATIVE IMPACTS

Implementation of the Proposed Project in conjunction with the related projects would further increase the regional generation of solid waste. The related projects and the Proposed Project would generate approximately 47,767 pounds per day of solid waste. Increases in resident population and employee uses in the area would increase the generation of solid waste. However, impacts created by new development would be reduced by the incorporation of source reducing and recycling measures into each proposed development, which would serve to reduce the regional demands on landfill capacity. In addition, the Proposed Project would only comprise approximately 0.037% of the cumulate solid waste within the region and this contribution would not be cumulatively considerable. Therefore, the Proposed Project would not have a cumulative contribution with respect to solid waste, and cumulative impacts with respect to solid waste would be less than significant.

Table IV.H-15
Projected Cumulative Solid Waste Generation

Land Use	Size	Unit	Generation Rate (lbs/unit/day)	Total Solid Waste Generated (Pounds/Day)
Single-family residential	-3.0	unit	10.000	-30.0
Multiple-family residential	5,455.0	unit	4.000	21,820.0
Retail/Commercial [a]	1,437,056.0	sf	0.005	7,185.3
Industrial [b]	75,885.0	sf	0.063	4,780.8
Warehouse	34,985.0	sf	0.005	174.9
Medical/Dental Office [c]	1,230,500.0	sf	0.007	8,613.5
Pre-School [d]	19,394.0	sf	0.007	135.8
Office [e]	348,975.0	sf	0.006	2,093.9
Motel [f]	644.0	room	2.000	1,288.0
			Related Projects Total:	**46,062.1**
			Proposed Project Net Total:	**1,705**
			Cumulative Total:	**47,767**
			Proposed Project Percent of Cumulative:	**0.037%**

Notes: Generation rates are based on City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981. Uses not listed are estimated by the closest type of use available in the table.
a Retail/Commercial includes bank, media, health club, recration center, open air plaza, park, and restaurant uses.
b Includes maintenance facility.
c Includes hospital and nursing facility. Assumed 1500 sf per bed.
d Includes adult daycare facility. Assumed 92 sf per client.
e Office uses include city service building, library, meeting place, school, and auditorium. Estimation of school square footage comes from California Department of Education, 2000. Guide to School Site Analysis and Development. Study recommends that 59 sf of floor area be provided for each kindergarten-sixth grade pupil, 80 sf per jr. high pupil, and 92 sf per high school pupil.
f Assumed 575 sf per room.
Source: Christopher A. Joseph & Associates, February 2010.

MITIGATION MEASURES

Impacts related to solid waste would be less than significant, and no mitigation measures would be required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would have a less than significant impact on solid waste.

IV. ENVIRONMENTAL IMPACT ANALYSIS
I. PUBLIC SERVICES
1. POLICE

ENVIRONMENTAL SETTING

The Project Site is located within the City of Santa Monica. The Santa Monica College Police Department (SMCPD) is the primary agency responsible for law enforcement agency for Santa Monica College facilities.

Santa Monica College Police Department (SMCPD)

The Santa Monica College Police Department is vested with the authority and responsibility to enforce all applicable local, state and federal laws. Both SMC's Main Campus and its satellite campuses are provided with the same police services. While headquarters for the SMCPD is located on the Main Campus, department duties extend to all of the surrounding satellite campuses. The Main Campus is patrolled 24 hours a day, seven days a week. SMCPD responds to police-related emergency calls. SMCPD has primary jurisdiction of all SMC-owned and operated properties and concurrent jurisdiction with local agencies in adjacent areas. SMCPD receives reports for all incidents occurring on campus and is responsible for investigating all campus crime.

The SMCPD maintains a log of all crimes that occur on its campuses. Table IV.I-1 displays crime statistics reported to SMCPD for incidents that occurred at all SMC-owned and operated properties during 2001-2004.

Table IV.I-1
Crime Statistics Reported to SMCPD

Classification of Offenses	SMC-owned and Operated Properties			
	2004	2007	2008	2009
Homicide	0	0	0	0
Rape	0	0	0	0
Sexual Assault	0	0	0	1
Aggravated Assault	3	2	1	0
Burglary	7	4	4	28
Grand Theft Auto	0	1	2	0
Motor Vehicle Theft	4	1	0	11
Alcohol Violations	6	0	0	0
Drug Violations	3	0	0	0
Weapon Violations	2	1	0	1
Total	**25**	**9**	**7**	**41**

Source: Santa Monica College Police Department, Crime Bulletins, from website: http://www.smc.edu/apps/pub.asp?Q=1472&B=1, November 20, 2009.

Santa Monica Police Department (SMPD)

In the event of an emergency, supplemental police protection services can also be provided by the City of Santa Monica Police Department (SMPD).

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the police department.

Project Impacts

Construction Impacts

Construction sites can be sources of nuisances, providing hazards and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement. SMC would erect temporary fencing around active construction areas to discourage trespassers. SMC may also deploy roving security guards to monitor the construction site and deter any potential criminal activity. By using such common-sense precautionary measures, there would be a reduced need for police services during construction of the Proposed Project.

Construction of the Proposed Project is not expected to cause significant congestion at the local study intersections during off-peak hours. Although minor traffic delays may occur during construction, particularly during the installation of utilities and street improvements, impacts to police services would be minimal and temporary. Therefore, the Proposed Project's construction-related impacts to police protection services would be less than significant.

Operation Impacts

The Proposed Project will involve renovation, new construction and demolition of facilities on the 41.5-acre Santa Monica College Main Campus at 1900 Pico Boulevard, the 3.5-acre Academy of Entertainment and Technology Campus at 1660 Stewart Street, the 2.4-acre Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, and the 4.8-acre SMC Performing Arts Campus located at 1310 11th Street. All properties are located in the City of Santa Monica. No facility changes are proposed at Emeritus College, the Airport Arts Campus nor the Administration Building. No changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update.

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. As such, the demand for police services would be expected to increase to some degree with the increase in activity across the Main Campus, AET Campus, Olympic Shuttle Lot and Performing Arts Campus, some of which would be accommodated within an on-site subterranean parking garage. The SMC campuses would continue to be served by SMCPD security personnel which would patrol the proposed buildings and parking areas on a regular basis. Overall, SMCPD's ability to further service and accommodate the growth as a result of the Master Plan would not be expected to require substantial additional equipment, station space, or staff. As such, the Proposed Project would have a less-than-significant impact associated with SMCPD police services.

CUMULATIVE IMPACTS

There are currently no other known projects proposed by SMC that would require services from SMCPD. Furthermore, it is expected that SMCPD would be able to adequately serve the Proposed Project. Thus, cumulative impacts associated with police services would be less than significant.

MITIGATION MEASURES

As the Proposed Project would result in a less than significant impact associated with police services, no mitigation measures are required.

However, the Proposed Project will incorporate a variety of project design features intended to minimize the SMC Campus' need for police services. Specifically, SMC and SMCPD will prepare and implement a security plan addressing policies for crime prevention.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in a less than significant impact associated with police services.

IV. ENVIRONMENTAL IMPACT ANALYSIS
I. PUBLIC SERVICES
2. FIRE

ENVIRONMENTAL SETTING

Fire Stations

The Santa Monica Fire Department (SMFD) provides fire protection and emergency medical service through four fire stations located throughout the City of Santa Monica, including the SMC Campuses. These four fire stations are strategically located throughout the city with six ALS engine companies, one BLS truck company with an Air/Light unit attached, and one Hazardous Material Unit. SMFD also provides Urban Search and Rescue and Aircraft Rescue.[1] Below is a list of Fire Stations in Santa Monica along with their staffing and equipment information.

Station 121: 1444 7th Street, between Santa Monica Boulevard and Broadway

- One Paramedic Engine Company (Engine 121) with a crew of four.
- One Paramedic Rescue Squad (RA 121) with a crew of two.
- One 100' ladder Truck (Truck 121) with a crew of five.
- One Air/Light/Rescue unit (RU 121) - part of Truck 1.
- One Command Vehicle with a Battalion Chief (Battalion 22).

Station 122: 222 Hollister Avenue, at 2nd Street

- One Engine Company (Engine 122) with a crew of four.
- One Paramedic Rescue Squad (RA122) with a crew of two.
- One Urban Search & Rescue Vehicle (USAR 122).
- One Reserve Engine.

Station 123: 1302 19th Street, at Arizona Avenue

- Two Paramedic Engine Companies (Engine 123 & Engine 124), each with a crew of four.

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[1] *Written correspondence from Brad Lomas, Senior Inspector, Santa Monica Fire Department, Re: Santa Monica College Facilities Master Plan 2010 Update- Request for Fire Service Information, January 15, 2010.*

- One Hazardous Materials Response Vehicle (Haz Mat 124, with Utility 124).
- One Reserve Engine.

Station 125: 2450 Ashland Avenue, south of Ocean Park Boulevard at the Airport

- One Paramedic Engine Company (Engine 125), with a crew of four.
- One Aircraft Rescue Fire Fighting Vehicle (CR125).
- One Reserve Engine.
- One Reserve Ladder Truck.

Training Facility: 2500 Michigan Avenue

- The Department's Drill Tower, classroom and Training Division staff consisting of Division Chief, Training.[2]

The SMFD has stated that existing staffing levels, equipment inventories, and fire station facility space are adequate to meet the current demand for fire prevention and suppression services.[3]

Fire Flow

The required fire flow is closely related to land use as the quantity of water necessary for fire protection varies with the type of development, life hazard, type and level of occupancy, and degree of fire hazard (based on such factors as building age or type of construction). The SMFD sets the fire flow requirements for the City of Santa Monica.

Water for fire flows for the area surrounding the Project Sites is provided by the City of Santa Monica Department of Public Works, Water Resources Division. All water mains and lines that are designed and sized according to Water Resources Division standards take into account fire flow and pressure requirements. The Main Campus is currently equipped with 23 fire hydrants, located on site and along the north boundary of the Main Campus along Pico Boulevard. The AET Campus is currently equipped with one fire hydrant located at the northwest boundary along Pennsylvania Avenue. The Olympic Shuttle Lot is not currently equipped with any fire hydrants. The PAC Campus is currently equipped with

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[2] *City of Santa Monica, Fire Department, Fire Station Locations, from website: http://santamonicafire.org/suppression/stations.htm, accessed November 20, 2009.*

[3] *Written correspondence from Brad Lomas, Senior Inspector, Santa Monica Fire Department, Re: Santa Monica College Facilities Master Plan 2010 Update- Request for Fire Service Information, January 15, 2010.*

one fire hydrant located at the corner of Santa Monica Boulevard and 10th Street. Please refer to Section IV.H-2 (Utilities - Water) for a complete discussion of water service infrastructure in the project area.

Response Distance and Emergency Access

Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the SMFD's ability to successfully navigate the given access ways and adjunct circulation system. Roadway congestion and intersection Level of Service along the response route can affect the response distance when viewed in terms of travel time. The SMFD specifies the maximum response distances recommended between specific sites and the nearest fire station, based upon land use and fire flow requirements. SMFD's city wide response time is within five minutes 95% of the time.[4] The Main Campus, AET Campus, Olympic Shuttle Lot, and PAC Campus are within the desired response time and distance standards for the Santa Monica Fire Department.[5]

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the fire department.

Project Impacts

Demand for fire protection services at the SMC Campuses would be expected to slightly increase in conjunction with the increase in occupied floor area and student activity on the SMC Campuses. However, it should be noted the Proposed Project is 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; and related landscaping and open space elements; general site improvements; and the long-range development planning for the Olympic Shuttle site. Thus, the Proposed Project would upgrade some existing structures and introduce new state of the art facilities which would result in an improvement to fire suppression and safety as compared to existing conditions. Implementation of the Proposed Project would, therefore, not be expected to generate new or altered fire protection services from the City of Santa Monica Fire Department. As such, no significant impacts to fire protection

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[4] *Ibid.*

[5] *Ibid.*

services are expected. However, the mitigation measure provided below is recommended to ensure that impacts would remain less than significant.

Fire Flow

Fire flow requirements vary from 2,000-3,000 gallons per minute (gpm) in school areas. However, the Proposed Project may require provision of off-site public and on-site private fire hydrants. For example, buildout of the Olympic Shuttle lot will require installation of fire hydrants. At the time of project construction for each component of the Master Plan, the number and location of the fire hydrants would be determined by the Santa Monica Fire Department and the Proposed Project would comply with all requirements of the SMFD related to fire hydrants. Furthermore, with respect to water availability SMC would be required to request and pay for flow tests in the water mains to determine the static pressures in the service mains and if any improvements related to fire flows are expected for the SMC Campuses. Any infrastructure improvements necessary would have to be performed by the developer and would be implemented in accordance with the City of Santa Monica Water Resources Division and SMFD.

Response Distance and Access

As discussed previously, the identified campuses are within the desired response time and distance standards for the Santa Monica Fire Department.[6] In addition, the development of the Proposed Project would be designed to provide unobstructed access at all times. Emergency access would be ensured through a City of Santa Monica Fire Department Access Compliance (AC) review and a Fire and Life Safety (FLS) review by the Division of the State Architect prior to approval of project drawings and specification documents. Impacts associated with fire response distance would be less than significant.

CUMULATIVE IMPACTS

The buildout of the Master Plan in conjunction with the development of commercial, residential, and industrial related projects in the project area could create an additional demand on SMFD resources, including increased staffing for existing facilities, additional fire protection facilities, and the relocation or expansion of existing fire protection facilities. Similar to the Proposed Project, all of the identified related projects would be subject to review and approval by the SMFD on a case-by-case basis. If the SMFD found that services could become inadequate, SMFD would propose appropriate enhancements through the yearly budgetary process to meet the City's demand for fire protection services. Accordingly, the Proposed Project would not result in a considerable contribution to a significant impact, and cumulative impacts would be less than significant.

[6] *Ibid.*

MITIGATION MEASURES

As the Proposed Project would result in a less-than-significant impact associated with fire protection, no mitigation measures are required. However, the following mitigation measure is recommended to ensure impacts would remain less than significant:

(I-1) The following fire safety measures shall be incorporated into the building plans and shall be submitted to the Fire Department for approval prior to the approval by the Division of the State Architect. The plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; and all structures must be within 300 feet of an approved fire hydrant.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project will result in a less than significant impact associated with fire protection.

IV. ENVIRONMENTAL IMPACT ANALYSIS
J. TRANSPORTATION/TRAFFIC/PARKING

This Section summarizes the information provided in the Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update (Traffic Study), prepared by Linscott, Law & Greenspan Engineers, and dated March 22, 2010. The Traffic Study, which is provided as Appendix F to this Draft EIR, evaluated traffic impacts related to the Santa Monica College Facilities Master Plan 2010 (Master Plan).

The traffic analysis follows City of Santa Monica traffic study guidelines[1] and is consistent with the traffic impact assessment guidelines set forth in the *2004 Congestion Management Program for Los Angeles County*.[2] This traffic analysis evaluates potential Project-related impacts at 134 key intersections and 66 key street segments encompassing a study area that extends from Montana Avenue to the north, Venice Boulevard to the south, Ocean Avenue to the west, and Barrington Avenue to the east. The study intersections and street segments were determined in consultation with Santa Monica Community College District (SMCCD), the Lead Agency for this Project. Supplemental intersections, street segments and freeway segments evaluated herein were selected for analysis based on comments received by the Lead Agency through the Notice of Preparation (NOP) process.

The Lead Agency determined that the study intersections would be evaluated using the methodologies utilized by the local city in which the intersections are located. Thus, in accordance with policies established by the City of Santa Monica, the operations analysis method from the *Highway Capacity Manual*[3] (HCM2000) was utilized to perform the intersection Level of Service analysis for 111 signalized and unsignalized study intersections located within the City of Santa Monica. In addition, the Critical Movement Analysis method was conducted for the 23 study intersections located partially or solely within the City of Los Angeles. The study street segments were evaluated for potential Project-related impacts based on criteria set forth in the City of Santa Monica's traffic study guidelines. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the Project.

The Traffic Study (i) presents existing traffic volumes, (ii) forecasts future traffic volumes with the related projects and the growth in ambient traffic, (iii) forecasts future traffic volumes with the Project, (iv) determines Project-related impacts, and (v) recommends mitigation measures, where necessary.

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1 *Traffic Study Guidelines, City of Santa Monica Transportation Management Division.*

2 *2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.*

3 *Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2000.*

ENVIRONMENTAL SETTING

Study Area

Based on direction from SMCCD staff and through the CEQA NOP process, a total of 200 locations, including 134 study intersections and 66 street segments, have been identified for evaluation. These study locations provide local access to the study area and define the extent of the boundaries for the Traffic Study. Further discussion of the existing street system and study area is provided below.

The general location of the Project in relation to the study locations and surrounding street system is presented in Figure IV.J-5. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the Project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a) Immediately adjacent or in close proximity to the Project Site;

b) In the vicinity of the Project Site that are documented to have current or projected future adverse operational issues; and

c) In the vicinity of the Project Site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, the forecast Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips and existing intersection/corridor operations.

Site Access and Circulation

Descriptions of the Project Site access and circulation schemes are provided in the following subsections and summarized in Table IV.J-1. With the exception of the AET Campus, no changes to the existing site access points for the SMC Main Campus, Olympic Shuttle Lot, and PAC Campus are planned in conjunction with the development of the Project. Accordingly, all of the existing site driveways will remain in place at the subject SMC campuses.

Main Campus Site Access

Access to the existing Main Campus is provided via driveways along the Pico Boulevard, Pearl Street, a public alley, and 16th Street property frontages. The Main Campus driveways are located as follows:

- Pico Boulevard Driveways: A total of seven driveways are located along the south side of Pico Boulevard including one driveway serving Parking Lot 6, two driveways serving Parking Structure 4, one signalized driveway opposite 17th Street, one signalized driveway opposite 18th

Court, one driveway serving Parking Lot 2, and a right-turn only egress driveway for Parking Lot 1.

- Pearl Street Driveways: There are three driveways that are located along the north side of Pearl Street along the campus frontage. Also, there is one driveway situated on the south side of the roadway serving Parking Lot 5. In addition, there are individual driveways serving the small campus buildings along the south side of Pearl Street.

- Public Alley Driveway: One access driveway is located near the northeast corner of the Main Campus, with access via the public alley and 20th Street.

- 16th Street Driveways: Two driveways are located along the east side of 16th Street including one egress driveway from Parking Structure 4 and one ingress/egress driveway.

A summary of the Main Campus driveway locations and access schemes is presented in Table IV.J-1. The site access scheme for the Main Campus is shown in Figure IV.J-1.

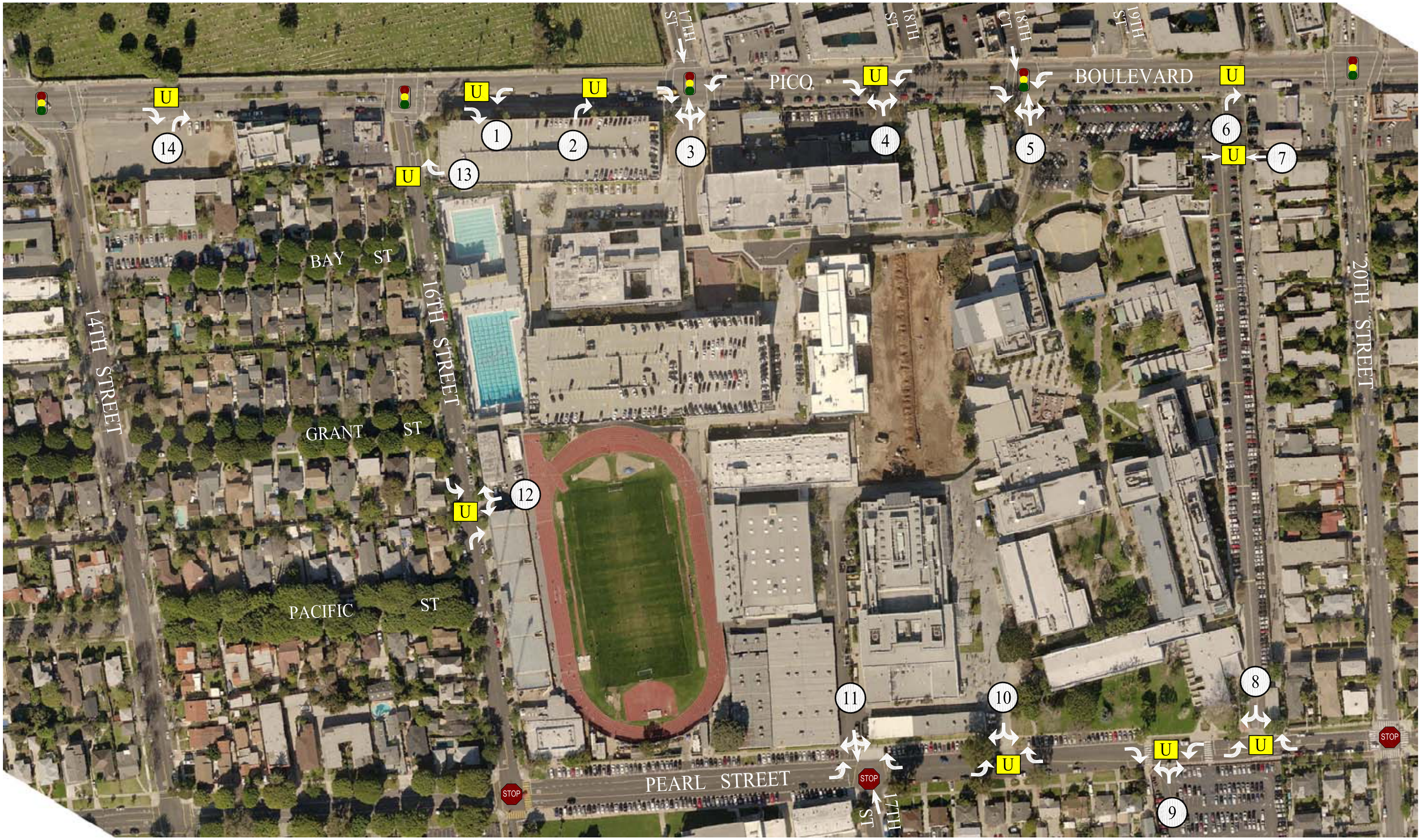
Table IV.J-1

Driveway Location and Access Schemes for SMC Campuses

DRIVEWAY NOS.[1]	DRIVEWAY LOCATION	ACCESS TURNING MOVEMENT(S)	TRAFFIC CONTROL	ACCESS TO/FROM
Main Campus[2]				
1	South side of Pico Boulevard, between 16th Street and 17th Street	Left- and right-turn ingress	Stop sign	Parking structure 4
2	South side of Pico Boulevard, between 16th Street and 17th Street	Right-turn egress	Stop sign	Parking structure 4
3	South side of Pico Boulevard, at 17th Street	Left- and right-turn ingress and egress	Traffic signal	Parking structures 3, 4
4	South side of Pico Boulevard, at 18th Court	Left- and right-turn ingress and egress	Stop sign	Parking lot 2
5	South side of Pico Boulevard, at 18th Court	Left- and right-turn ingress and egress	Traffic signal	Parking lot 1
6	South side of Pico Boulevard, between 19th Street and 20th Street	Right-turn egress	Stop sign	Parking lot 1
7	Public Alley/East side of 20th Street, south of Pico Boulevard	Left- and right-turn ingress and egress	Stop sign	Parking lot 1
8	North side of Pearl Street, between 17th Street and 20th Street	Left- and right-turn ingress and egress	Stop sign	Parking lot 1
9	South side of Pearl Street, between 17th Street and 20th Street	Left- and right-turn ingress and egress	Stop sign	Parking lot 5
10	North side of Pearl Street, between 17th Street and 20th Street	Left- and right-turn ingress and egress	Stop sign	Walkway to Quad[3]
11	North side of Pearl Street, at 17th Street	Left- and right-turn ingress and egress	Stop sign	Walkway to Quad[3]
12	East side of 16th Street, between Grant Street and Pacific Street	Left- and right-turn ingress and egress	Stop sign	Operations & maintenance lot
13	East side of 16th Street, between	Right-turn egress	Stop sign	Parking

DRIVEWAY NOS.[1]	DRIVEWAY LOCATION	ACCESS TURNING MOVEMENT(S)	TRAFFIC CONTROL	ACCESS TO/FROM
	Pico Boulevard and Bay Street			structure 4
14	South side of Pico Boulevard, east of 14th Street	Left- and right-turn ingress and egress	Stop sign	Parking lot 6
AET Campus				
1	South side of Pennsylvania Avenue, between 26th Street and Stewart Street	Right-turn ingress and egress	Stop sign	AET Campus parking lot
2	South side of Pennsylvania Avenue, between 26th Street and Stewart Street	Right-turn ingress and egress	Stop sign	AET Campus parking lot
3	West side of Stewart Street, south of Pennsylvania Avenue	Left- and right-turn ingress	Stop sign	AET Campus parking lot
4	West side of Stewart Street, south of Pennsylvania Avenue	Left- and right-turn egress	Stop sign	AET Campus parking lot
Olympic Shuttle Lot				
1	East side of Stewart Street. between Olympic and Exposition Boulevard	Left- and right-turn ingress and egress	Stop sign	Olympic Shuttle lot
2	North side of Exposition Boulevard, east of Stewart Street	Closed – gated	--	Olympic Shuttle lot
3	North side of Exposition Boulevard, east of Stewart Street	Closed – gated	--	Olympic Shuttle lot
PAC Campus				
1	West side of 11th Street, between Arizona Avenue and Santa Monica Boulevard	Left- and right-turn ingress and egress	Stop sign	PAC Campus parking lot
2	North side of Santa Monica Boulevard, between 10th Street and 11th Street	Left- and right-turn ingress and egress	Stop sign	PAC Campus parking lot
3	East side of 10th Street, between Arizona Avenue and Santa Monica Boulevard	Closed – Service/Emergency access only	Stop sign	PAC Campus parking lot
4[4]	East side of 10th Street, north of Santa Monica Boulevard	Closed – Service/Emergency access only	Stop sign	PAC Campus parking lot

Notes:
[1] Refer to Figures IV.J-1 through IV.J-4 for the corresponding numbered driveway locations at each of the SMC project campuses. Also, refer to the Traffic Study to view pictures of the driveways at each of the SMC project campuses.
[2] Driveway summary does not include minor driveways on south side of Pearl Street serving small campus buildings.
[3] For use by maintenance and emergency vehicles only.
[4] Refer to Figure II-8, Performing Arts Campus – Proposed Project, for proposed future driveway location.
Source: Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, Linscott, Law & Greenspan Engineers, March 22, 2010.



Legend

X DRIVEWAY LOCATIONS

STOP SIGN

SIGNALIZED

U UNSIGNALIZED

Not to Scale

Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-1
Existing Site Driveways
Main Campus

AET Campus Site Access

Access to the existing AET Campus is provided via four driveways along the Pennsylvania Avenue and Stewart Street property frontages. The AET Campus driveways are located as follows:

- Pennsylvania Avenue Driveways: Two driveways are located along the south side of Pennsylvania Avenue. Both driveways on Pennsylvania Avenue are right-turn only ingress/egress driveways.

- Stewart Street Driveways: Two driveways are located along the west side of Stewart Street. The northerly Stewart Street driveway is an ingress only driveway and the southerly Stewart Street driveway is an egress only driveway.

A summary of the AET Campus driveway locations and access schemes is provided in Table IV.J-1. The site access scheme for the AET Campus is displayed in Figure IV.J-2.

Olympic Shuttle Lot Site Access

The Olympic Shuttle Lot has one single access point provided via an ingress/egress driveway on Stewart Street, at the northwest corner of the parking lot. Based on recent field observations, two driveways at the Olympic Shuttle Lot that would provide access to and from Exposition Boulevard are presently gated and closed.

A summary of the Olympic Shuttle Lot driveway locations and access schemes (including the closed Exposition Boulevard driveways) is provided in Table IV.J-1. The site access scheme for the Olympic Shuttle Lot is displayed in Figure IV.J-3.

PAC Campus Site Access

Access to the existing PAC Campus is provided via three driveways along the Santa Monica Boulevard, 10th Street and 11th Street property frontages (i.e., one driveway located along each roadway). The PAC Campus driveways are located as follows:

- Santa Monica Boulevard Driveway: The Santa Monica Boulevard driveway accommodates ingress/egress turning movements.

- 10th Street Driveway: The 10th Street driveway accommodates ingress/egress turning movements but is gated and restricted to service and emergency vehicles only.

- 11th Street Driveway: The 11th Street driveway accommodates ingress/egress turning movements. The 11th Street driveway is generally closed during the weekends.

Legend

X DRIVEWAY LOCATIONS

STOP SIGN

SIGNALIZED

U UNSIGNALIZED

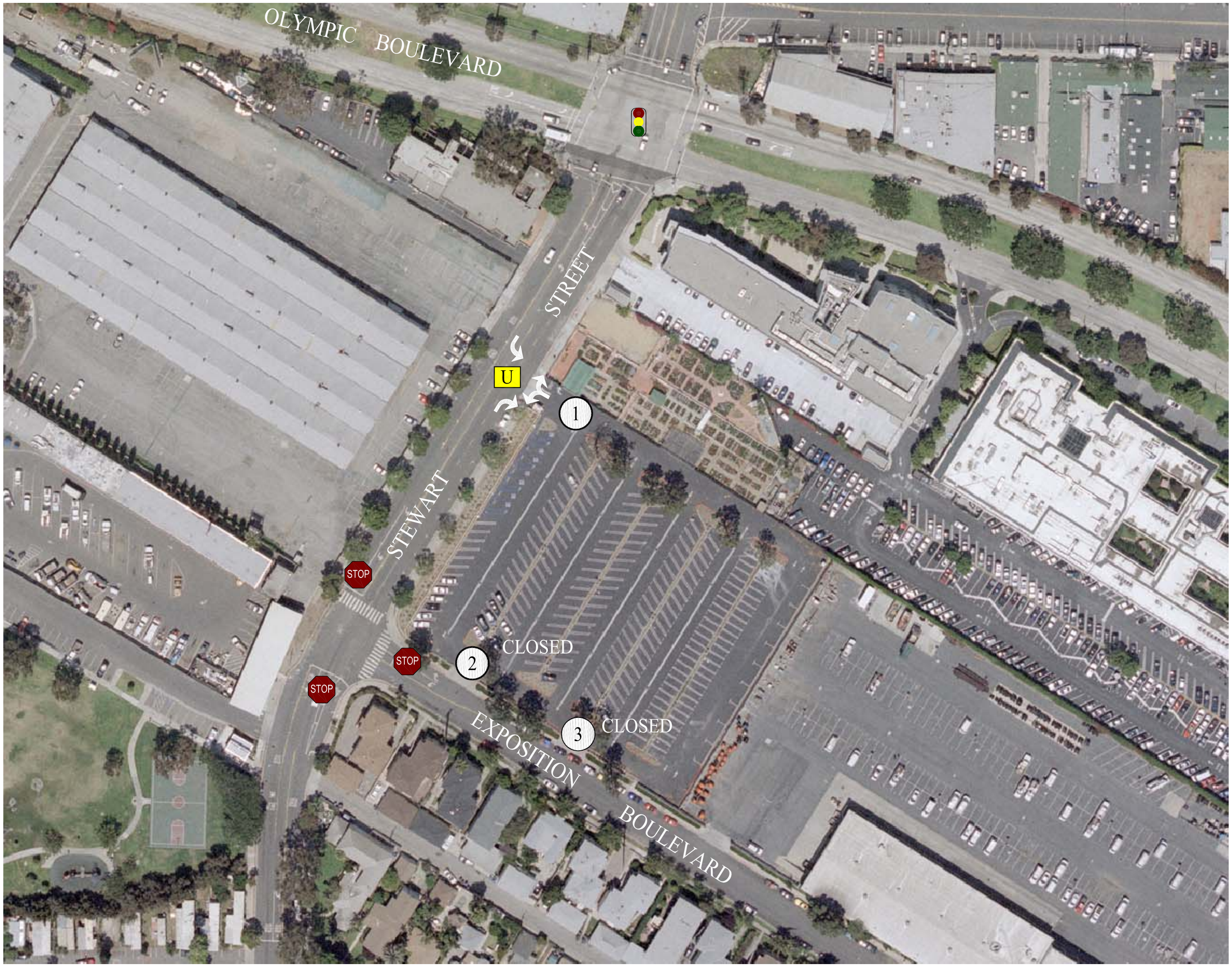
NORTH

Not to Scale

Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-2
Existing Site Driveways
AET Campus



Legend

X DRIVEWAY LOCATIONS
STOP SIGN
SIGNALIZED
U UNSIGNALIZED

NORTH
Not to Scale

Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-3
Existing Site Driveways
Olympic Shuttle Lot

It is noted that a second 10th Street driveway is proposed for the PAC Campus north of Santa Monica Boulevard as part of the Project. The proposed new driveway is intended to better facilitate access and internal circulation by service vehicles. The new driveway would also be available for use by emergency vehicles. When not in use, the proposed 10th Street driveway would be closed for use by the general public (including SMC staff and students).

A summary of the PAC Campus driveway locations and access schemes is presented in Table IV.J-1. The site access scheme for the PAC Campus is shown in Figure IV.J-4.

Existing Street System

Regional Highway System

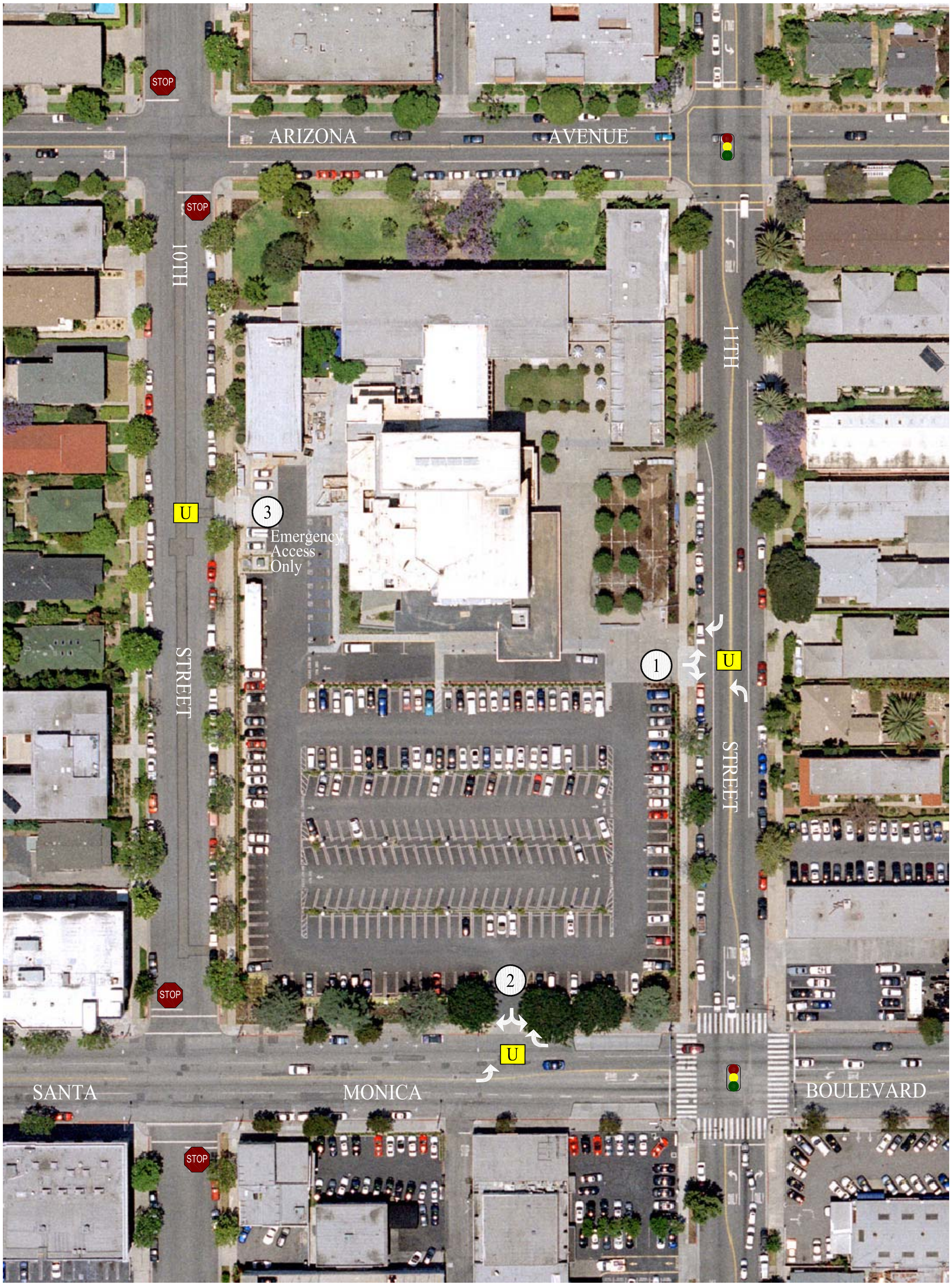
Regional access to the Project Sites is provided by the 1-10 (Santa Monica) Freeway and 1-405 (San Diego) Freeway as shown in Figure IV.J-5. A brief description of the 1-10 and 1-405 Freeways are provided in the following paragraphs.

1-10 (Santa Monica) Freeway is an east-west freeway connecting the City of Santa Monica with the City of Los Angeles and the municipalities of the San Gabriel Valley and San Bernardino County to the east. In the Project vicinity, three to four mixed-flow freeway lanes are generally provided in each direction on the 1-10 Freeway with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound ramps are provided on the 1-10 Freeway at Bundy Drive, Centinela Avenue, Cloverfield Boulevard, 20th Street, Olympic Boulevard and 4th Street in the Project area.

1-405 (San Diego) Freeway is a major north-south oriented freeway that extends from the San Fernando area to the north and the Orange County area to the south. In the Project vicinity, the 1-405 Freeway generally provides six mainline freeway lanes (five mixed flow lanes and one carpool lane) in each direction. Northbound and southbound ramps are provided on the 1-405 Freeway at Santa Monica Boulevard, Tennessee Avenue south of Olympic Boulevard, and National Boulevard in the Project area.

Existing Local Street System

Primary access to the Main Campus is provided via Pico Boulevard with secondary access available from Pearl Street and 16th Street. Access to the AET Campus is provided via Stewart Street and Pennsylvania Avenue, and the Olympic Shuttle Lot is accessed via Stewart Street. Primary access to the PAC Campus is provided by Santa Monica Boulevard with secondary access available via 11th Street (and 10th Street for service and emergency vehicles).



Legend

X DRIVEWAY LOCATIONS

STOP STOP SIGN

SIGNALIZED

U UNSIGNALIZED

NORTH

Not to Scale

Source: Linscott, Law & Greenspan, Engineers, 2009.

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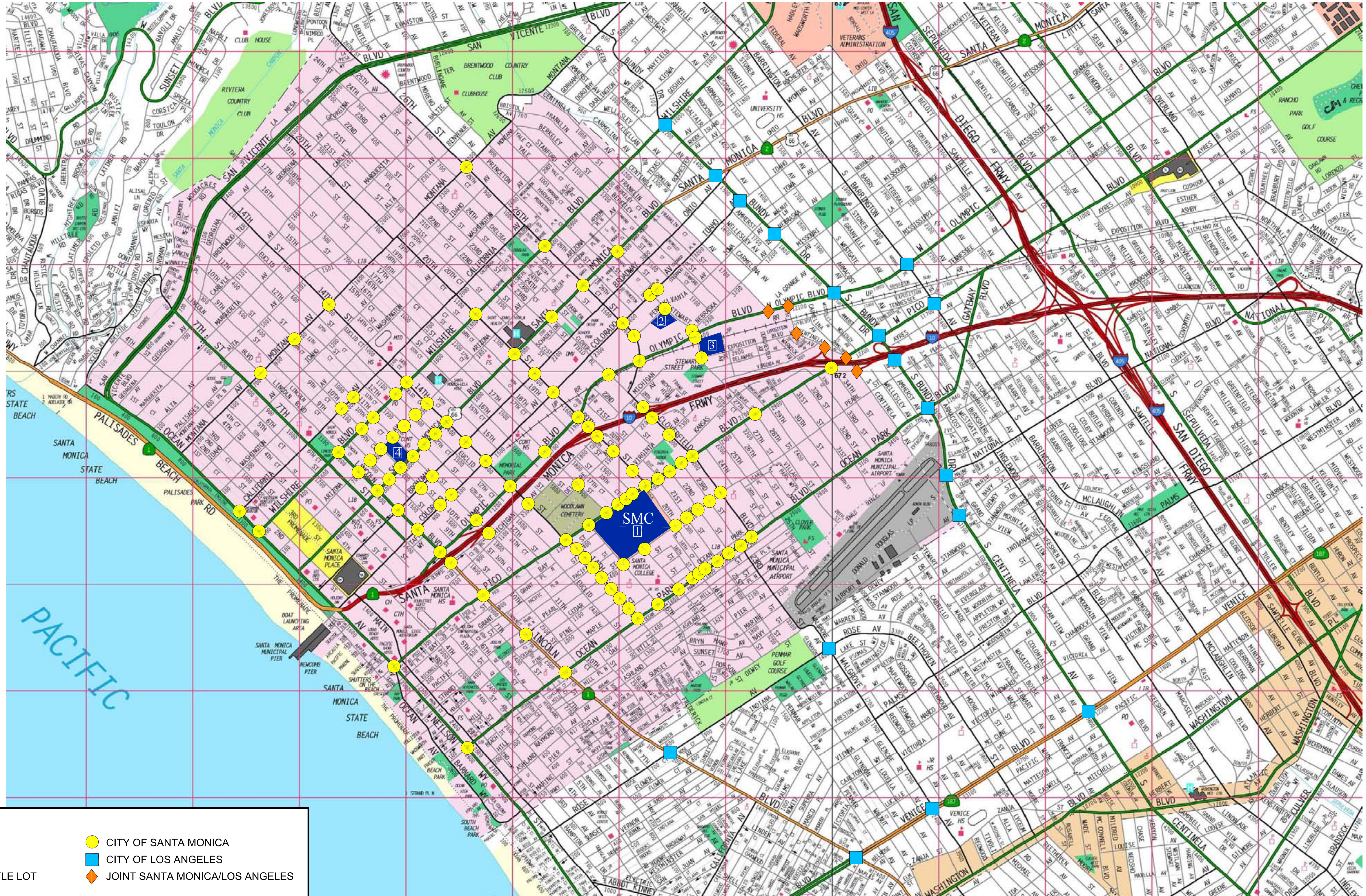
Environmental Planning and Research

Figure IV.J-4
Existing Site Driveways
PAC Campus



LEGEND:

- 1 SMC MAIN CAMPUS
- 2 SMC AET CAMPUS
- 3 SMC OLYMPIC SHUTTLE LOT
- 4 SMC PAC CAMPUS
- CITY OF SANTA MONICA
- CITY OF LOS ANGELES
- JOINT SANTA MONICA/LOS ANGELES

NORTH

Not to Scale

Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-5
Locations of Study Intersections

A total of 134 study intersections and 66 study street segments were selected for analysis of potential impacts related to the Project in consultation with SMCCD staff and through the CEQA NOP process. The lists of study intersections and street segments selected for analysis are presented in Table IV.J-2 and Table IV.J-3, respectively. A total of 111 study intersections are located within the City of Santa Monica (marked with a single asterisk "*"), 17 intersections are located within the City of Los Angeles (marked with a double asterisk "**"), and six intersections are shared between the two subject municipalities (marked with a triple asterisk "***"). A total of 90 of the study intersections are presently controlled by traffic signals, while the remaining 44 study intersections are currently either stop sign controlled or uncontrolled. Of the unsignalized study intersections, 16 study intersections are all-way stop sign controlled, 27 study intersections are stop sign controlled with the stop signs facing the minor street approaches, and one study intersection is uncontrolled.

Table IV.J-2

List of Study Intersections

No.	North-South and East-West Intersection	Traffic Control[1]	Jurisdiction(s)
1	Ocean Avenue and California Avenue*	Signalized	Santa Monica
2	Ocean Avenue and Wilshire Boulevard*	Signalized	Santa Monica
3	Ocean Avenue-Neilson Way and Pico Boulevard*	Signalized	Santa Monica
4	Neilson Way and Ocean Park Boulevard*	Signalized	Santa Monica
5	Lincoln Boulevard and Montana Avenue*	Signalized	Santa Monica
6	Lincoln Boulevard and Wilshire Boulevard*	Signalized	Santa Monica
7	Lincoln Boulevard and Arizona Avenue*	Signalized	Santa Monica
8	Lincoln Boulevard and Santa Monica Boulevard*	Signalized	Santa Monica
9	Lincoln Boulevard and Broadway*	Signalized	Santa Monica
10	Lincoln Boulevard and Colorado Avenue*	Signalized	Santa Monica
11	Lincoln Boulevard and Olympic Boulevard (westbound)*	Signalized	Santa Monica
12	Lincoln Boulevard and Olympic Boulevard (eastbound)*	Signalized	Santa Monica
13	Lincoln Boulevard and Pico Boulevard*	Signalized	Santa Monica
14	Lincoln Boulevard and Pearl Street*	Signalized	Santa Monica
15	Lincoln Boulevard and Ocean Park Boulevard*	Signalized	Santa Monica
16	9th Street and Arizona Avenue*	Unsignalized	Santa Monica
17	9th Street and Santa Monica Boulevard*	Unsignalized	Santa Monica
18	10th Street and California Avenue*	Unsignalized	Santa Monica
19	10th Street and Wilshire Boulevard*	Unsignalized	Santa Monica
20	10th Street and Arizona Avenue*	Unsignalized	Santa Monica
21	10th Street and Santa Monica Boulevard*	Unsignalized	Santa Monica
22	10th Street and Broadway*	Unsignalized	Santa Monica
23	10th Street and Colorado Avenue*	Unsignalized	Santa Monica
24	11th Street and Montana Avenue*	Signalized	Santa Monica
25	11th Street and California Avenue*	Unsignalized	Santa Monica
26	11th Street and Wilshire Boulevard*	Signalized	Santa Monica
27	11th Street and Arizona Avenue*	Signalized	Santa Monica
28	11th Street and Santa Monica Boulevard*	Signalized	Santa Monica
29	11th Street and Broadway*	Signalized	Santa Monica
30	11th Street and Colorado Avenue*	Signalized	Santa Monica
31	11th Street and Olympic Boulevard (westbound)*	Signalized	Santa Monica
32	11th Street and Olympic Boulevard (eastbound)*	Signalized	Santa Monica

No.	North-South and East-West Intersection	Traffic Control[1]	Jurisdiction(s)
33	12th Street and Arizona Avenue*	Unsignalized	Santa Monica
34	12th Street and Santa Monica Boulevard*	Unsignalized	Santa Monica
35	Euclid Street and Wilshire Boulevard*	Signalized	Santa Monica
36	Euclid Street and Arizona Avenue*	Unsignalized	Santa Monica
37	Euclid Street and Santa Monica Boulevard*	Unsignalized	Santa Monica
38	14th Street and Montana Avenue*	Signalized	Santa Monica
39	14th Street and Wilshire Boulevard*	Signalized	Santa Monica
40	14th Street and Arizona Avenue*	Signalized	Santa Monica
41	14th Street and Santa Monica Boulevard*	Signalized	Santa Monica
42	14th Street and Broadway*	Signalized	Santa Monica
43	14th Street and Colorado Avenue*	Signalized	Santa Monica
44	14th Street and Olympic Boulevard*	Signalized	Santa Monica
45	14th Street and Michigan Avenue*	Signalized	Santa Monica
46	14th Street and Pico Boulevard*	Signalized	Santa Monica
47	14th Street and Bay Street*	Unsignalized	Santa Monica
48	14th Street and Grant Street*	Unsignalized	Santa Monica
49	14th Street and Pacific Street*	Unsignalized	Santa Monica
50	14th Street and Pearl Street*	Unsignalized	Santa Monica
51	14th Street and Cedar Street *	Unsignalized	Santa Monica
52	14th Street and Pine Street*	Unsignalized	Santa Monica
53	14th Street and Maple Street*	Unsignalized	Santa Monica
54	14th Street and Ocean Park Boulevard*	Signalized	Santa Monica
55	16th Street and Pico Boulevard*	Signalized	Santa Monica
56	16th Street and Pearl Street*	Unsignalized	Santa Monica
57	16th Street and Ocean Park Boulevard*	Unsignalized	Santa Monica
58	17th Street and Olympic Boulevard*	Signalized	Santa Monica
59	17th Street and Delaware Avenue*	Unsignalized	Santa Monica
60	17th Street and Pico Boulevard*	Signalized	Santa Monica
61	17th Street and Pearl Street*	Unsignalized	Santa Monica
62	17th Street and Ocean Park Boulevard*	Signalized	Santa Monica
63	18th Street and Pico Boulevard*	Unsignalized	Santa Monica
64	18th Court and Pico Boulevard*	Signalized	Santa Monica
65	18th Street and Ocean Park Boulevard (west intersection)*	Unsignalized	Santa Monica
66	18th Street and Ocean Park Boulevard (east intersection)*	Unsignalized	Santa Monica
67	19th Street and Pico Boulevard*	Unsignalized	Santa Monica
68	20th Street and Wilshire Boulevard*	Signalized	Santa Monica
69	20th Street and Santa Monica Boulevard*	Signalized	Santa Monica
70	20th Street and Broadway*	Signalized	Santa Monica
71	20th Street and Colorado Avenue*	Signalized	Santa Monica
72	20th Street and Olympic Boulevard*	Signalized	Santa Monica
73	20th Street and I-10 Freeway westbound On-Ramp*	Uncontrolled	Santa Monica
74	20th Street and I-10 Freeway eastbound Off-Ramp*	Signalized	Santa Monica
75	20th Street and Delaware Avenue*	Signalized	Santa Monica
76	20th Street and Virginia Avenue*	Unsignalized	Santa Monica
77	20th Street and Pico Boulevard*	Signalized	Santa Monica
78	20th Street and Pearl Street*	Unsignalized	Santa Monica
79	20th Street and Ocean Park Boulevard*	Signalized	Santa Monica
80	21st Street and Pico Boulevard*	Unsignalized	Santa Monica
81	21st Street and Pearl Street*	Unsignalized	Santa Monica
82	21st Street and Ocean Park Boulevard*	Signalized	Santa Monica
83	22nd Street and Pico Boulevard*	Unsignalized	Santa Monica

No.	North-South and East-West Intersection	Traffic Control[1]	Jurisdiction(s)
84	22nd Street and Pearl Street*	Unsignalized	Santa Monica
85	22nd Street and Ocean Park Boulevard*	Unsignalized	Santa Monica
86	23rd Street and Pico Boulevard*	Signalized	Santa Monica
87	23rd Street and Pearl Street*	Unsignalized	Santa Monica
88	23rd Street and Ocean Park Boulevard*	Signalized	Santa Monica
89	Cloverfield Boulevard and Santa Monica Boulevard*	Signalized	Santa Monica
90	Cloverfield Boulevard and Olympic Boulevard*	Signalized	Santa Monica
91	Cloverfield Boulevard and I-10 Freeway westbound Off-Ramp*	Signalized	Santa Monica
92	Cloverfield Boulevard and I-10 Freeway eastbound On-Ramp – Delaware Avenue*	Signalized	Santa Monica
93	Cloverfield Boulevard and Virginia Avenue*	Signalized	Santa Monica
94	Cloverfield Boulevard and Pico Boulevard*	Signalized	Santa Monica
95	Cloverfield Boulevard and Pearl Street*	Unsignalized	Santa Monica
96	Cloverfield Boulevard and Ocean Park Boulevard*	Signalized	Santa Monica
97	26th Street and Wilshire Boulevard*	Signalized	Santa Monica
98	26th Street and Santa Monica Boulevard*	Signalized	Santa Monica
99	26th Street and Colorado Avenue*	Signalized	Santa Monica
100	26th Street and Pennsylvania Avenue*	Signalized	Santa Monica
101	26th Street and Olympic Boulevard*	Signalized	Santa Monica
102	Steward Street and Colorado Avenue*	Signalized	Santa Monica
103	Stewart Street and Pennsylvania Avenue*	Unsignalized	Santa Monica
104	Stewart Street and Nebraska Avenue*	Unsignalized	Santa Monica
105	Stewart Street and Olympic Boulevard*	Signalized	Santa Monica
106	Stewart Street and Exposition Boulevard*	Unsignalized	Santa Monica
107	Stewart Street-28th Street and Pico Boulevard	Signalized	Santa Monica
108	Yale Street and Santa Monica Boulevard*	Signalized	Santa Monica
109	Yale Street and Colorado Avenue*	Unsignalized	Santa Monica
110	I-10 Freeway eastbound Off-Ramp-34th Street and Pico Boulevard*	Signalized	Santa Monica
111	Centinela Avenue and Olympic Boulevard (west intersection)***	Signalized	Santa Monica, Los Angeles
112	Centinela Avenue and Olympic Boulevard (east intersection)***	Signalized	Santa Monica, Los Angeles
113	Centinela Avenue and Exposition Boulevard***	Unsignalized	Santa Monica, Los Angeles
114	Centinela Avenue and I-10 Freeway westbound Ramps***	Signalized	Santa Monica, Los Angeles
115	Carmelina Avenue-Centinela Avenue and Pico Boulevard***	Signalized	Santa Monica, Los Angeles
116	Centinela Avenue and I-10 Freeway eastbound On-Ramp***	Signalized	Santa Monica, Los Angeles
117	Lincoln Boulevard and Rose Avenue**	Signalized	Los Angeles
118	Lincoln Boulevard and Venice Boulevard**	Signalized	Los Angeles
119	Walgrove Avenue and Rose Avenue**	Signalized	Los Angeles
120	Walgrove Avenue and Venice Boulevard**	Signalized	Los Angeles
121	Bundy Drive and Wilshire Boulevard**	Signalized	Los Angeles
122	Bundy Drive and Santa Monica Boulevard**	Signalized	Los Angeles
123	Bundy Drive and Idaho Avenue**	Signalized	Los Angeles
124	Bundy Drive and Nebraska Avenue**	Unsignalized	Los Angeles
125	Bundy Drive and Olympic Boulevard**	Signalized	Los Angeles
126	Bundy Drive and Pico Boulevard**	Signalized	Los Angeles
127	Bundy Drive and I-10 Freeway eastbound On-Ramp**	Signalized	Los Angeles

No.	North-South and East-West Intersection	Traffic Control[1]	Jurisdiction(s)
128	Bundy Drive and Ocean Park Boulevard**	Signalized	Los Angeles
129	Bundy Drive and National Boulevard**	Signalized	Los Angeles
130	Bundy Drive and Airport Avenue**	Signalized	Los Angeles
131	Centinela Avenue and Venice Boulevard**	Signalized	Los Angeles
132	26th Street and Montana Avenue*	Signalized	Santa Monica
133	Barrington Avenue and Olympic Boulevard**	Signalized	Los Angeles
134	Barrington Avenue and Pico Boulevard**	Signalized	Los Angeles

[1] The traffic controls indicated are based on field reviews conducted by LLG Engineers.
Source: Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, Linscott, Law & Greenspan Engineers, March 22, 2010.

Table IV.J-3

List of Study Street Segments

No.	Study Street Segment Location
1	Arizona Avenue between 9th Street and 10th Street
2	10th Street between California Avenue and Wilshire Boulevard
3	10th Street between Wilshire Boulevard and Arizona Avenue
4	10th Street between Arizona Avenue and Santa Monica Boulevard
5	10th Street between Santa Monica Boulevard and Broadway
6	Arizona Avenue between 10th Street and 11th Street
7	11th Street between California Avenue and Wilshire Boulevard
8	11th Street between Wilshire Boulevard and Arizona Avenue
9	11th Street between Arizona Avenue and PAC Campus driveway
10	11th Street between PAC Campus driveway and Santa Monica Boulevard
11	11th Street between Santa Monica Boulevard and Broadway
12	Arizona Avenue between 11th Street and 12th Street
13	Pearl Street between Euclid Street and 14th Street
14	Cedar Street between Euclid Street and 14th Street
15	14th Street between Delaware Avenue and Pico Boulevard
16	14th Street between Pico Boulevard and Bay Street
17	14th Street between Pacific Street and Pearl Street
18	14th Street between Pearl Street and Cedar Street
19	14th Street between Ocean Park Boulevard and Ocean Park Place South
20	Pearl Street between 14th Street and 16th Street
21	Maple Street between 14th Street and 16th Street
22	16th Street between Pico Boulevard and Bay Street
23	16th Street between Pacific Street and Pearl Street
24	16th Street between Pearl Street and Maple Street
25	16th Street between Ocean Park Boulevard and Ocean Park Place South
26	Michigan Avenue between 16th Street and 17th Street
27	Delaware Avenue between 16th Street and 17th Street
28	Pearl Street between 16th Street and 17th Street
29	17th Street between Delaware Avenue and Pico Boulevard
30	17th Street between Pearl Street and Ocean Park Boulevard
31	17th Street between Ocean Park Boulevard and Ocean Park Place South
32	Delaware Avenue between 17th Street and 18th Street
33	Pearl Street between 17th Street and SMC Main Campus driveway
34	18th Street between Delaware Avenue and Pico Boulevard

35	18th Street between Ocean Park Boulevard and Ocean Park Place South
36	Pearl Street between Main Campus driveway and 20th Street
37	19th Street between Delaware Avenue and Pico Boulevard
38	Delaware Avenue between 19th Street and 20th Street
39	20th Street between Virginia Avenue and Pico Boulevard
40	20th Street between Pico Boulevard and Pearl Street
41	20th Street between Pearl Street and Ocean Park Boulevard North
42	Pearl Street between 20th Street and 21st Street
43	21st Street between Pico Boulevard and Pearl Street
44	21st Street between Pearl Street and Ocean Park Boulevard North
45	21st Street between Ocean Park Boulevard and Ocean Park Place South
46	22nd Street between Pico Boulevard and Pearl Street
47	22nd Street between Pearl Street and Ocean Park Boulevard North
48	Virginia Avenue between 22nd Street and Cloverfield Boulevard
49	23rd Street between Pico Boulevard and Pearl Street
50	23rd Street between Pearl Street and Ocean Park Boulevard
51	23rd Street between Ocean Park Boulevard and Ocean Park Place South
52	Pearl Street between 23rd Street and Cloverfield Boulevard
53	Cloverfield Boulevard between Pico Boulevard and Pearl Street
54	Cloverfield Boulevard between Pearl Street and Ocean Park Boulevard
55	Pennsylvania Avenue between 26th Street and Stewart Street
56	Harvard Street between Broadway and Colorado Avenue
57	Colorado Avenue between Harvard Street and Stewart Street
58	Stewart Street between Colorado Avenue and Pennsylvania Avenue
59	Stewart Street between Pennsylvania Avenue and Nebraska Avenue
60	Stewart Street between Nebraska Avenue and Olympic Boulevard
61	Stewart Street between Olympic Boulevard and Exposition Boulevard
62	Stewart Street between Exposition Boulevard and Delaware Avenue
63	Colorado Avenue between Stewart Street and Yale Street
64	Yale Street between Broadway and Colorado Avenue
65	Nebraska Avenue between Stewart Street and Stanford Street
66	Exposition Boulevard between Stewart Street and Yorkshire Avenue
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.	

Roadway Descriptions

A review of the characteristics (e.g., street classification, number of travel lanes, etc.) of important roadways in the Project Site vicinity and study area is summarized in the Traffic Study (see Appendix F). As indicated in the Traffic Study, the important roadways within the Project study area were inventoried on a segment basis in terms of the number of lanes provided, parking restrictions, posted speed limits, etc. Additionally, the roadway classifications as designated by the appropriate jurisdiction are noted on a segment basis in the Traffic Study.

Existing Transit Service

Existing Public Bus Transit Service

Public bus transit service within the vicinity of the SMC campuses is currently provided by the Santa Monica Big Blue Bus (BBB), the Los Angeles County Metropolitan Transportation Authority (Metro), and the City of Culver City. Beginning in Fall 2008, SMC students and staff members may ride any of the BBB lines for free upon presentation of a valid SMC identification card through a partnership between SMC, SMC Associated Students, and the BBB. A summary of the existing transit service including the transit routes, destinations and peak hour headways is presented in the Traffic Study (see Appendix F).

Existing SMC Shuttle Services

As a supplement to the Santa Monica BBB service, SMC operates two inter-campus shuttles that transfer students between the Main Campus and two satellite campuses (i.e., the PAC Campus and the Bundy Campus). The PAC Campus shuttle operates 7:30 AM to 5:30 PM, Mondays through Fridays, with headways of approximately 15 to 20 minutes per shuttle in the southeast to northwest direction via 11th Street, Santa Monica Boulevard, 14th Street, Pico Boulevard, and 17th Street. In addition, SMC operates a daytime shuttle between the Bundy Campus and the Airport Arts (AA) Campus from 7:30 AM to 5:30 PM, Mondays through Thursdays. An evening shuttle provides students the opportunity to transfer between the Bundy Campus and the Main Campus from 5:30 PM to 10:10 PM on Mondays through Thursdays with headways of approximately 15 to 20 minutes.

Existing SMC Transit Ridership Counts

Manual and video surveillance of the existing SMC transit ridership counts were conducted for each of the seven transit stop locations adjacent to the SMC Main Campus. Of the seven stop locations, four are located on Pico Boulevard, one is on 20th Street, and two are on Pearl Street. The transit ridership counts at each of the stop locations were conducted in Fall 2009 from 7:00 AM to 10:00 AM coinciding with the AM peak commuter period and from 4:00 PM to 7:00 PM coinciding with the PM peak commuter period.

A summary of the existing SMC student boardings and alightings at the bus stop locations adjacent to the SMC Main Campus is presented in the Traffic Study (Appendix F). The locations of these public transit stops adjacent to the SMC Main Campus along Pico Boulevard, 20th Street, and Pearl Street are presented in the Traffic Study. The peak bus ridership during the AM peak hour (i.e., 9:00 AM to 10:00 AM) consisted of a total of 357 boardings and 829 alightings. The peak bus ridership during the PM peak hour occurred from 4:00 PM to 5:00 PM, with a total of 468 boardings and 197 alightings.

Existing Bicycle Routes

Bicycle access to the Project Site is facilitated by the City of Santa Monica bicycle roadway network. Approximately ten bicycle routes (i.e., Class II Bike Lanes or Class IIII Bike Routes[4]) in the City's bicycle network are located within an approximate one-half mile radius from the Project Site. The following are key bicycle routes located near the SMC campuses:

Main Campus Routes

- Pearl Street: Class II Bike Lane (between Lincoln Blvd. and 16th St.)
  Class III Bike Route (between 16th St. and Centinela Ave.)
- Ocean Park Boulevard: Class III Bike Route (between Lincoln Blvd. and 11th St.)
- 11th Street: Class II Bike Lane (between Wilshire Blvd. and Pico Blvd.)
  Class III Bike Route (between Pico Blvd. and Ashland Ave.)
- 17th Street: Class II Bike Lane (between Arizona Ave. and Michigan Ave.)
  Class III Bike Lane (between Pearl St. and Airport Ave.)

AET Campus and Olympic Shuttle Lot Routes

- Arizona Avenue: Class III Bike Route (between 26th St. and Centinela Ave.)
- Broadway: Class II Bike Lane
- Stewart Street: Class III Bike Route

PAC Campus Routes

- California Avenue: Class II Bike Lane
- Arizona Avenue: Class II Bike Lane (between Lincoln Blvd. and 26th St.)
- Broadway: Class II Bike Lane
- 7th Street: Class II Bike Lane (between Wilshire Blvd. and Olympic Blvd.)
  Class III Bike Route (north of Wilshire Blvd.)
- Lincoln Boulevard: Class III Bike Route (south of Arizona Ave.)

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[4] *Class II bike lanes are lanes on the outside edge of roadways reserved for the exclusive use of bicycles and are designated with special signing and pavement markings. Class III bike routes are roadways recommended for bicycle use and are designated with signs posted along roadways.*

- 11th Street: Class II Bike Lane (between Wilshire Blvd. and Pico Blvd.)
  Class III Bike Route (between San Vicente Blvd. and Wilshire Blvd.)

Traffic Counts

Existing Manual Traffic Counts

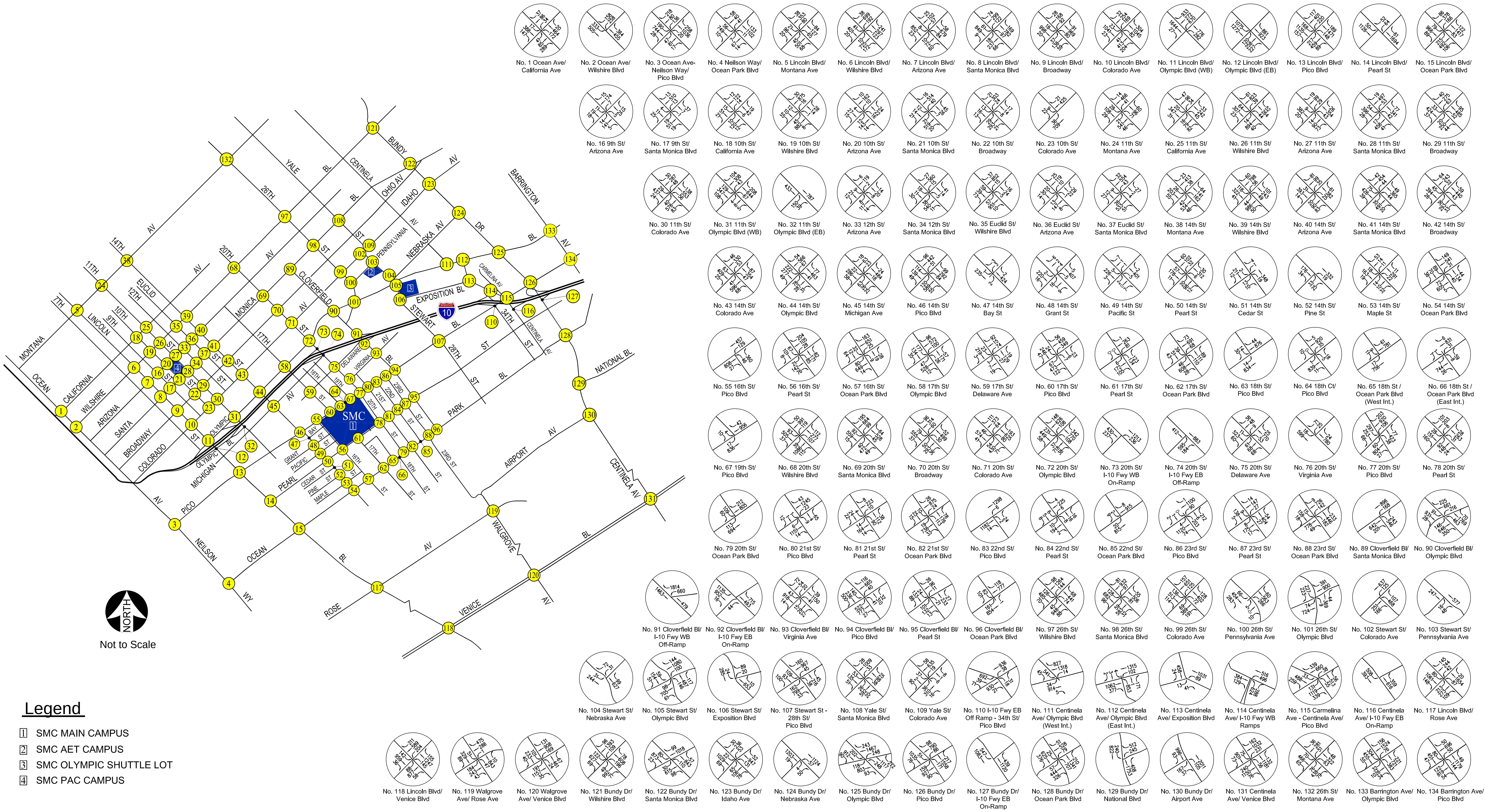
Existing manual traffic counts were conducted at the 134 study intersections during the weekday AM and PM peak commuter periods. In addition, weekend (i.e., Saturday) mid-day peak period traffic counts were also conducted at 42 of the 134 study intersections that are located in the vicinity of the PAC campus based on the potential use at this campus (i.e., fine arts exhibition building) that may generate weekend traffic at levels exceeding those found at a typical educational facility. The weekday and weekend counts are discussed further in the subsections below.

Existing Weekday Manual Traffic Counts

Manual traffic counts of vehicular turning movements were conducted by traffic count subconsultants at the 134 study intersections during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 10:00 AM to determine the weekday AM peak commuter hour and from 4:00 PM to 7:00 PM to determine the weekday PM peak commuter hour. The traffic counts were conducted over a three-week period when SMC campuses and local schools in the area were in session. The hours of the traffic counts represent periods of peak traffic volumes at the study intersections coinciding with high levels of trip generation activity associated with the SMC campuses. A review of the traffic count was conducted to determine the highest one-hour period of traffic volume for each intersection for each time period, based on 15-minute increments (e.g., 7:00 AM to 8:00 AM, 7:15 AM to 8:15 AM, etc.). The resulting existing peak hour traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in Figures IV.J-6 and IV.J-7, respectively. Summary data worksheets of the weekday manual traffic counts at the study intersections are contained in the Traffic Study (Appendix F).

Existing Weekend Manual Traffic Counts

Manual traffic counts of vehicular turning movement were also conducted by traffic count sub consultants at 42 study intersections in the vicinity of the PAC campus during the weekend (i.e., Saturday) mid-day period. The traffic counts at these intersections were conducted from 12:00 PM to 2:00 PM to determine the Saturday mid-day peak hour. The hours of the traffic counts represent periods of peak traffic volumes at the study intersections coinciding with high levels of trip generation activity associated with the PAC campus. These traffic counts were conducted over two weekend time periods during the same timeframe when the weekday counts were being conducted. A review of the traffic count was conducted to determine the highest one-hour period of traffic volume for each intersection for each time period, based on 15-minute increments (e.g., 12:00 PM to 1:00 PM, 12:15 PM to 1:15 PM, etc.). The resulting existing peak hour traffic volumes at the study intersections during the weekend mid-day peak hour are displayed in Figure IV.J-8.



Source: Linscott, Law & Greenspan, Engineers, 2009.

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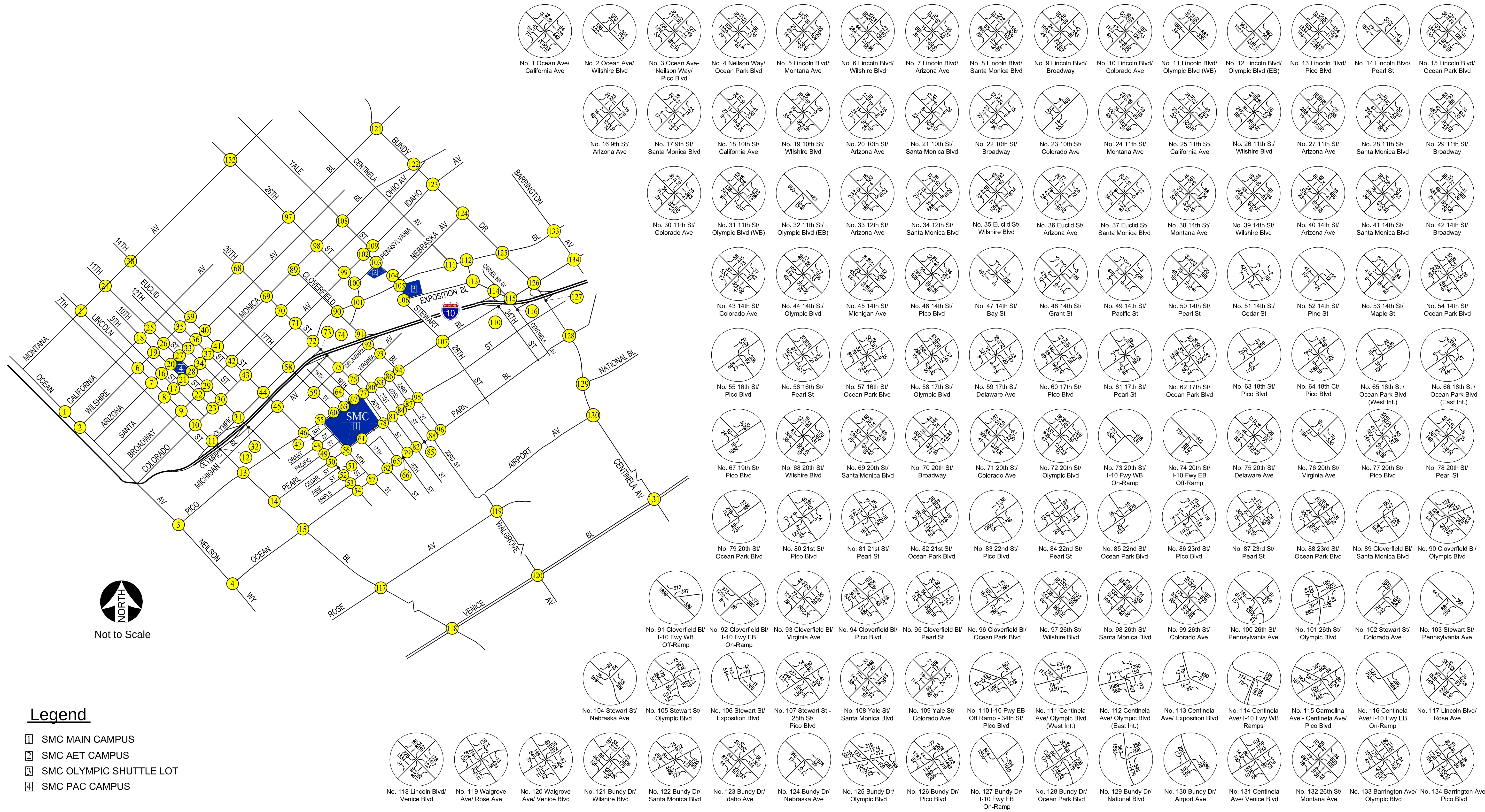
Environmental Planning and Research

Figure IV.J-6
Existing Traffic Volumes
Weekday AM Peak Hour



Source: Linscott, Law & Greenspan, Engineers, 2009.

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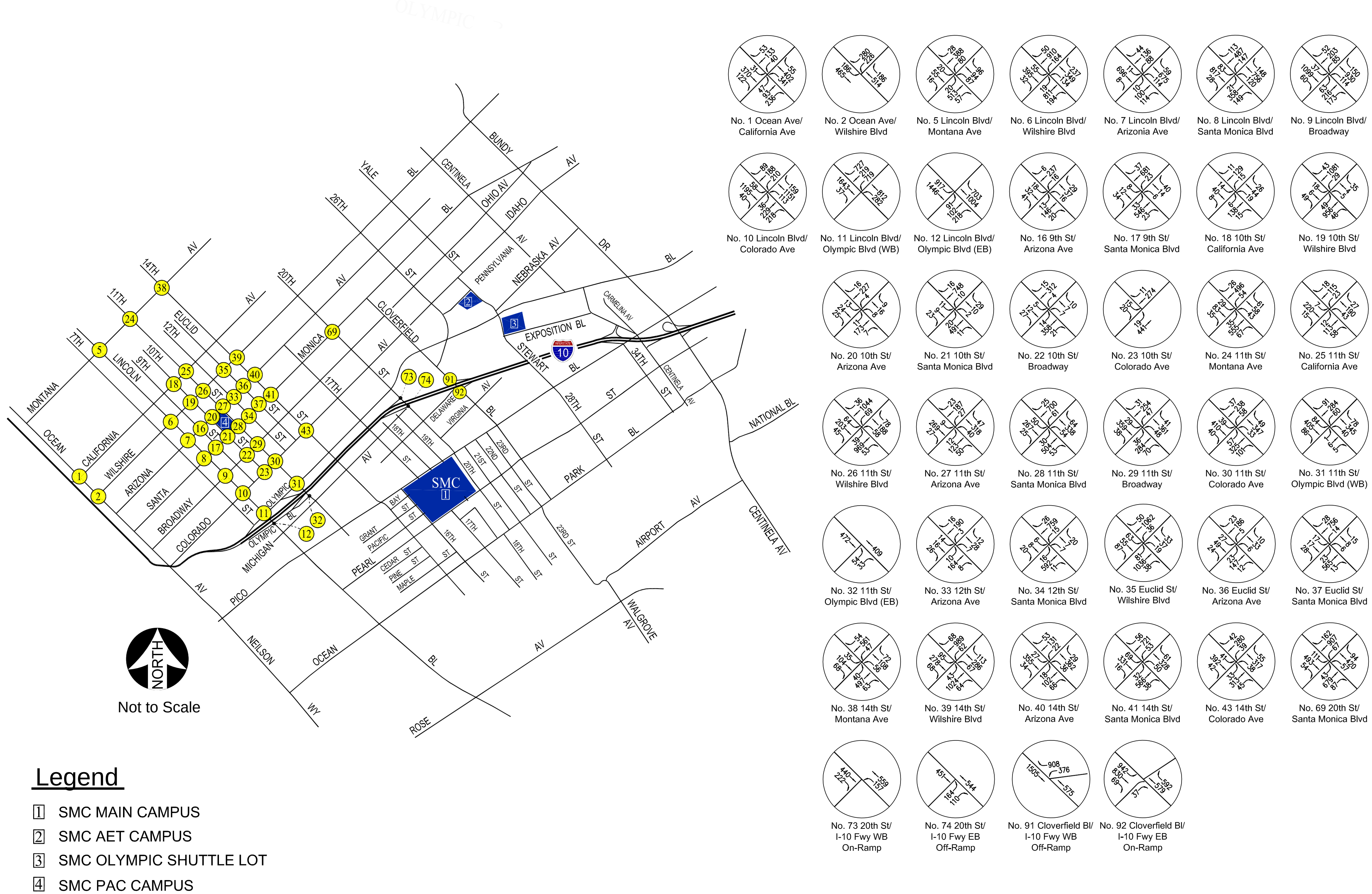
Environmental Planning and Research

Figure IV.J-7
Existing Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-8
Existing Traffic Volumes
Weekend Mid-Day Peak Hour

Existing Automatic 24-Hour Machine Traffic Counts

Directional automatic 24-hour machine traffic counts were conducted by a traffic count subconsultant at each of the 66 study street segment locations during a typical weekday (i.e., Tuesday, Wednesday, or Thursday) to determine the weekday Average Daily Traffic (ADT) volumes. Additionally, automatic 24-hour machine traffic counts were conducted at 12 of the study street segments in the vicinity of the PAC Campus during a typical Saturday to determine the weekend ADT volumes. The weekday and weekend automatic 24-hour machine traffic counts were conducted during the same timeframe as when the intersection counts were conducted.

Summary data worksheets of the weekday and weekend automatic 24-hour machine traffic counts at the study locations are contained in the Traffic Study.

Cumulative Projects

The forecast of future pre-Project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-Project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast. In general, a review of cumulative impacts must address approved related projects under construction, approved related projects not yet under construction, and unapproved projects under environmental review with related impacts or which result in significant cumulative impacts.

Related Projects

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The list of related projects was based on information on file at the City of Santa Monica and the City of Los Angeles Departments of Transportation and Planning, as well as recently approved traffic impact analysis reports prepared for projects in the vicinity of the Project. The related projects research was conducted in October 2009, coinciding with the issuance of the Notice of

Preparation by the Lead Agency. Included in the list of related projects is the Exposition Corridor Transit Project - Phase 2, which proposes to improve public transit service and mobility in the Exposition Boulevard corridor by extending the Metro Expo Light Rail Transit Project Phase 1 (currently under construction) from City of Culver City to a terminus station near 4th Street/Colorado Boulevard in the City of Santa Monica. Also, the SMC Interim Phase projects, such as the Bundy Campus Master Plan and the Student Services Replacement project on the Main Campus, are considered within this analysis as related projects as these are entitled projects for which prior environmental documents have been prepared and certified. The list of related projects in the Project area is provided in Section III, Environmental Setting. The location of the related projects is shown in Figure III-4.

Traffic volumes expected to be generated by the related projects were determined: 1) as calculated using rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation manual, or 2) as provided within other available environmental documents (e.g., EIR, MND) prepared for specific projects. The related projects respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in the Traffic Study. Similar to the weekday methodology, the related projects respective traffic generation for the weekend mid-day peak hour as well as on a daily basis for a typical weekend day is summarized in the Traffic Study. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours as well as the weekend mid-day peak hour is displayed in the Traffic Study.

Ambient Traffic Growth Factor

In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual compounded rate of eight-tenths percent (0.8%) to the year 2017 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors determined in consultation with the City of Santa Monica staff and the 2004 Congestion Management Program for Los Angeles County (the “CMP manual”). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Westside area (i.e., includes the incorporated cities of Beverly Hills, Culver City, Malibu, Santa Monica, and West Hollywood), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately nine-tenths percent (0.9%) per year between the years 2005 and 2025. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor results in a conservative estimate of future traffic volumes at the study intersections that is substantially higher than the CMP traffic model forecasts

Metro Exposition Corridor Transit Project Phase 2

The Metro Exposition Corridor Transit Project Phase 2 proposes to extend the Exposition Transit Project Phase 1 (currently under construction) from the Washington Boulevard/National Avenue station in the City of Culver City to a planned westerly terminus at 4th Street/Colorado Boulevard in the City of Santa Monica. The Exposition Corridor Transit Project Phase 2 will run along Olympic Boulevard and Colorado Boulevard within the City of Santa Monica (i.e., assuming the Colorado Boulevard route alignment). This Metro light rail transit line will include the following three stations in the City of Santa Monica:

- 26th Street/Olympic Boulevard Station
- 17th Street/Colorado Boulevard Station
- 4th Street/Colorado Boulevard Station

The Metro Exposition Corridor Transit Project Phase 2 is currently under review by Metro. The design and construction of the project is currently planned to commence in year 2010 with completion and revenue service starting in year 2015.

Traffic Impact Analysis Methodology

The Lead Agency determined that the study intersections located in the City of Santa Monica would be evaluated using the traffic analysis methodology and thresholds of significance utilized by the City of Santa Monica in their review of development projects. Similarly, the study intersections located in the City of Los Angeles would be evaluated using the traffic analysis methodology and thresholds of significance utilized by the City of Los Angeles in their review of development projects. For those study intersections with joint jurisdictions (i.e., located in both Santa Monica and Los Angeles), the intersections were evaluated using the traffic study methodologies and thresholds of significance for both cities.

The 117 study intersections located in the City of Santa Monica (including 111 study intersections situated within the City and six study intersections shared with the City of Los Angeles) were evaluated using the HCM method of analysis (as generally used by the City of Santa Monica in their evaluation of intersection operations) which determines vehicular delays at intersections for the weekday AM and PM peak hours. A total of 42 City of Santa Monica study intersections located in the vicinity of the PAC Campus also were evaluated using the HCM method of analysis for the weekend (i.e., Saturday) mid-day peak hour. The overall intersection vehicular delay is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition).

The unsignalized study intersections were also analyzed using methodology included in the HCM. According to the HCM, the level of service for an unsignalized intersection is determined by the computed or measured control delay and is defined for each minor movement. For an all-way stop controlled intersection, the overall intersection delay is subsequently assigned a Level of Service (LOS) value to describe intersection operations. For a two-way stop controlled intersection, it should be noted that although delay values are not defined for the intersection as a whole, they can be calculated. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometrics and in the absence of incidents, control, traffic, or geometric delay. The HCM quantifies only that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. This delay is called control delay and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation.

The 17 study intersections located within the City of Los Angeles were evaluated using the Critical Movement Analysis (CMA) method as generally used by the City of Los Angeles Department of Transportation (LADOT) in their evaluation of intersection operations. The Critical Movement Analysis (CMA) method of analysis determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Additionally, each of the six study intersections located partially in the City of Santa Monica and the City of Los Angeles was evaluated using methodologies from both jurisdictions. Descriptions of the HCM and CMA methods and corresponding Level of Service are provided in the Traffic Study.

Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed SMC Career & Educational Facilities Master Plan 2010 Update during the weekday AM and PM peak hours was evaluated based on analysis of future operating conditions at the 134 study intersections, without and with the Project. In addition, the relative impact of the added Project traffic volumes to be generated by the PAC Campus during the weekend mid-day peak hour was evaluated based on analysis of future operating conditions at the 42 study intersections located near the subject campus, without and with the Project. The previously discussed capacity analysis procedures were utilized to evaluate the future vehicular delay values and service level characteristics at each study intersection.

As previously noted, the Lead Agency determined that each of the Santa Monica study intersections would be evaluated for potential traffic impacts using the City of Santa Monica significant traffic impact thresholds. The 23 study intersections located in the City of Los Angeles (i.e., 17 study intersections situated within the City of Los Angeles and six study intersections shared with the City of Santa Monica) would be evaluated for potential traffic impacts using the City of Los Angeles significant traffic impact thresholds. Accordingly, the six study intersections located partially within the City of Santa Monica and the City of Los Angeles were evaluated using the significant traffic impact criteria utilized by both agencies.

City of Santa Monica Thresholds of Significance

The significance of the potential impacts of Project-generated traffic at each study intersection within the City of Santa Monica was identified using criteria set forth in the City of Santa Monica's Traffic and Parking Impact Guidelines. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in Table IV.J-4.

Table IV.J-4

City of Santa Monica Intersection Impact Threshold Criteria

Future Base Scenario	Intersection Class	Future Plus Project Scenario
If LOS = A, B, or C and	Is a Collector Street Intersection	Significant impact if: Average delay (sec/veh) increases by 15 seconds or more, OR if LOS becomes D, E, or F
	Is an Arterial Street Intersection	Average delay (sec/veh) increases by 15 seconds or more, OR if LOS becomes E or F
If LOS = D and	Is a Collector Street Intersection	Significant impact if: Average delay (sec/veh) increases by ANY amount
	Is an Arterial Street Intersection	Average delay (sec/veh) increases by 15 seconds or more, OR if LOS becomes E or F
If LOS = E and	Is a Collector Street Intersection OR Is an Arterial Street Intersection	Significant impact if: Average delay (sec/veh) increases by ANY amount
If LOS = F and	Is a Collector Street Intersection OR Is an Arterial Street Intersection	Significant impact if: Net HCM v/c ratio increases by 0.005 or more

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

It should be noted that the City of Santa Monica's project impact thresholds for LOS F conditions are determined based on increases in v/c ratios. For purposes of determining project impacts for the unsignalized study intersections, these intersections were therefore analyzed as signalized intersections using the HCM signalized intersection methodology to quantify the v/c ratio increases over future pre-Project conditions with the LOS determined through use of the HCM unsignalized method of analysis.

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection delay value or v/c ratio by an amount equal to or greater than the values shown above.

City of Los Angeles Thresholds of Significance

For the 23 intersections located partially or entirely within the City of Los Angeles, the significance of the potential impacts of Project generated traffic at these study intersections was identified using criteria set forth in the LADOT's Traffic Study Policies and Procedures[5] document. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in Table IV.J-5.

5 *Traffic Study Policies and Procedures, City of Los Angeles Department of Transportation, March 2002.*

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown below.

Table IV.J-5

City of Los Angeles Intersection Impact Threshold Criteria

Final v/c	Level of Service	Project Related Increase in v/c
> 0.700 – 0.800	C	Equal to or greater than 0.040
> 0.800 – 0.900	D	Equal to or greater than 0.020
> 0.900	E or F	Equal to or greater than 0.010
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.		

Traffic Impact Analysis Scenarios

Pursuant to the City of Santa Monica's and LADOT's traffic study guidelines, traffic impacts at the study intersections were analyzed for the following conditions:

(a) Existing conditions.

(b) Condition (a) plus eight-tenths percent (0.8%) ambient traffic growth per year through year 2017.

(c) Condition (b) with completion and occupancy of the related projects.

(d) Condition (c) with completion and occupancy of the Project.

(e) Conditions (d) with implementation of Project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the 134 study intersections located partially or entirely within the City of Santa Monica and the City of Los Angeles. Further, it is important to note that the above identified analysis scenarios was analyzed utilizing a build-out projection year of 2017.

City of Santa Monica Traffic Analysis

The traffic impact analysis prepared for the City of Santa Monica study intersections using the HCM methodology and application of the City of Santa Monica significant traffic impact criteria is summarized in Tables IV.J-6 and IV.J-7 for weekday and weekend conditions, respectively.

Table IV.J-6
Summary of Volume to Capacity Ratios and Levels of Service
City of Santa Monica Intersections – Weekday AM and PM Peak Hours

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
1	Ocean Avenue / California Avenue	Arterial	AM PM	18 41	0.612 0.987	B D	23 75	0.783 1.203	C E	23 75	0.783 1.203	C E	0 0	NO NO
2	Ocean Avenue / Wilshire Boulevard	Arterial	AM PM	15 14	0.681 0.545	B B	18 18	0.849 0.773	B B	18 18	0.849 0.773	B B	0 0	NO NO
3	Ocean Avenue-Neilson Way / Pico Boulevard	Arterial	AM PM	18 24	0.707 0.728	B C	19 26	0.837 0.890	B C	19 26	0.840 0.893	B C	0 0	NO NO
4	Neilson Way / Ocean Park Boulevard	Arterial	AM PM	5 9	0.469 0.569	A A	5 10	0.551 0.680	A A	5 10	0.554 0.682	A A	0 0	NO NO
5	Lincoln Boulevard / Montana Avenue	Collector	AM PM	12 13	0.575 0.595	B B	14 16	0.648 0.689	B B	14 16	0.648 0.689	B B	0 0	NO NO
6	Lincoln Boulevard / Wilshire Boulevard	Arterial	AM PM	14 15	0.534 0.619	B B	16 19	0.749 0.882	B B	16 19	0.754 0.885	B B	0 0	NO NO
7	Lincoln Boulevard / Arizona Avenue	Arterial	AM PM	14 21	0.607 0.710	B C	18 32	0.761 0.902	B C	18 32	0.761 0.902	B C	0 0	NO NO
8	Lincoln Boulevard / Santa Monica Boulevard	Arterial	AM PM	20 25	0.631 0.787	C C	26 55	0.817 1.027	C D	27 64	0.850 1.060	C E	1 9	NO YES
9	Lincoln Boulevard / Broadway	Arterial	AM PM	11 17	0.553 0.678	B B	22 48	0.851 1.315	C D	22 49	0.860 1.335	C D	0 1	NO NO
10	Lincoln Boulevard / Colorado Avenue	Arterial	AM PM	23 23	0.829 0.790	C C	57 72	1.055 1.150	E E	63 76	1.083 1.168	E E	6 4	YES YES
11	Lincoln Boulevard / Olympic Boulevard (westbound)	Arterial	AM PM	27 30	0.860 0.909	C C	34 54	0.961 1.047	C D	36 57	0.974 1.060	D E	2 3	NO YES
12	Lincoln Boulevard / Olympic Boulevard (eastbound)	Arterial	AM PM	25 19	0.881 0.739	C B	37 26	0.999 0.911	D C	38 27	1.005 0.926	D C	1 1	NO NO
13	Lincoln Boulevard / Pico Boulevard	Arterial	AM PM	41 32	0.964 0.892	D C	98 74	1.199 1.135	F E	100 75	1.206 1.138	F E	0.007 1	YES YES
14	Lincoln Boulevard / Pearl Street	Arterial	AM PM	4 3	0.632 0.519	A A	5 4	0.777 0.677	A A	5 4	0.780 0.679	A A	0 0	NO NO
15	Lincoln Boulevard / Ocean Park Boulevard	Arterial	AM PM	41 46	0.976 1.007	D D	78 104	1.159 1.242	E F	80 105	1.168 1.246	F F	2 0.004	YES NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
16	9th Street / Arizona Avenue [b]	Feeder	AM	11	n/a	B	12	n/a	B	12	n/a	B	0	NO
			PM	13	n/a	B	15	n/a	C	15	n/a	C	0	NO
17	9th Street / Santa Monica Boulevard [b]	Arterial	AM	16	n/a	C	22	n/a	C	24	n/a	C	2	NO
			PM	20	n/a	C	40	n/a	E	44	n/a	E	4	YES
18	10th Street / California Avenue [c]	Arterial	AM	8	0.186	A	8	0.205	A	8	0.205	A	0	NO
			PM	9	0.261	A	9	0.293	A	9	0.293	A	0	NO
19	10th Street / Wilshire Boulevard [b, d]	Arterial	AM	39	n/a	E	307	0.430	F	315	0.432	F	0.002	NO
			PM	107	n/a	F	***	0.513	F	***	0.513	F	0	NO
20	10th Street / Arizona Avenue [c]	Feeder	AM	8	0.223	A	9	0.306	A	9	0.306	A	0	NO
			PM	9	0.371	A	11	0.483	B	11	0.484	B	0	NO
21	10th Street / Santa Monica Boulevard [b]	Arterial	AM	21	n/a	C	37	n/a	E	42	n/a	E	5	YES
			PM	19	n/a	C	37	n/a	E	42	n/a	E	5	YES
22	10th Street / Broadway [b]	Collector	AM	15	n/a	C	24	n/a	C	25	n/a	C	1	NO
			PM	16	n/a	C	34	n/a	D	34	n/a	D	0	NO
23	10th Street / Colorado Avenue [b]	Arterial	AM	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
			PM	13	n/a	B	14	n/a	B	14	n/a	B	0	NO
24	11th Street / Montana Avenue	Collector	AM	13	0.602	B	14	0.681	B	14	0.681	B	0	NO
			PM	15	0.664	B	17	0.737	B	17	0.737	B	0	NO
25	11th Street / California Avenue [c]	Collector	AM	14	0.618	B	16	0.693	C	16	0.697	C	0	NO
			PM	13	0.579	B	15	0.656	C	15	0.659	C	0	NO
26	11th Street / Wilshire Boulevard	Arterial	AM	13	0.506	B	13	0.642	B	13	0.647	B	0	NO
			PM	12	0.497	B	12	0.651	B	12	0.652	B	0	NO
27	11th Street / Arizona Avenue	Collector	AM	12	0.432	B	15	0.524	B	15	0.539	B	0	NO
			PM	14	0.494	B	16	0.590	B	16	0.594	B	0	NO
28	11th Street / Santa Monica Boulevard	Arterial	AM	16	0.489	B	17	0.656	B	17	0.666	B	0	NO
			PM	16	0.512	B	17	0.694	B	18	0.725	B	1	NO
29	11th Street / Broadway	Collector	AM	17	0.666	B	25	0.862	C	26	0.880	C	1	NO
			PM	18	0.662	B	30	0.905	C	31	0.910	C	1	NO
30	11th Street / Colorado Avenue	Arterial	AM	16	0.577	B	58	1.053	E	62	1.078	E	4	YES
			PM	20	0.788	B	100	1.267	F	102	1.276	F	0.009	YES
31	11th Street / Olympic Boulevard (westbound)	Arterial	AM	14	0.769	B	16	0.833	B	17	0.851	B	1	NO
			PM	16	0.674	B	17	0.732	B	17	0.737	B	0	NO
32	11th Street / Olympic Boulevard (eastbound)	Arterial	AM	8	0.644	A	9	0.697	A	10	0.713	A	1	NO
			PM	9	0.684	A	10	0.742	A	10	0.750	A	0	NO
33	12th Street / Arizona Avenue [b]	Feeder	AM	11	n/a	B	12	n/a	B	12	n/a	B	0	NO
			PM	12	n/a	B	14	n/a	B	14	n/a	B	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay[*]	V/C	LOS	Delay[*]	V/C	LOS	Delay[*]	V/C	LOS	(3-2)	Yes/No[a]
34	12th Street / Santa Monica Boulevard [b, d]	Arterial	AM	21	n/a	C	69	0.379	F	90	0.386	F	0.007	YES
			PM	25	n/a	C	182	0.429	F	223	0.439	F	0.010	YES
35	Euclid Street / Wilshire Boulevard	Arterial	AM	9	0.477	A	9	0.617	A	9	0.617	A	0	NO
			PM	9	0.551	A	10	0.714	A	10	0.716	A	0	NO
36	Euclid Street / Arizona Avenue [b]	Feeder	AM	11	n/a	B	13	n/a	B	13	n/a	B	0	NO
			PM	13	n/a	B	17	n/a	C	17	n/a	C	0	NO
37	Euclid Street / Santa Monica Boulevard [b, d]	Arterial	AM	20	n/a	C	51	0.360	F	61	0.371	F	0.011	YES
			PM	25	n/a	C	157	0.446	F	185	0.456	F	0.010	YES
38	14th Street / Montana Avenue	Collector	AM	21	0.801	C	29	0.912	C	29	0.919	C	0	NO
			PM	15	0.662	B	17	0.743	B	18	0.747	B	1	NO
39	14th Street / Wilshire Boulevard	Arterial	AM	13	0.549	B	14	0.699	B	14	0.700	B	0	NO
			PM	13	0.580	B	15	0.755	B	15	0.759	B	0	NO
40	14th Street / Arizona Avenue	Collector	AM	13	0.499	B	16	0.591	B	16	0.599	B	0	NO
			PM	16	0.625	B	20	0.762	C	20	0.771	C	0	NO
41	14th Street / Santa Monica Boulevard	Arterial	AM	15	0.447	B	16	0.613	B	16	0.622	B	0	NO
			PM	15	0.509	B	16	0.718	B	17	0.726	B	1	NO
42	14th Street / Broadway	Collector	AM	15	0.599	B	19	0.736	B	20	0.761	C	1	NO
			PM	18	0.697	B	31	0.939	C	32	0.946	C	1	NO
43	14th Street / Colorado Avenue	Arterial	AM	15	0.527	B	24	0.889	C	25	0.901	C	1	NO
			PM	17	0.582	B	28	0.901	C	28	0.911	C	0	NO
44	14th Street / Olympic Boulevard	Arterial	AM	16	0.591	B	18	0.679	B	18	0.709	B	0	NO
			PM	15	0.490	B	16	0.554	B	16	0.561	B	0	NO
45	14th Street / Michigan Avenue	Collector	AM	9	0.472	A	10	0.513	A	10	0.514	A	0	NO
			PM	13	0.573	B	14	0.624	B	14	0.625	B	0	NO
46	14th Street / Pico Boulevard	Arterial	AM	23	0.566	C	23	0.674	C	23	0.676	C	0	NO
			PM	25	0.714	C	30	0.928	C	30	0.931	C	0	NO
47	14th Street / Bay Street [b]	Feeder	AM	15	n/a	B	16	n/a	C	16	n/a	C	0	NO
			PM	11	n/a	B	11	n/a	B	11	n/a	B	0	NO
48	14th Street / Grant Street [c]	Feeder	AM	10	0.495	B	11	0.536	B	11	0.540	B	0	NO
			PM	12	0.582	B	12	0.630	B	13	0.632	B	1	NO
49	14th Street / Pacific Street [b]	Feeder	AM	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
			PM	14	n/a	B	15	n/a	B	15	n/a	B	0	NO
50	14th Street / Pearl Street [c]	Feeder	AM	12	0.513	B	14	0.609	B	14	0.614	B	0	NO
			PM	13	0.667	B	18	0.791	C	18	0.795	C	0	NO
51	14th Street / Cedar Street [c]	Feeder	AM	10	0.432	A	10	0.467	B	10	0.471	B	0	NO
			PM	10	0.490	B	11	0.530	B	11	0.532	B	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
52	14th Street / Pine Street [b]	Feeder	AM	10	0.421	A	10	0.457	A	10	0.460	A	0	NO
			PM	10	0.491	B	11	0.532	B	11	0.535	B	0	NO
53	14th Street / Maple Street [b]	Feeder	AM	12	n/a	B	12	n/a	B	13	n/a	B	1	NO
			PM	13	n/a	B	14	n/a	B	14	n/a	B	0	NO
54	14th Street / Ocean Park Boulevard	Arterial	AM	12	0.535	B	13	0.610	B	13	0.619	B	0	NO
			PM	23	0.806	C	30	0.895	C	30	0.899	C	0	NO
55	16th Street / Pico Boulevard	Arterial	AM	20	0.695	B	22	0.813	C	22	0.815	C	0	NO
			PM	15	0.512	B	14	0.602	B	14	0.603	B	0	NO
56	16th Street / Pearl Street [c]	Feeder	AM	13	0.555	B	16	0.652	C	16	0.652	C	0	NO
			PM	9	0.318	A	10	0.372	B	10	0.372	B	0	NO
57	16th Street / Ocean Park Boulevard [b, d]	Arterial	AM	63	n/a	F	145	0.589	F	154	0.591	F	0.002	NO
			PM	106	n/a	F	245	0.583	F	252	0.586	F	0.003	NO
58	17th Street / Olympic Boulevard	Arterial	AM	13	0.407	B	14	0.490	B	14	0.502	B	0	NO
			PM	13	0.465	B	14	0.560	B	14	0.565	B	0	NO
59	17th Street / Delaware Avenue [c]	Feeder	AM	9	0.324	A	10	0.386	B	10	0.388	B	0	NO
			PM	10	0.494	B	12	0.604	B	12	0.604	B	0	NO
60	17th Street / Pico Boulevard	Arterial	AM	20	0.623	C	17	0.574	B	17	0.576	B	0	NO
			PM	17	0.509	B	14	0.583	B	14	0.584	B	0	NO
61	17th Street / Pearl Street [c]	Feeder	AM	11	0.499	B	13	0.582	B	13	0.582	B	0	NO
			PM	9	0.356	A	11	0.494	B	11	0.494	B	0	NO
62	17th Street / Ocean Park Boulevard	Arterial	AM	12	0.702	B	14	0.787	B	14	0.789	B	0	NO
			PM	9	0.664	A	10	0.749	B	10	0.752	B	0	NO
63	18th Street / Pico Boulevard [b, d]	Arterial	AM	20	n/a	C	30	n/a	D	30	n/a	D	0	NO
			PM	24	n/a	C	50	0.444	E	51	0.445	F	1	YES
64	18th Court / Pico Boulevard	Arterial	AM	12	0.342	B	16	0.499	B	16	0.507	B	0	NO
			PM	14	0.444	B	25	0.586	C	25	0.591	C	0	NO
65	18th Street (west intersection) / Ocean Park Boulevard [b, d]	Arterial	AM	26	n/a	D	39	n/a	E	40	n/a	E	1	YES
			PM	39	n/a	E	65	0.631	F	66	0.633	F	0.002	NO
66	18th Street (east intersection) / Ocean Park Boulevard [b, d]	Arterial	AM	39	n/a	E	55	0.621	F	57	0.624	F	0.003	NO
			PM	80	n/a	F	124	0.695	F	126	0.697	F	0.002	NO
67	19th Street / Pico Boulevard [b, d]	Arterial	AM	19	n/a	C	35	n/a	D	35	n/a	D	0	NO
			PM	22	n/a	C	51	0.433	F	52	0.433	F	0.000	NO
68	20th Street / Wilshire Boulevard	Arterial	AM	17	0.772	B	60	1.453	E	60	1.432	E	0	NO
			PM	18	0.805	B	53	1.596	D	55	1.614	E	2	YES
69	20th Street / Santa Monica Boulevard	Arterial	AM	14	0.460	B	35	1.119	D	37	1.126	D	2	NO
			PM	14	0.474	B	33	1.320	C	34	1.348	C	1	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
70	20th Street / Broadway	Collector	AM PM	16 16	0.510 0.547	B B	20 25	0.843 0.904	B C	20 25	0.845 0.906	B C	0 0	NO NO
71	20th Street / Colorado Avenue	Arterial	AM PM	13 14	0.353 0.504	B B	15 19	0.497 0.823	B B	15 19	0.499 0.828	B B	0 0	NO NO
72	20th Street / Olympic Boulevard	Arterial	AM PM	30 27	0.900 0.861	C C	61 41	1.084 1.017	E D	65 43	1.094 1.024	E D	4 2	YES NO
73	20th Street / I-10 Freeway westbound On-Ramp	Collector	AM PM	10 14	n/a n/a	B B	12 22	n/a n/a	B C	12 22	n/a n/a	B C	0 0	NO NO
74	20th Street / I-10 Freeway eastbound Off-Ramp	Collector	AM PM	17 16	0.649 0.494	B B	23 16	0.854 0.578	C B	23 16	0.862 0.579	C B	0 0	NO NO
75	20th Street / Delaware Avenue	Collector	AM PM	11 10	0.443 0.600	B B	11 11	0.536 0.705	B B	11 11	0.536 0.707	B B	0 0	NO NO
76	20th Street / Virginia Avenue [b]	Collector	AM PM	17 13	n/a n/a	C B	26 18	n/a n/a	D C	26 18	n/a n/a	D C	0 0	NO NO
77	20th Street / Pico Boulevard	Arterial	AM PM	22 23	0.776 0.761	C C	33 36	0.948 0.973	C D	33 36	0.952 0.979	C D	0 0	NO NO
78	20th Street / Pearl Street [c]	Collector	AM PM	17 30	0.615 0.955	C D	51 108	0.991 1.381	F F	54 109	1.001 1.387	F F	0.01 0.006	YES YES
79	20th Street / Ocean Park Boulevard	Arterial	AM PM	10 15	0.813 0.842	A B	26 37	0.997 1.032	C D	26 38	1.002 1.036	C D	0 1	NO NO
80	21st Street / Pico Boulevard [b, d]	Arterial	AM PM	48 54	n/a n/a	E F	234 280	0.582 0.630	F F	241 286	0.585 0.632	F F	0.003 0.002	NO NO
81	21st Street / Pearl Street [c]	Feeder	AM PM	10 10	0.351 0.315	A A	11 10	0.394 0.391	B B	11 11	0.400 0.392	B B	0 1	NO NO
82	21st Street / Ocean Park Boulevard	Arterial	AM PM	27 16	0.922 0.854	C B	56 36	1.086 1.028	E D	58 37	1.091 1.033	E D	2 1	YES NO
83	22nd Street / Pico Boulevard [b]	Arterial	AM PM	18 20	n/a n/a	C C	25 33	n/a n/a	D D	25 33	n/a n/a	D D	0 0	NO NO
84	22nd Street / Pearl Street [c]	Feeder	AM PM	9 9	0.281 0.257	A A	9 9	0.320 0.329	A A	9 9	0.325 0.331	A A	0 0	NO NO
85	22nd Street / Ocean Park Boulevard [b]	Arterial	AM PM	22 25	n/a n/a	C C	31 36	n/a n/a	D E	31 37	n/a n/a	D E	0 1	NO YES
86	23rd Street / Pico Boulevard	Arterial	AM PM	35 34	0.667 0.732	C C	64 27	0.830 0.999	E C	65 28	0.831 1.001	E C	1 1	YES NO
87	23rd Street / Pearl Street [c]	Collector	AM PM	15 17	0.719 0.622	C C	35 57	0.994 1.030	E F	36 58	0.998 1.032	E F	1 0.002	YES NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
88	23rd Street / Ocean Park Boulevard	Arterial	AM PM	57 67	1.075 1.108	E E	143 180	1.349 1.412	F F	148 184	1.366 1.422	F F	0.017 0.01	YES YES
89	Cloverfield Boulevard / Santa Monica Boulevard	Arterial	AM PM	18 18	0.560 0.619	B B	31 41	0.944 1.026	C D	33 42	0.956 1.032	C D	2 1	NO NO
90	Cloverfield Boulevard / Olympic Boulevard	Arterial	AM PM	31 30	0.859 0.830	C C	52 53	1.052 1.054	D D	56 56	1.069 1.070	E E	4 3	YES YES
91	Cloverfield Boulevard / I-10 Freeway westbound Off-Ramp	Arterial	AM PM	36 17	1.003 0.672	D B	154 24	1.381 0.907	F C	164 25	1.410 0.922	F C	0.029 1	YES NO
92	Cloverfield Boulevard / I-10 Freeway eastbound On-Ramp – Delaware Avenue	Arterial	AM PM	20 9	0.907 0.606	B A	47 16	1.094 0.887	D B	48 16	1.099 0.898	D B	1 0	NO NO
93	Cloverfield Boulevard / Virginia Avenue	Arterial	AM PM	7 7	0.584 0.649	A A	9 11	0.706 0.834	A B	9 11	0.711 0.837	A B	0 0	NO NO
94	Cloverfield Boulevard / Pico Boulevard	Arterial	AM PM	26 27	0.771 0.741	C C	35 36	0.937 0.917	C D	36 37	0.946 0.922	D D	1 1	NO NO
95	Cloverfield Boulevard / Pearl Street [b]	Collector	AM PM	11 16	0.432 0.718	B C	14 33	0.610 0.972	B D	15 36	0.649 0.992	C E	1 3	NO YES
96	Cloverfield Boulevard / Ocean Park Boulevard	Arterial	AM PM	99 187	0.892 1.255	F F	131 227	0.964 1.328	F F	130 226	0.965 1.328	F F	0.001 0	NO NO
97	26th Street / Wilshire Boulevard	Arterial	AM PM	33 44	0.938 0.989	C D	74 117	1.115 1.202	E F	76 118	1.124 1.206	E F	2 0.004	YES NO
98	26th Street / Santa Monica Boulevard	Arterial	AM PM	19 19	0.782 0.696	B B	39 61	1.011 1.664	D E	40 61	1.020 1.650	D E	1 0	NO NO
99	26th Street / Colorado Avenue	Arterial	AM PM	16 17	0.571 0.723	B B	20 29	0.791 0.975	B C	26 29	0.944 0.984	C C	6 0	NO NO
100	26th Street / Pennsylvania Avenue	Arterial	AM PM	8 16	0.405 0.483	A B	8 16	0.435 0.529	A B	8 16	0.435 0.576	A B	0 0	NO NO
101	26th Street / Olympic Boulevard	Arterial	AM PM	21 24	0.721 0.726	C C	24 29	0.823 0.857	C C	29 32	0.901 0.895	C C	5 3	NO NO
102	Steward Street / Colorado Avenue	Collector	AM PM	20 18	0.764 0.750	C B	30 29	0.947 0.964	C C	35 30	0.984 0.968	C C	5 1	NO NO
103	Stewart Street / Pennsylvania Avenue [b]	Collector	AM PM	10 13	n/a n/a	B B	11 14	n/a n/a	B B	11 15	n/a n/a	B C	0 1	NO NO
104	Stewart Street / Nebraska Avenue [b]	Collector	AM PM	15 19	n/a n/a	B C	24 28	n/a n/a	C D	21 28	n/a n/a	C D	-3 0	NO NO
105	Stewart Street / Olympic Boulevard	Arterial	AM PM	23 25	0.621 0.778	C C	22 27	0.816 0.847	C C	23 30	0.830 0.892	C C	1 3	NO NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
106	Stewart Street / Exposition Boulevard [c]	Collector	AM PM	41 19	1.008 0.769	E C	81 25	1.251 0.887	F C	103 28	1.352 0.936	F D	0.101 3	YES YES
107	Stewart Street-28th Street / Pico Boulevard	Arterial	AM PM	11 16	0.620 0.757	B B	20 25	1.028 0.914	B C	23 26	1.122 0.929	C C	3 1	NO NO
108	Yale Street / Santa Monica Boulevard	Arterial	AM PM	12 13	0.540 0.577	B B	13 15	0.733 0.813	B B	13 15	0.738 0.817	B B	0 0	NO NO
109	Yale Street / Colorado Avenue [b, d]	Arterial	AM PM	24 44	n/a n/a	C E	99 320	0.667 0.807	F F	117 362	0.684 0.815	F F	0.017 0.008	YES YES
110	I-10 Freeway eastbound Off-Ramp-34th Street / Pico Boulevard	Arterial	AM PM	18 15	0.611 0.692	B B	20 19	0.762 0.862	C B	21 20	0.774 0.869	C B	1 1	NO NO
111	Centinela Avenue / Olympic Boulevard (west intersection) [e]	Arterial	AM PM	9 13	0.602 0.700	A B	11 18	0.760 0.891	B B	11 19	0.792 0.907	B B	0 1	NO NO
112	Centinela Avenue / Olympic Boulevard (east intersection) [e]	Arterial	AM PM	18 12	0.762 0.952	B B	56 196	1.406 2.643	E F	58 197	1.427 2.675	E F	2 0.032	YES YES
113	Centinela Avenue / Exposition Boulevard [b, d, e]	Arterial	AM PM	22 20	n/a n/a	C C	88 141	1.100 0.825	F F	108 160	1.150 0.835	F F	0.05 0.010	YES YES
114	Centinela Avenue / I-10 Freeway westbound Ramps [e]	Arterial	AM PM	37 34	0.943 0.926	D C	150 195	1.404 1.518	F F	160 203	1.435 1.541	F F	0.031 0.023	YES YES
115	Carmelina Avenue – Centinela Avenue / Pico Boulevard [e]	Arterial	AM PM	17 17	0.700 0.735	B B	32 50	1.058 1.205	C D	36 53	1.076 1.226	D D	4 3	NO NO
116	Centinela Avenue / I-10 Freeway eastbound On-Ramp [e]	Arterial	AM PM	12 9	0.636 0.579	B A	17 18	0.803 0.911	B B	17 19	0.810 0.929	B B	0 1	NO NO
132	26th Street / Montana Avenue	Collector	AM PM	17 36	0.672 1.055	B D	19 68	0.768 1.327	B E	19 68	0.774 1.333	B E	0 0	NO NO

Notes:
**Reported average control delay values in seconds per vehicle.*
****Oversaturated Conditions. Delay cannot be calculated*
[a] City of Santa Monica intersection impact threshold criteria is as shown in Table IV.J-4.
[b] Stop controlled intersection on the minor approaches.
[c] Stop controlled intersection on all approaches.
[d] This stop controlled intersection is forecast to operate at LOS F in the future and was analyzed as signalized to calculate the V/C increment required by the City of Santa Monica's impact threshold criteria for intersections operating at LOS F.
[e] Shared City of Santa Monica and City of Los Angeles study intersection.
Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Table IV.J-7
Summary of Volume to Capacity Ratios and Levels of Service
City of Santa Monica Intersections – Weekend Mid-Day Peak Hour

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No [a]
1	Ocean Avenue / California Avenue	Arterial	Midday	22	0.684	C	36	0.940	D	37	0.955	D	1	NO
2	Ocean Avenue / Wilshire Boulevard	Arterial	Midday	14	0.450	B	17	0.701	B	17	0.708	B	0	NO
5	Lincoln Boulevard / Montana Avenue	Collector	Midday	12	0.558	B	14	0.646	B	14	0.646	B	0	NO
6	Lincoln Boulevard / Wilshire Boulevard	Arterial	Midday	14	0.561	B	18	0.838	B	19	0.847	B	1	NO
7	Lincoln Boulevard / Arizona Avenue	Arterial	Midday	18	0.654	B	25	0.858	C	25	0.859	C	0	NO
8	Lincoln Boulevard / Santa Monica Boulevard	Arterial	Midday	26	0.767	C	135	1.006	F	138	1.008	F	0.002	NO
9	Lincoln Boulevard / Broadway	Arterial	Midday	19	0.807	B	69	1.492	E	69	1.497	E	0	NO
10	Lincoln Boulevard / Colorado Avenue	Arterial	Midday	24	0.838	C	52	1.070	D	54	1.074	D	2	NO
11	Lincoln Boulevard / Olympic Boulevard (westbound)	Arterial	Midday	25	0.826	C	41	1.000	D	42	1.004	D	1	NO
12	Lincoln Boulevard / Olympic Boulevard (EB)	Arterial	Midday	20	0.761	B	26	0.920	C	26	0.923	C	0	NO
16	9th Street / Arizona Avenue [b]	Feeder	Midday	12	n/a	B	14	n/a	B	14	n/a	B	0	NO
17	9th Street / Santa Monica Boulevard [b]	Arterial	Midday	21	n/a	C	44	n/a	E	46	n/a	E	2	YES
18	10th Street / California Avenue [c]	Arterial	Midday	8	0.199	A	9	0.284	A	9	0.285	A	0	NO
19	10th Street / Wilshire Boulevard [b, d]	Arterial	Midday	89	n/a	F	922	0.521	F	938	0.521	F	0	NO
20	10th Street / Arizona Avenue [c]	Feeder	Midday	9	0.301	A	10	0.411	A	10	0.411	A	0	NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay *	V/C	LOS	(3-2)	Yes/No [a]
21	10th Street / Santa Monica Boulevard [b]	Arterial	Midday	22	n/a	C	42	n/a	E	44	n/a	E	2	YES
22	10th Street / Broadway [b]	Collector	Midday	14	n/a	B	24	n/a	C	24	n/a	C	0	NO
23	10th Street / Colorado Avenue [b]	Arterial	Midday	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
24	11th Street / Montana Avenue	Collector	Midday	11	0.580	B	12	0.651	B	12	0.652	B	0	NO
25	11th Street / California Avenue [c]	Collector	Midday	11	0.388	B	12	0.451	B	12	0.455	B	0	NO
26	11th Street / Wilshire Boulevard	Arterial	Midday	10	0.493	B	11	0.632	B	11	0.634	B	0	NO
27	11th Street / Arizona Avenue	Collector	Midday	14	0.449	B	15	0.547	B	16	0.553	B	1	NO
28	11th Street / Santa Monica Boulevard	Arterial	Midday	14	0.470	B	15	0.615	B	15	0.630	B	0	NO
29	11th Street / Broadway	Collector	Midday	16	0.566	B	22	0.787	C	22	0.791	C	0	NO
30	11th Street / Colorado Avenue	Arterial	Midday	15	0.481	B	22	0.827	C	22	0.829	C	0	NO
31	11th Street / Olympic Boulevard (WB)	Arterial	Midday	12	0.436	B	12	0.482	B	12	0.489	B	0	NO
32	11th Street / Olympic Boulevard (EB)	Arterial	Midday	5	0.366	A	5	0.403	A	5	0.405	A	0	NO
33	12th Street / Arizona Avenue [b]	Feeder	Midday	12	n/a	B	13	n/a	B	13	n/a	B	0	NO
34	12th Street / Santa Monica Boulevard [b, d]	Arterial	Midday	22	n/a	C	58	0.393	F	63	0.404	F	0.011	YES
35	Euclid Street / Wilshire Boulevard	Arterial	Midday	10	0.562	B	11	0.713	B	11	0.717	B	0	NO
36	Euclid Street / Arizona Avenue [b]	Feeder	Midday	13	n/a	B	15	n/a	C	15	n/a	C	0	NO
37	Euclid Street / Santa Monica Boulevard [b, d]	Arterial	Midday	29	n/a	D	128	0.408	F	149	0.419	F	0.011	YES
38	14th Street / Montana Avenue	Collector	Midday	14	0.648	B	16	0.727	B	16	0.727	B	0	NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Traffic Conditions			Change in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay *	V/C	LOS	(3-2)	Yes/No [a]
39	14th Street / Wilshire Boulevard	Arterial	Midday	13	0.559	B	15	0.729	B	15	0.730	B	0	NO
40	14th Street / Arizona Avenue	Collector	Midday	13	0.443	B	15	0.543	B	15	0.544	B	0	NO
41	14th Street / Santa Monica Boulevard	Arterial	Midday	14	0.485	B	15	0.626	B	15	0.637	B	0	NO
43	14th Street / Colorado Avenue	Arterial	Midday	15	0.429	B	17	0.660	B	17	0.662	B	0	NO
69	20th Street / Santa Monica Boulevard	Arterial	Midday	14	0.527	B	22	0.999	C	23	1.005	C	1	NO
73	20th Street / I-10 Freeway westbound On-Ramp	Collector	Midday	10	n/a	A	11	n/a	B	11	n/a	B	0	NO
74	20th Street / I-10 Freeway eastbound Off-Ramp	Collector	Midday	10	0.286	A	13	0.401	B	13	0.401	B	0	NO
91	Cloverfield Boulevard / 1-10 Freeway westbound Off-Ramp	Arterial	Midday	17	0.609	B	36	0.996	D	37	1.003	D	1	NO
92	Cloverfield Boulevard / I-10 Freeway eastbound On-Ramp – Delaware Avenue	Arterial	Midday	15	0.779	B	32	1.011	C	33	1.013	C	1	NO

Notes:
**Reported average control delay values in seconds per vehicle.*
****Oversaturated Conditions. Delay cannot be calculated*
[a] City of Santa Monica intersection impact threshold criteria is as shown in Table IV.J-4.
[b] Stop controlled intersection on the minor approaches.
[c] Stop controlled intersection on all approaches.
[d] This stop controlled intersection is forecast to operate at LOS F in the future and was analyzed as signalized to calculate the V/C increment required by the City of Santa Monica's impact threshold criteria for intersections operating at LOS F.
Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Existing Conditions

Weekday Existing Conditions

As indicated in column 1 of Table IV.J-6, 108 of the 117 City of Santa Monica study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining nine City of Santa Monica study intersections are currently operating at LOS E or F during the peak hours shown in Table IV.J-6. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures IV.J-6 and IV.J-7, respectively.

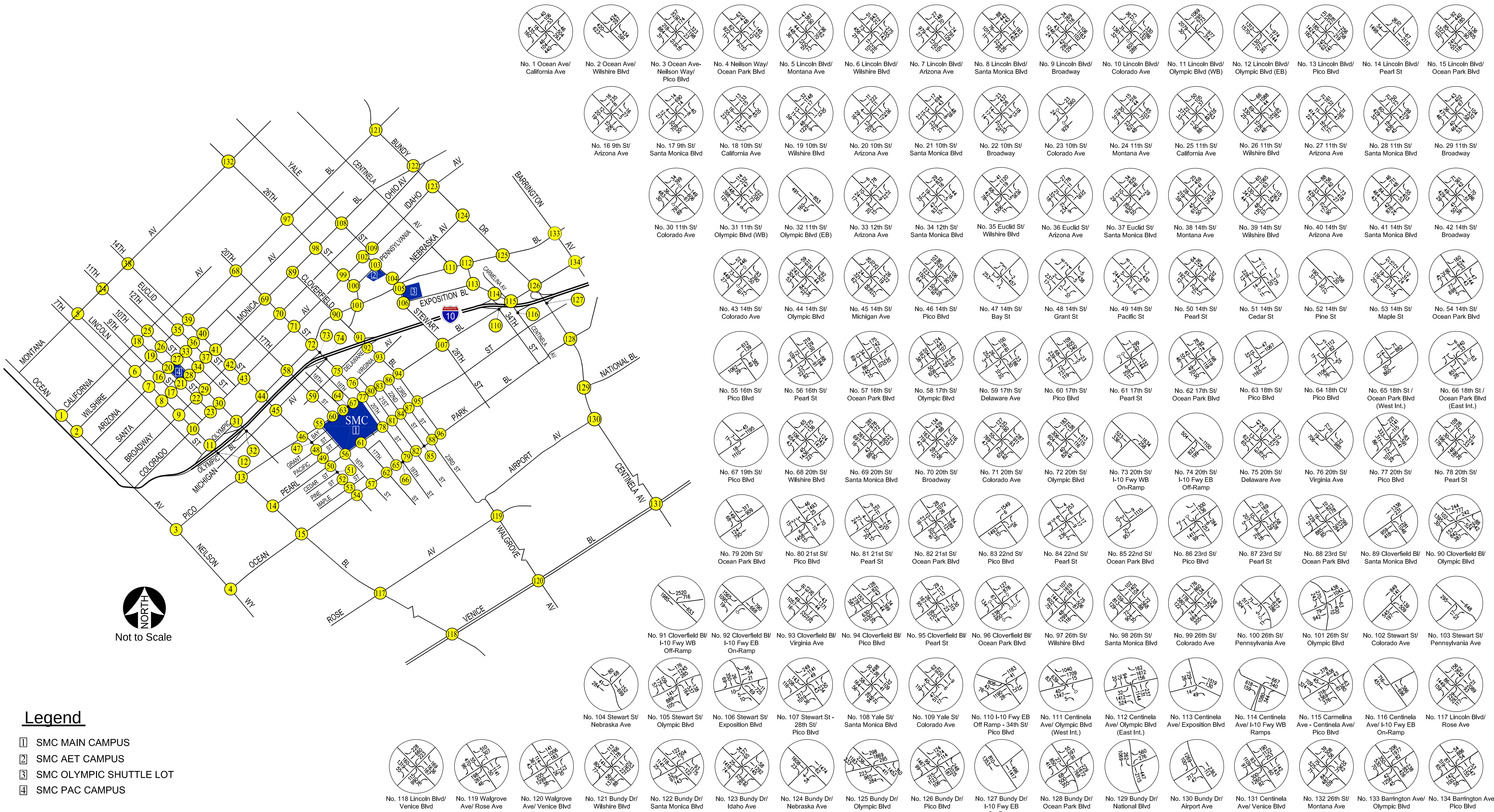
Weekend Existing Conditions

As indicated in column 1 of Table IV.J-7, 41 of the 42 study intersections located in the vicinity of the PAC Campus are presently operating at LOS D or better during the weekend mid-day peak hour under existing conditions. The remaining City of Santa Monica study intersection at 10th Street/Wilshire Boulevard is currently operating at LOS F during the mid-day peak hour shown in Table IV.J-7. As previously mentioned, the existing traffic volumes at the study intersections during the weekend mid-day peak hour are displayed in Figure IV.J-8.

Future Pre-Project Conditions

Weekday Future Pre-Project Conditions

The delay values and v/c ratios at the study intersections are incrementally increased with the addition of ambient growth plus traffic generated by the related projects shown in Figure III-9 (see Section III, General Description of Environmental Setting). As presented in column 2 of Table IV.J-6, 83 of the 117 City of Santa Monica study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects. The remaining 34 City of Santa Monica study intersections are expected to operate at LOS E or F during the peak hours shown in Table IV.J-6 with the addition of ambient traffic and traffic due to the related projects. The future pre-Project traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in Figures IV.J-9 and IV.J-10, respectively.



Legend

- 1 SMC MAIN CAMPUS
- 2 SMC AET CAMPUS
- 3 SMC OLYMPIC SHUTTLE LOT
- 4 SMC PAC CAMPUS

Source: Linscott, Law & Greenspan, Engineers, 2009.

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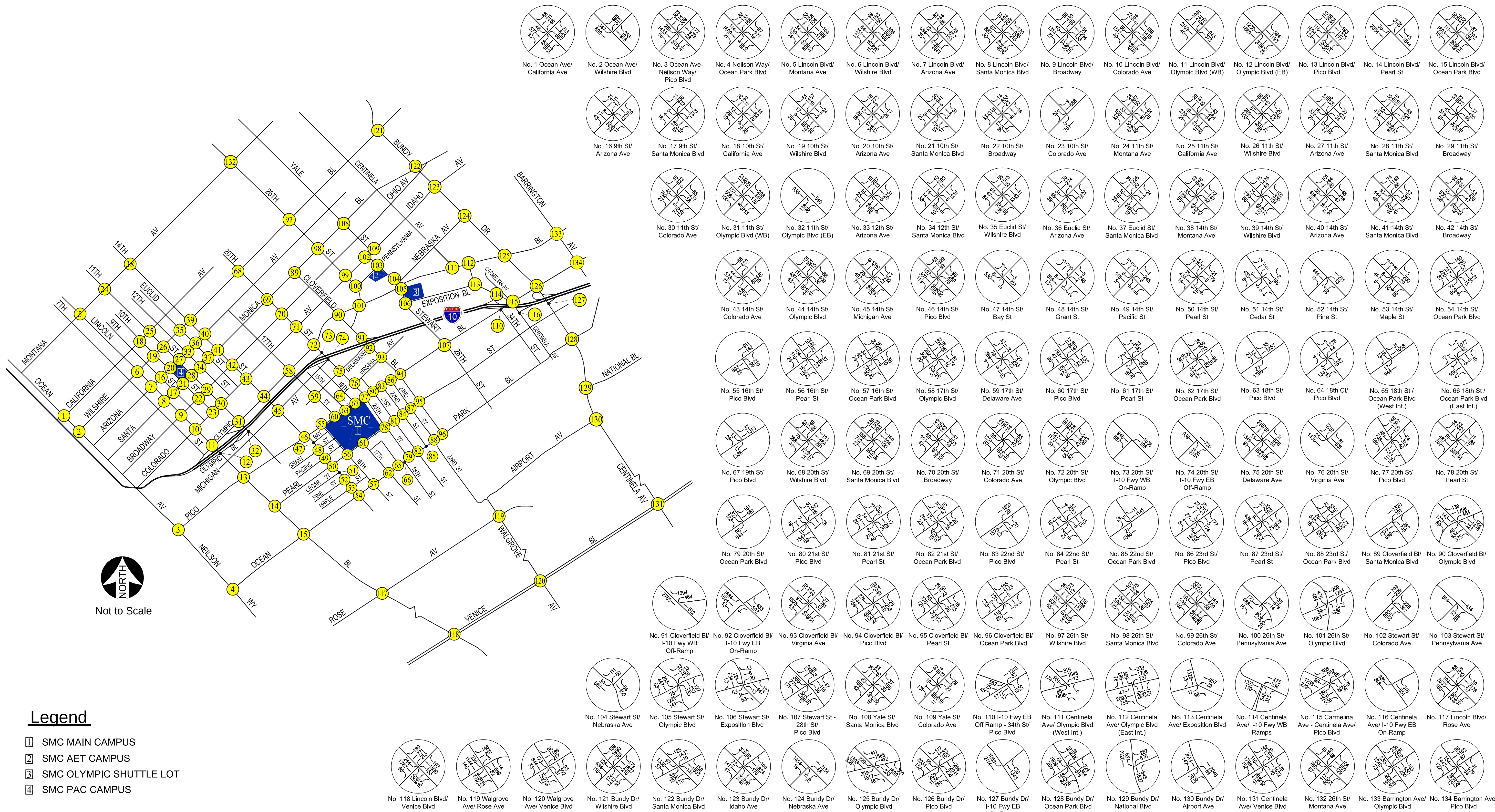
Environmental Planning and Research

Figure IV.J-9
Future Pre-Project Traffic Volumes
Weekday AM Peak Hour



Source: Linscott, Law & Greenspan, Engineers, 2009.

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Environmental Planning and Research

Figure IV.J-10
Future Pre-Project Traffic Volumes
Weekday PM Peak Hour

Weekend Future Pre-Project Conditions

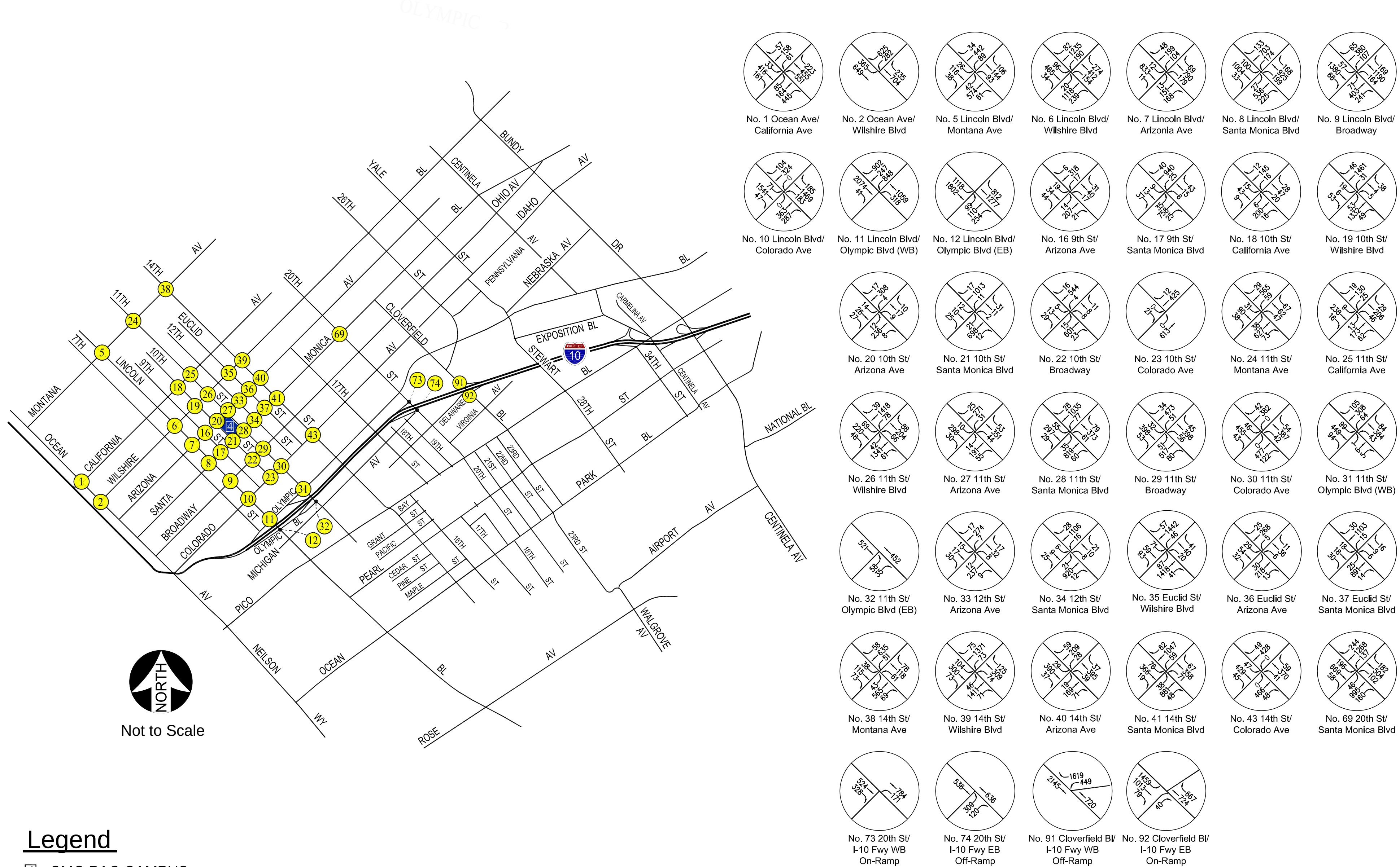
The delay values and v/c ratios at all 42 City of Santa Monica study intersections located in the vicinity of the PAC Campus are incrementally increased with the addition of weekend traffic generated by the ambient growth plus related projects as shown in Figure III-9. As presented in column 2 of Table IV.J-7, 35 of the 42 City of Santa Monica study intersections are expected to continue operating at LOS D or better during the weekend mid-day peak hour with the addition of ambient traffic growth and traffic due to the related projects. The remaining seven City of Santa Monica study intersections are expected to operate at LOS E or F during the weekend mid-day peak hour as shown in Table IV.J-7 with the addition of ambient traffic and traffic due to the related projects.

The future pre-Project (existing, ambient growth and related projects) conditions HCM data worksheets for the study intersections during the weekend mid-day peak hour are contained in the Traffic Study. The future pre-Project weekend conditions HCM data worksheets for those unsignalized study intersections operating at LOS F (but analyzed as signalized intersections only for purposes of determining the v/c ratios) are also contained in the Traffic Study. The future pre-Project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekend mid-day peak hour are presented in Figure IV.J-11.

City of Los Angeles Traffic Analysis

As discussed previously, a supplemental analysis was prepared using the CMA methodology for the 23 study intersections located partially or entirely in the City of Los Angeles (i.e., 17 study intersections situated within the City of Los Angeles and six study intersections shared with the City of Santa Monica). These intersections were evaluated for potential traffic impacts using the LADOT significant traffic impact thresholds in this supplemental traffic impact analysis. Accordingly, each of the six study intersections located partially within the City of Santa Monica and the City of Los Angeles was evaluated using the significant traffic impact criteria utilized by both agencies.

The traffic impact analysis prepared for the City of Los Angeles study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in Table IV.J-8 for weekday AM and PM peak hour conditions.



Legend

4 SMC PAC CAMPUS

Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-11
Future Pre-Project Traffic Volumes
Weekend Mid-Day Peak Hour

Table IV.J-8
Summary of Volume to Capacity Ratios and Levels of Service –
City of Los Angeles - Weekday AM and PM Peak Hours

No.	Key Intersection	Class.	Time Period	1 Existing Traffic Conditions		2 Year 2017 Traffic Conditions		3 Year 2017 Project Traffic Conditions		Change in V/C	Signif. Impact
				V/C	LOS	V/C	LOS	V/C	LOS	(3-2)	Yes/No [a]
111	Centinela Avenue / Olympic Boulevard (west intersection) [b, c]	Arterial	AM PM	0.625 0.753	B C	0.774 0.945	C E	0.810 0.964	D E	0.036 0.019	YES YES
112	Centinela Avenue / Olympic Boulevard (east intersection) [b, c]	Arterial	AM PM	0.646 0.641	B B	0.977 1.199	E F	1.002 0.211	F F	0.025 0.012	YES YES
113	Centinela Avenue / Exposition Boulevard [b, d]	Arterial	AM PM	1.223 0.926	F E	1.426 1.237	F F	1.461 1.260	F F	0.035 0.023	YES YES
114	Centinela Avenue / I-10 Freeway westbound Ramps [b, c]	Arterial	AM PM	0.985 0.961	E E	1.470 1.590	F F	1.505 1.615	F F	0.035 0.025	YES YES
115	Carmelina Avenue-Centinela Avenue / Pico Boulevard [b, c]	Arterial	AM PM	0.714 0.751	C C	0.868 1.015	D F	0.875 1.028	D F	0.007 0.013	NO YES
116	Centinela Avenue / I-10 Freeway EB On-Ramp [b, c]	Arterial	AM PM	0.594 0.533	A A	0.738 0.849	C D	0.745 0.867	C D	0.007 0.018	NO NO
117	Lincoln Boulevard / Rose Avenue [e, f]	Arterial	AM PM	0.816 0.843	D D	0.988 1.045	E F	0.994 1.048	E F	0.006 0.003	NO NO
118	Lincoln Boulevard / Venice Boulevard [e, f]	Arterial	AM PM	0.761 0.850	C D	0.949 1.085	E F	0.955 1.087	E F	0.006 0.002	NO NO
119	Walgrove Avenue / Rose Avenue [e, f]	Arterial	AM PM	1.133 0.973	F E	1.382 1.226	F F	1.396 1.231	F F	0.014 0.005	YES NO
120	Walgrove Avenue / Venice Boulevard [e, f]	Arterial	AM PM	0.756 0.844	C D	1.001 0.020	F F	1.001 1.120	F F	0.000 0.000	NO NO
121	Bundy Drive / Wilshire Boulevard [c, e]	Arterial	AM PM	0.868 1.153	D F	1.065 1.499	F F	1.069 1.501	F F	0.004 0.002	NO NO
122	Bundy Drive / Santa Monica Boulevard [c, e]	Arterial	AM PM	0.570 0.698	A B	0.759 1.054	C F	0.773 1.060	C F	0.014 0.006	NO NO
123	Bundy Drive / Idaho Avenue [c, e]	Arterial	AM PM	0.639 0.778	B C	0.859 1.071	D F	0.869 1.074	D F	0.010 0.003	NO NO
124	Bundy Drive / Nebraska Avenue [d, e]	Arterial	AM PM	0.602 0.726	B C	0.780 0.964	C E	0.783 0.966	C E	0.003 0.002	NO NO
125	Bundy Drive / Olympic Boulevard [c, e]	Arterial	AM PM	0.925 0.944	E E	1.244 1.322	F F	1.277 1.330	F F	0.033 0.008	YES NO
126	Bundy Drive / Pico Boulevard [c, e]	Arterial	AM PM	0.869 1.075	D F	1.125 1.461	F F	1.140 1.472	F F	0.015 0.011	YES YES
127	Bundy Drive / I-10 Freeway eastbound On-Ramp [c, e]	Arterial	AM PM	0.707 0.750	C C	0.965 1.115	E F	0.977 1.123	E F	0.012 0.008	YES NO
128	Bundy Drive / Ocean Park Boulevard [c, e]	Arterial	AM PM	0.933 1.072	E F	1.014 1.298	F F	1.016 1.302	F F	0.002 0.004	NO NO
129	Bundy Drive / National Boulevard [c, e]	Arterial	AM PM	0.904 0.862	E D	1.035 1.003	F F	1.047 1.007	F F	0.012 0.004	YES NO
130	Bundy Drive / Airport Avenue [c, e]	Arterial	AM PM	0.713 0.853	C D	0.830 1.059	D F	0.838 0.063	D F	0.008 0.004	NO NO
131	Centinela Avenue / Venice Boulevard [c, f]	Arterial	AM PM	0.861 0.941	D E	1.034 1.146	F F	1.041 1.148	F F	0.007 0.002	NO NO
133	Barrington Avenue / Olympic Boulevard [c, e]	Arterial	AM PM	0.853 0.847	D D	0.936 1.069	E F	0.945 1.076	E F	0.009 0.007	NO NO
134	Barrington Avenue / Pico Boulevard [c, e]	Arterial	AM PM	0.723 0.825	C D	0.832 0.937	D E	0.837 0.940	D E	0.005 0003	NO NO

Notes:
[a] City of Los Angeles intersection impact threshold criteria is as shown in Table IV.J-5.
[b] Shared City of Santa Monica and City of Los Angeles study intersection.
[c] This intersection currently operates under the ATSAC system. This intersection is planned to operate under the ATSAC/ATCS system in the future.
[d] The stop controlled intersection was analyzed as a signalized intersection with a capacity of 1,200 to determine the V/C.
[e] City of Los Angeles study intersection.
[f] This intersection currently operates under the ATSAC/ATCS system.
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Weekday Existing Conditions

As indicated in column 1 of Table IV.J-8, 14 of the 23 City of Los Angeles study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining nine City of Los Angeles study intersections are currently operating at LOS E or F during the peak hours shown in Table IV.J-8. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures IV.J-6 and IV.J-7, respectively.

Weekday Future Pre-Project Conditions

The v/c ratios at the study intersections are incrementally increased with the addition of traffic generated by the related projects shown in Figure III-9 (see Section III, Overview of Environmental Setting). As presented in column 2 of Table IV.J-8, one of the 23 City of Los Angeles study intersections is expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects. The remaining 22 City of Los Angeles study intersections are expected to operate at LOS E or F during the peak hours shown in Table IV.J-8 with the addition of ambient traffic and traffic due to the related projects.

The future pre-Project traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in Figures IV.J-9 and IV.J-10, respectively.

Congestion Management Program Traffic Impact Assessment

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July 2004.

According to Section B.9.1 (Appendix B, page B-6) of the 2004 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (v/c ≥ 0.02), causing or worsening LOS F (v/c ≥ 1.00)."

The CMP impact criteria apply for analysis of both freeway and intersection monitoring locations.

Intersections

CMP intersection monitoring locations in the Project vicinity have been identified with the corresponding forecast Project-related trips attributable to the intersection during the AM and PM peak hours as identified and summarized in Table IV.J-9.

Table IV.J-9
CMP Traffic Impact Assessment[1]

CMP Station	Location	Peak Hour	Forecast Project Trips	CMP Traffic Impact Assessment Threshold	CMP Traffic Impact Assessment Required
50	Lincoln Boulevard/Venice Boulevard	AM PM	17 13	50 50	NO NO
55	Pacific Coast Highway/Chatauqua Boulevard	AM PM	29 22	50 50	NO NO
59	Santa Monica Boulevard/Bundy Drive	AM PM	47 35	50 50	NO NO
62	Santa Monica Boulevard/Westwood Boulevard	AM PM	10 8	50 50	NO NO
70	Venice Boulevard/Centinela Boulevard	AM PM	23 17	50 50	NO NO
88	Wilshire Boulevard/Sepulveda Boulevard	AM PM	9 7	50 50	NO NO
138	Lincoln Boulevard/Pico Boulevard	AM PM	20 17	50 50	NO NO
139	Santa Monica Boulevard/Cloverfield Boulevard	AM PM	49 34	50 50	NO NO
140	Santa Monica Boulevard/Lincoln Boulevard	AM PM	64 67	50 50	YES[2] YES[2]
141	Wilshire Boulevard/26th Street	AM PM	19 15	50 50	NO NO

Notes:
[1] Based on procedures outlined in the "2004 Congestion Management Program for Los Angeles County." County of Los Angeles Metropolitan Transportation Authority. July 2004.
[2] See "Thresholds of Significance," below, for summary of CMP traffic impact assessment
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

The CMP TIA guidelines require that intersection monitoring locations must be examined if the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. As shown in Table IV.J-9, the Project is anticipated to add 64 and 67 trips during the AM and PM peak hours, respectively, at CMP monitoring intersection No. 140 (Santa Monica Boulevard/Lincoln Boulevard), which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Accordingly, this monitoring intersection was evaluated based on criteria set forth in the CMP manual. In addition, the Santa Monica Boulevard/Lincoln Boulevard intersection was included as one (referred to as study intersection number 8) of the 134 study intersections evaluated in the Traffic Study.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Thresholds of Significance – Intersection Traffic Impacts

City of Santa Monica Thresholds of Significance

As discussed above, the significance of the potential impacts of Project-generated traffic at each study intersection within the City of Santa Monica was identified using criteria set forth in the City of Santa Monica's Traffic and Parking Impact Guidelines. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in Table IV.J-4.

City of Los Angeles Thresholds of Significance

As discussed above, LADOT has established threshold criteria to determine if a proposed project has a significant traffic impact at a specific intersection. According to the LADOT criteria, a project impact would be considered significant if the conditions provided in Table IV.J-5 are met.

Thresholds of Significance - Street Segment Impacts

The City of Santa Monica, in addition to evaluating potential project-related impacts at study intersections, also reviews a project's potential effects on study street segments. Accordingly, the Lead Agency directed that analysis be prepared of the Project's potential traffic impacts to nearby street segments consistent with the City of Santa Monica analysis procedures and thresholds of significance. As required by the City of Santa Monica traffic study guidelines, existing and existing with Project Average Daily Traffic (ADT) volumes were determined at 66 street segment locations in the vicinity of the proposed SMC campuses for the SMC Career & Educational Facilities Master Plan 2010 Update. The City of Santa Monica ADT impact threshold criteria for street segments are listed in Table IV.J-10.

Thresholds of Significance – Congestion Management Program Traffic Impact Assessment

Designated CMP intersection monitoring locations have been evaluated in accordance with the standards included in the 2004 Congestion Management Program for Los Angeles County (CMP), Los Angeles

County Metropolitan Transportation Authority, July, 2004. A significant impact on the CMP intersection monitoring location is defined as follows (CMP Criteria for Determining a Significant Impact):

> "For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (v/c greater than or equal to 0.02), causing LOS F (v/c > 1.00); if the facility is already LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (v/c greater than or equal to 0.02)."

Table IV.J-10

City of Santa Monica Street Segment Impact Threshold Criteria

Collector Streets	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	Greater than 13,500 (90% of capacity) and there is a net increase* of one trip or more in ADT due to project related traffic
	Greater than 7,500 (50% of capacity) but less than 13,500 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 13,500 or more
	Less than 7,500 and the project related traffic increases* the ADT by 25%
Feeder Streets	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	Greater than 6,750 (90% of capacity) and there is a net increase* of one trip or more in ADT due to project related traffic
	Greater than 3,750 (50% of capacity) but less than 6,750 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 6,750 or more
	Less than 3,750 and the project related traffic increases* the ADT by 25%
Local Streets	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	Greater than 2,250 (90% of capacity) and there is a net increase* of one trip or more in ADT due to project related traffic
	Greater than 1,250 (50% of capacity) but less than 2,250 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 2,250 or more
	Less than 1,250 and the project related traffic increases* the ADT by 25%

*Note: *Average Daily Traffic Volume "increase" denotes adverse impacts; "decrease" denotes beneficial impacts.*
Source: City of Santa Monica, Transportation Management Division, Traffic Study Guidelines, 2003.

Freeway Segment Levels of Service and Thresholds of Significance

The Lead Agency has determined that the freeway segment Levels of Service shall be calculated in accordance with the definitions included in the 2004 Congestion Management Program for Los Angeles

County. The demand/capacity (D/C) ratios and Level of Service relationships are defined in the CMP document and presented in Table IV.J-11.

The Lead Agency has determined that the relative significance of the Project-related impacts would be assessed for the freeway segments in accordance with the thresholds of significance included in the 2004 Congestion Management Program for Los Angeles County. A significant impact on the freeway system is defined as follows (CMP Criteria for Determining a Significant Impact):

> "For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (v/c greater than or equal to 0.02), causing LOS F (v/c> 1.00); if the facility is already LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (v/c greater than or equal to 0.02)."

Table IV.J-11
Freeway Segment Level of Service Designations

D/C	LOS	D/C	LOS
0.00 – 0.35	A	> 1.00-1.25	F(0)
> 0.35 – 054	B	>1.25-1.35	F(1)
> 0.54-0.77	C	> 1.35-1.45	F(2)
> 0.77-0.93	D	> 1.45	F(3)
> 0.93-1.00	E	-	-

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

The CMP document also states the following:

> "Calculation of LOS based on D/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. LOS F(1) through F(3) designations are assigned where severely congested (less than 25 mph) conditions prevail for more than one hour, converted to an estimate of peak hour demand in the table above. Note that calculated LOS F traffic demands may therefore be greater than observed traffic volumes."

Project Impacts

Traffic Forecasting Methodology

In order to estimate the traffic impact characteristics of the SMC Career & Educational Facilities Master Plan 2010 Update, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

Weekday Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Vehicular trip generation forecasts have been prepared for the SMC Career & Educational Facilities Master Plan 2010 Update. In preparing vehicular trip generation forecasts for development projects, it is common for traffic engineers (including the City of Santa Monica) to consult trip rates published in the ITE Trip Generation manual. The ITE manual contains trip rates for a variety of land uses (including office buildings, shopping centers, universities, etc.), which have been derived based on traffic counts conducted at existing sites. However, the traffic count data submitted to ITE is for free-standing sites generally located in suburban locations, which likely do not reflect the trip generation characteristics for projects located in highly urban areas such as the City of Santa Monica. Thus, the trip rates provided in the ITE Trip Generation manual (derived from traffic counts at suburban locations) would substantially overstate the trip generation potential of projects located in the City of Santa Monica, including the proposed SMC Career & Educational Facilities Master Plan 2010 Update.

As stated on page 1 of the ITE Trip Generation, 8th Edition, User's Guide: “Data were primarily collected at suburban locations having little or no transit service, nearby pedestrian amenities, or travel demand management programs. At specific sites, the user may wish to modify trip generation rates presented in this document to reflect the presence of public transportation service, ridesharing, or other TDM measures; enhanced pedestrian and bicycle trip-making opportunities; or other special characteristics of the site or surrounding area. When practical, the user is encouraged to supplement the data in this document with local data that have been collected at similar sites.” The area adjacent to the SMC campuses provides public transportation service, as well as enhanced pedestrian and bicycle trip-making opportunities. Therefore, traffic volumes expected to be generated by the Project were based upon empirical rates derived from weekday manual and 24-hour machine driveway traffic counts conducted at the subject SMC campuses (i.e., Main Campus, AET Campus, Olympic Shuttle Lot, and PAC Campus).

The manual traffic counts were conducted at the subject campus site access driveways during Fall school session during the weekday AM and PM peak time periods (i.e., 7:00 AM to 10:00 AM, and 4:00 PM to 7:00 PM), and automatic 24-hour machine counts were conducted at the driveways over a weekday daily period. It is important to note that on-street public parking immediately adjacent to the SMC Main Campus (i.e., along the Main Campus frontages on the south side of Pico Boulevard, east side of 16th Street, and both sides of Pearl Street) were included in the manual counts to account for existing trip patterns due to motorists parking on-street at the Main Campus during the AM and PM peak time periods. Adjustments were made to the 24-hour machine driveway traffic counts to reflect consistency with the peak hour manual driveway traffic counts at each driveway location for the Main Campus, AET Campus, Olympic Shuttle Lot, and PAC Campus. The existing weekday trips observed to be generated by the SMC project campuses during the AM and PM peak hour, as well as on a daily basis are as follows:

- Main Campus: 18,634 daily trips, 1,833 AM peak hour trips, 1,370 PM peak hour trips;
- AET Campus: 1,491 daily trips, 197 AM peak hour trips, 143 PM peak hour trips;
- Olympic Shuttle Lot: 441 daily trips, 63 AM peak hour trips, 28 PM peak hour trips;
- PAC Campus: 1,382 daily trips, 120 AM peak hour trips, 104 PM peak hour trips;
- Total Trips: 21,948 daily trips, 2,213 AM peak hour trips, 1,645 PM peak hour trips.

The traffic count data were compiled to develop SMC-specific trip rates for the weekday AM and PM peak hours, as well as on a daily basis. The following weekday trip rates for SMC were developed based on existing traffic characteristics observed at the subject campuses:

- Weekday AM Peak Hour Trip Rate:
    - 2.35 trips per 1,000 GSF of building area
    - 84% inbound and 16% outbound
- Weekday PM Peak Hour Trip Rate:
    - 1.75 trips per 1,000 GSF of building area
    - 46% inbound and 54% outbound
- Weekday Daily Trip Rate:
    - 23.31 trips per 1,000 GSF of building area

- 50% inbound and 50% outbound

The above SMC weekday trip rates were utilized in the forecast of Project-related trips expected to be generated due to the Project.

On a comparative basis with trip rates provided in the ITE Trip Generation manual (ITE Land Use Code 540, Junior/Community College), the observed SMC 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, pedestrian and bicycle trip-making opportunities provided at the campuses and surrounding areas.

Weekday Project Trip Generation Summary

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the Project are presented in Table IV.J-12. As summarized in Table IV.J-12, the Project is expected to generate a total of 572 net new vehicle trips (481 inbound trips and 91 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 426 net new vehicle trips (195 inbound trips and 231 outbound trips). Over a 24-hour period, the Project is forecast to generate 5,678 net new daily trip ends during a typical weekday (2,839 inbound trips and 2,839 outbound trips).

Weekend PAC Campus Traffic Generation

In order to account for the potential inclusion of exhibition/museum type space at the PAC Campus, weekend (i.e., Saturday) traffic volumes expected to be generated by this land use component were based upon empirical rates developed from a similar type use. The empirical weekend trip rates for the PAC Campus were derived from weekend manual driveway traffic counts conducted at the Norton Simon Museum located in the City of Pasadena, California. The Norton Simon Museum was selected for review as it has similar characteristics in terms of size, use, and location as compared to the potential exhibition/museum use at the PAC Campus. The trip generation rates were derived based on existing weekend mid-day peak period (i.e., 12:00 Noon to 2:00 PM) conducted at this facility. The traffic count data were compiled to develop SMC-specific trip rates for the weekend mid-day peak hour, as well as on a daily basis. The following weekend trip rates for the PAC Campus were developed based on existing traffic characteristics observed at the Norton Simon Museum:

Table IV.J-12

Weekday Project Trip Generation[1]

Land Use	Net Increase Campus Size	Daily Trip Ends[2] Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Main Campus	11,296 GSF	264	23	4	27	9	11	20
AET Campus	63,608 GSF	1,482	125	24	149	51	60	111
Olympic Shuttle Lot	75,000 GSF	1,748	148	28	176	60	71	131
PAC Campus	93,722 GSF	2,184	185	35	220	75	89	164
Total SMC Campus Projects		**5,678**	**481**	**91**	**572**	**195**	**231**	**426**

Notes: GSF = Gross Square Feet
[1] Trip generation rates for the SMC project campuses were derived based on the existing weekday AM and PM peak period driveway counts conducted at the Main Campus, the AET Campus, the Olympic Shuttle Lot, and the PAC Campus as well as inbound/outbound vehicles occupying the on-street parking spaces adjacent to the Main Campus. The existing weekday AM and PM peak period driveway counts and on-street in/out traffic counts were conducted by Accutek Traffic Data, Inc., on Tuesday, October 14, 2008 and Wednesday, October 15, 2008. Refer to the Traffic Study for a summary of the existing SMC project campuses driveway counts and on-street traffic counts for the Main Campus. The daily trips were based on machine driveway counts at each of the SMC project campuses and were adjusted to account for public on-street in/out volumes attributable to the SMC Main Campus.
The trip rates for the SMC project campuses are listed below:
- Daily Trip Rate: 23.31 trips/1 ,000 GSF of building area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.35 trips/1,000 GSF of building area: 84% inboundll6% outbound
- PM Peak Hour Trip Rate: 1.75 trips/1,000 GSF of building area: 46% inbound/54% outbound
[2] Trips are one-way traffic movements, entering or leaving.
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

- Weekend Mid-Day Peak Hour Trip Rate:
  - 1.50 trips per 1,000 GSF of building area
  - 74% inbound and 26% outbound
- Weekend Daily Trip Rate:
  - Based on the assumption that the mid-day peak hour trip rates represent 10% of the daily trip rate
  - 50% inbound and 50% outbound

The above weekend trip rates were utilized in the forecast of PAC Campus Project-related trips. It is noted that should the proposed building at the PAC Campus be used primarily for educational/institutional purposes, its potential trip generation would be substantially less as compared to the exhibition/museum use assumed in this traffic analysis.

Weekend PAC Campus Trip Generation Summary

The weekend trip generation rates and forecast of the vehicular trips anticipated to be generated by the PAC Campus are presented in Table IV.J-13. As summarized in Table IV.J-13, the PAC Campus is expected to generate 141 net new vehicle trips (104 inbound trips and 37 outbound trips) during the weekend mid-day peak hour. Over a 24-hour period, the PAC Campus is forecast to generate 1,410 net new daily trip ends during a typical weekend day (705 inbound trips and 705 outbound trips).

Table IV.J-13

PAC Campus Weekend Project Trip Generation[1]

Land Use	Net Increase Campus Size	Daily Trip Ends[2] Volumes	Saturday Mid-Day Peak Hour Volumes[2]		
			In	Out	Total
PAC Campus	93,722 GSF	1,410	104	37	141
Total PAC Campus Project		**1,410**	**104**	**37**	**141**

Notes: GSF = Gross Square Feet
[1] The trip generation rates were derived based on the existing weekend mid-day peak period driveway counts conducted at the Norton Simon Museum in Pasadena, California. The existing weekend mid-day peak period driveway counts were conducted by The Traffic Solution on Saturday, October 4, 2008 from 12:00 Noon to 2:00 PM.
Refer to the Traffic Study for a summary of the driveway traffic counts conducted for the Norton Simon Museum. The Saturday trip rates applied for the PAC Campus are listed below:
- Saturday Daily Trip Rate: Not available; daily trips assumed to be ten times the Saturday mid-day peak hour trips.
- Saturday Mid-day Peak Hour Trip Rate: 1.5 trip/1,000 GSF of building area;74% inbound/26% outbound.
[2] Trips are one-way traffic movements, entering or leaving.
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Project Trip Distribution and Assignment

Project traffic volumes both entering and exiting each of the SMC Campus sites have been distributed and assigned to the adjacent street system based on the following considerations:

- The sites' proximity to major traffic corridors (i.e., Santa Monica Boulevard, Olympic Boulevard, Pico Boulevard, Ocean Park Boulevard, Lincoln Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes at each of the SMC campuses;
- Ingress/egress availability planned for the Project; and
- Student population zip code data from previous environmental studies.

The general, directional weekday traffic distribution patterns for the SMC Main Campus, AET Campus, Olympic Shuttle Lot, and the PAC Campus are presented in the Traffic Study. The forecast weekday AM and PM peak hour Project traffic volumes at the study intersections are also presented in the Traffic Study.

City of Santa Monica Traffic Analysis – Future With Project Conditions

Weekday Future With Project Conditions

As shown in column 3 of Table IV.J-6, application of the City of Santa Monica's significant impact threshold criteria in the “Year 2017 Plus Project Traffic Conditions” scenario indicates that the Project is expected to create significant impacts at 29 of the 117 City of Santa Monica study intersections during weekday conditions. Incremental but not significant impacts are noted at the remaining 88 study intersections as presented in Table IV.J-6. The future with Project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in Figures IV.J-12 and IV.J-13, respectively.

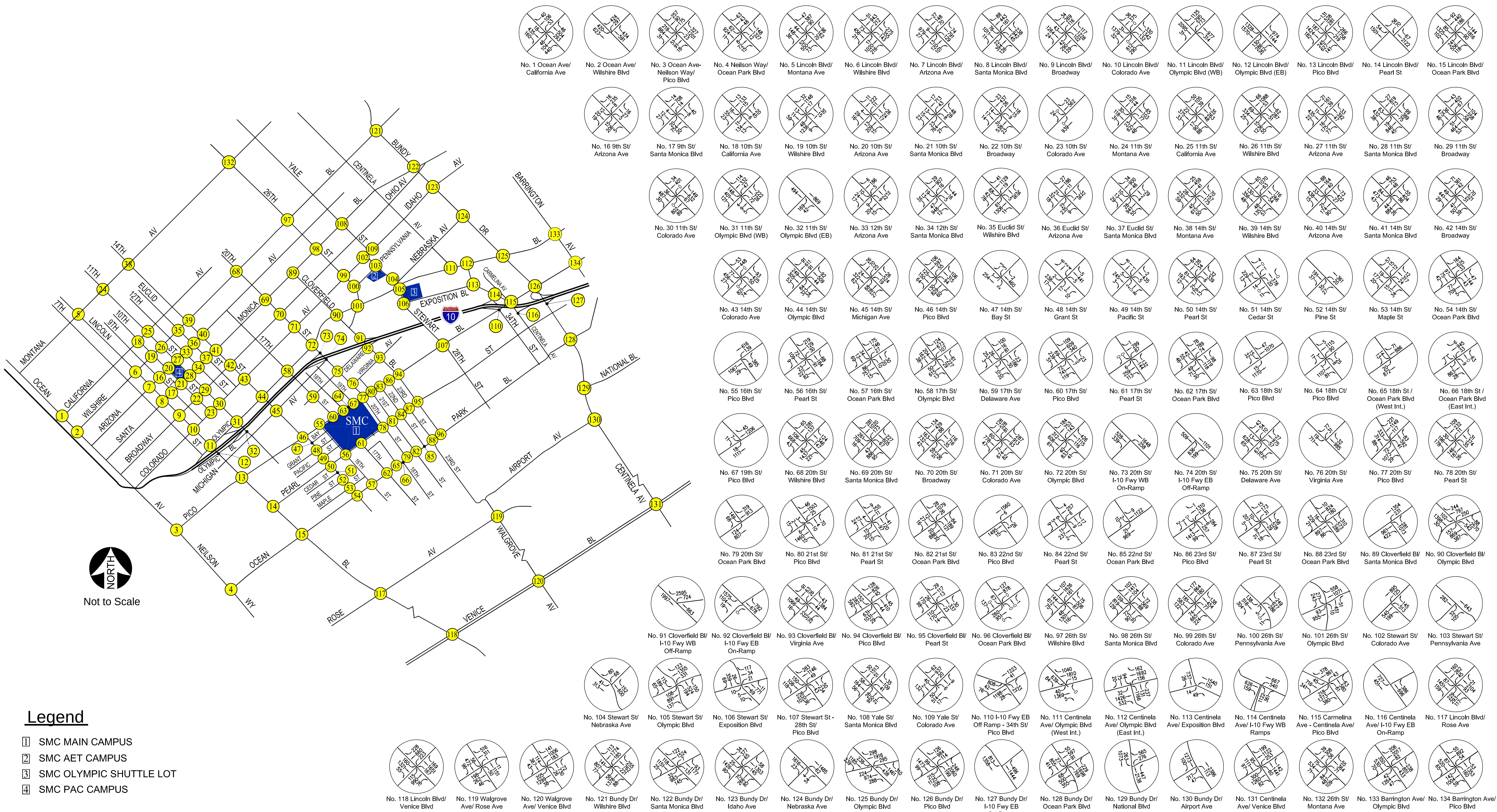
Weekend Future With Project Conditions

As shown in column 3 of Table IV.J-7, application of the City of Santa Monica's significant impact threshold criteria in the “Year 2017 Plus Project Traffic Conditions” scenario indicates that the Project is expected to create significant impacts at four of the City of Santa Monica study intersections located in the vicinity of the PAC Campus during the weekend conditions. Incremental but not significant impacts are noted at the remaining study intersections as presented in Table IV.J-7. The future with Project traffic volumes at the study intersections during the weekend mid-day peak hour are illustrated in Figure IV.J-14.

Summary of Project-Related Impacts – City of Santa Monica Study Intersections

The following provides a summary of the 29 study intersections located in the City of Santa Monica that are determined to have significant traffic impacts due to the Project (and prior to consideration of recommended mitigation measures) during the weekday AM and/or PM peak hours, as well as the weekend mid-day peak hour, based on the City of Santa Monica traffic analysis methodologies and thresholds of significance.

- Int. No. 8: Lincoln Boulevard/Santa Monica Boulevard (PM peak hour)
- Int. No. 10: Lincoln Boulevard/Colorado Avenue (AM and PM peak hours)
- Int. No. 11: Lincoln Boulevard/Olympic Boulevard (WB) (PM peak hour)



Legend

1 SMC MAIN CAMPUS
2 SMC AET CAMPUS
3 SMC OLYMPIC SHUTTLE LOT
4 SMC PAC CAMPUS

Source: Linscott, Law & Greenspan, Engineers, 2009.

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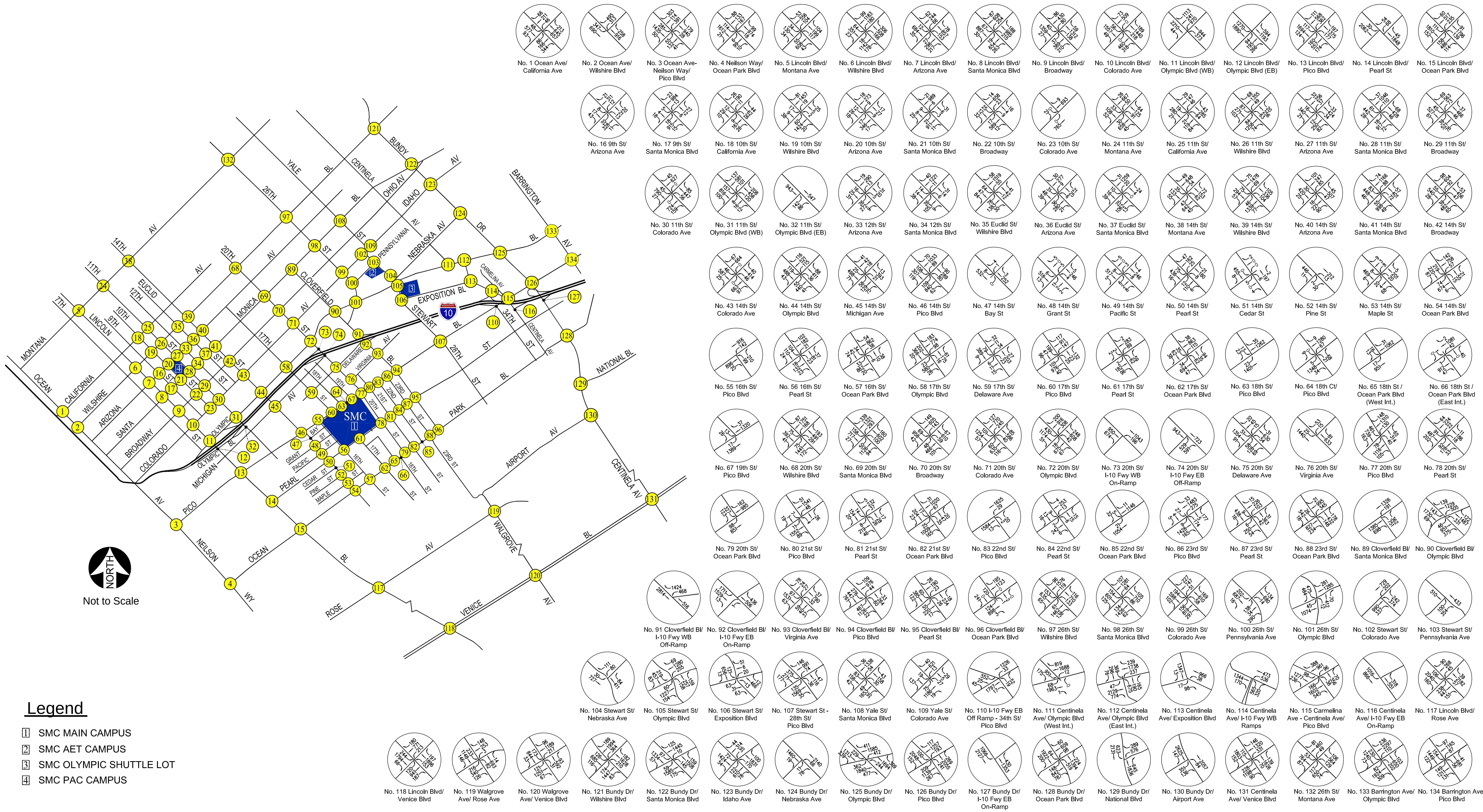
Figure IV.J-12
Future with Project Traffic Volumes
Weekday AM Peak Hour



Source: Linscott, Law & Greenspan, Engineers, 2009.

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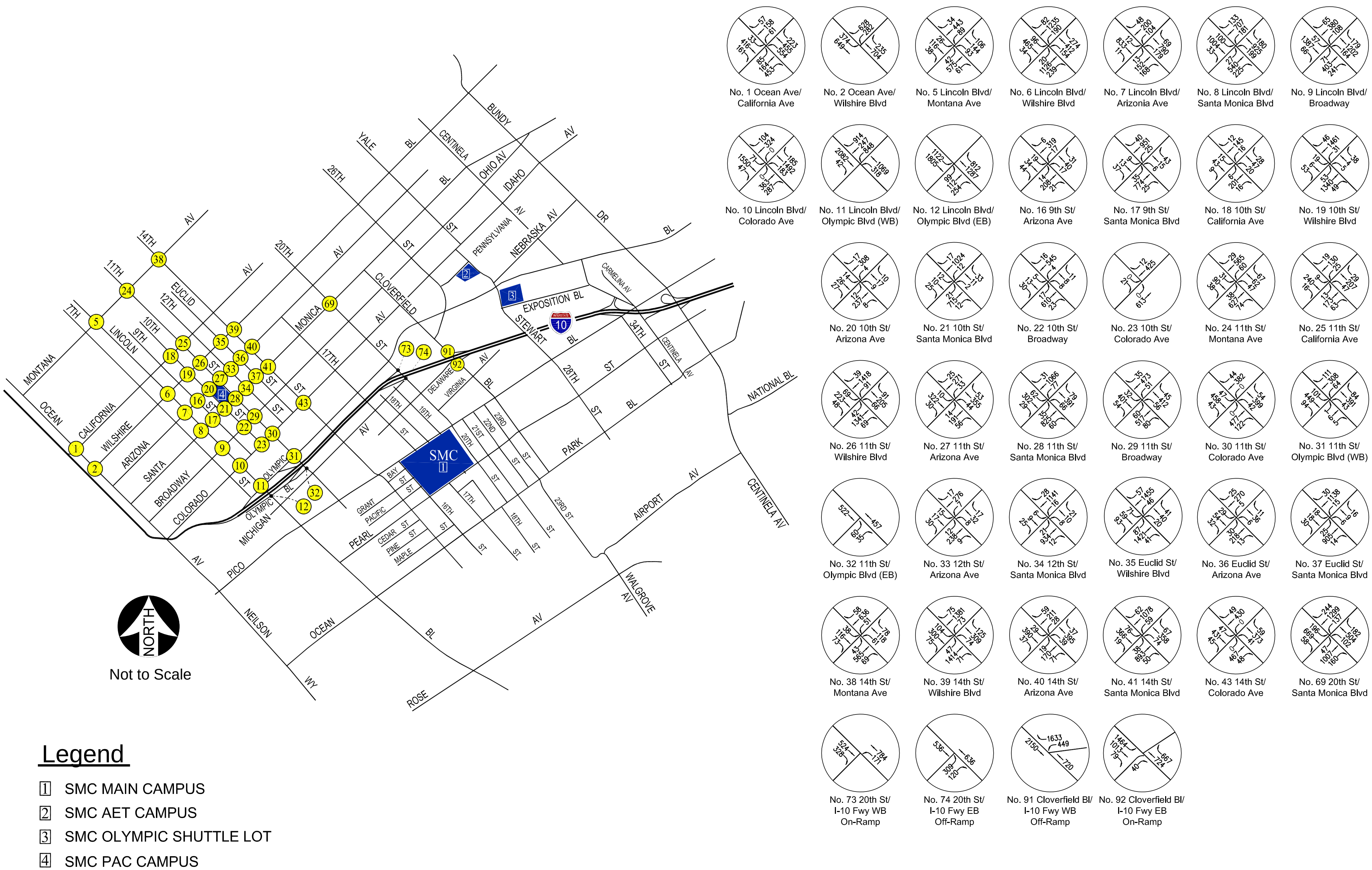
Figure IV.J-13
Future with Project Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, Engineers, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.J-14
Future with Project Traffic Volumes
Weekend Mid-Day Peak Hour

- Int. No. 13: Lincoln Boulevard/Pico Boulevard (AM and PM peak hours)
- Int. No. 15: Lincoln Boulevard/Ocean Park Boulevard (AM peak hour)
- Int. No. 17: 9th Street/Santa Monica Boulevard (PM and weekend mid-day peak hours)
- Int. No. 21: 10th Street/Santa Monica Boulevard (AM, PM, weekend mid-day peak hours)
- Int. No. 30: 11th Street/Colorado Avenue (AM and PM peak hours)
- Int. No. 34: 12th Street/Santa Monica Boulevard (AM, PM and weekend mid-day peak hours)
- Int. No. 37: Euclid Street/Santa Monica Boulevard (AM, PM and weekend mid-day peak hours)
- Int. No. 63: 18th Street/Pico Boulevard (PM peak hour)
- Int. No. 65: 18th Street (West Int.)/Ocean Park Boulevard (AM peak hour)
- Int. No. 68: 20th Street/Wilshire Boulevard (PM peak hour)
- Int. No. 72: 20th Street/Olympic Boulevard (AM peak hour)
- Int. No. 78: 20th Street/Pearl Street (AM and PM peak hours)
- Int. No. 82: 21st Street/Ocean Park Boulevard (AM peak hour)
- Int. No. 85: 22nd Street/Ocean Park Boulevard (PM peak hour)
- Int. No. 86: 23rd Street/Pico Boulevard (AM peak hour)
- Int. No. 87: 23rd Street/Pearl Street (AM peak hour)
- Int. No. 88: 23rd Street/Ocean Park Boulevard (AM and PM peak hours)
- Int. No. 90: Cloverfield Boulevard/Olympic Boulevard (AM and PM peak hours)
- Int. No. 91: Cloverfield Boulevard/I-10 Freeway WB Off-Ramp (AM peak hour)
- Int. No. 95: Cloverfield Boulevard/Pearl Street (PM peak hour)
- Int. No. 97: 26th Street/Wilshire Boulevard (AM peak hour)
- Int. No. 106: Stewart Street/Exposition Boulevard (AM and PM peak hours)
- Int. No. 109: Yale Street/Colorado Avenue (AM and PM peak hours)

- Int. No. 112: Centinela Avenue/Olympic Boulevard (East Intersection) (AM and PM peak hours)
- Int. No. 113: Centinela Avenue/Exposition Boulevard (AM and PM peak hours)
- Int. No. 114: Centinela Avenue/I-10 Freeway WB Ramps (AM and PM peak hours)

City of Los Angeles Traffic Analysis – Future With Project Conditions

Weekday Future With Project Conditions

As shown in column 3 of Table IV.J-8, application of the City of Los Angeles' significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create significant impacts at ten of the 23 City of Los Angeles study intersections during weekday AM and/or PM peak hour conditions, which are listed below:

- Int. No. 111: Centinela Avenue/Olympic Boulevard (West Int.) (AM and PM peak hours)
- Int. No. 112: Centinela Avenue/Olympic Boulevard (East Int.) (AM and PM peak hours)
- Int. No.113: Centinela Avenue/Exposition Boulevard (AM and PM peak hours)
- Int. No.114: Centinela Avenue/I-10 Freeway WB Ramps (AM and PM peak hours)
- Int. No. 115: Carmelina Avenue-Centinela Avenue/Pico Boulevard (PM peak hour)
- Int. No. 119: Walgrove Avenue/Rose Avenue (AM peak hour)
- Int. No. 125: Bundy Drive/Olympic Boulevard (AM peak hour)
- Int. No. 126: Bundy Drive/Pico Boulevard (AM and PM peak hours)
- Int. No. 127: Bundy Drive/I-10 Freeway EB On-Ramp (AM peak hour)
- Int. No. 129: Bundy Drive/National Boulevard (AM peak hour)

Incremental but not significant impacts are noted at the remaining 13 study intersections as presented in Table IV.J-8. It should be noted that three of the ten study intersections (Nos. 112, 113 and 114) forecast to be significantly impacted based on the City of Los Angeles methodology also are forecast to be significantly impacted based on the City of Santa Monica methodology.

The future with Project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in Figures IV.J-12 and IV.J-13, respectively.

Street Segment Impacts

The 66 street segment locations identified in the ADT analysis are listed in Table IV.J-14. Automatic 24-hour machine traffic counts were conducted at the 66 study street segment locations for a weekday and 12 of the 66 street segment locations for a weekend day in Fall 2008.

Existing and Future Street Segment Conditions

The existing and future ADT volumes at the study street segment locations are summarized in Table IV.J-14 for weekday conditions at 66 study street segments and weekend conditions at 12 study street segments (Nos. 1 through 12). The existing ADT volume is shown in column 1. The forecast future ADT volumes with the addition of ambient traffic growth for the analyzed street segment locations are shown in column 2. Finally, the forecast future with Project ADT volumes and the Project-related percent increase in ADT growth for the analyzed street segment locations are presented in column 3.

Summary of Street Segment Impact Analysis

Application of the City's threshold criteria to the "Year 2017 With Project" scenario indicates that the proposed SMC Career & Educational Facilities Master Plan 2010 Update is expected to create significant impacts at 13 of the 66 study street segments during the weekday conditions as listed below:

- Seg. No. 16: 14th Street, between Pico Boulevard and Bay Street
- Seg. No. 17: 14th Street, between Pacific Street and Pearl Street
- Seg. No. 18: 14th Street, between Pearl Street and Cedar Street
- Seg. No. 28: Pearl Street, between 16th Street and 17th Street
- Seg. No. 33: Pearl Street, between 17th Street and SMC Main Campus Driveway
- Seg. No. 36: Pearl Street, between SMC Main Campus Driveway and 20th Street
- Seg. No. 39: 20th Street, between Virginia Avenue and Pico Boulevard
- Seg. No. 51: 23rd Street, between Ocean Park Boulevard and Ocean Park Place South
- Seg. No. 55: Pennsylvania Avenue, between 26th Street and Stewart Street
- Seg. No. 57: Colorado Avenue, between Harvard Street and Stewart Street
- Seg. No. 60: Stewart Street, between Nebraska Avenue and Olympic Boulevard
- Seg. No. 63: Colorado Avenue, between Stewart Street and Yale Street

- Seg. No. 64: Yale Street, between Broadway and Colorado Avenue

The Project is not expected to create any significant impacts at any of the 12 study street segments during the weekend conditions.

20th Street Evaluation

Based on comments received at the time the NOP was published, concerns were expressed regarding overall current traffic levels on the segment of 20th Street between Pico Boulevard and Pearl Street. Specific comments were made regarding the number of buses that travel on this segment of 20th Street, as well as the Project's impact to this street. As presented in Table IV.J-14, the segment of 20th Street between Pico Boulevard and Pearl Street was evaluated in the street segment analysis (Seg. No. 40) and is designated as a Collector Street in the City of Santa Monica's Land Use and Circulation Element (LUCE). Existing daily traffic volumes on 20th Street, between Pico Boulevard and Pearl Street is observed to be 9,634 trips. The future pre-Project ADT volume for the subject street segment is forecast to be 10,350 trips. The forecast future with Project ADT volume for the subject street segment is 10,402 trips. As shown in Table IV.J-14, the existing and forecast future daily traffic volumes on this segment of 20th Street are well below the designated 13,500 ADT "capacity" assigned to designated Collector Streets by the City of Santa Monica. Further, the estimated relative change in daily traffic on 20th Street due to the Project is less than the thresholds of significance used by the City of Santa Monica for purposes of determining significant traffic impacts.

Two public transit routes (i.e., Mini Blue Bus - Sunset Ride and Mini Blue Bus – Crosstown Ride) provide service for this segment of 20th Street (southbound direction only) with headways of approximately 15 to 20 minutes per line. Thus, six to eight bus trips are observed to travel on 20th Street during the AM and PM peak hours (approximately one bus every 7.5 minutes on average). While it does not appear to be practical to alter the current route of the Sunset Ride, the route of the Crosstown Ride could be altered by the Santa Monica BBB. Currently, the route consists of a loop whereby buses proceed south on 20th Street and north on 14th Street. Currently, the southerly terminus of the Crosstown Ride route is Ocean Park Boulevard; however, it may be feasible to use Pico Boulevard as the southerly terminus. In this way, the Crosstown Ride would not need to use 20th Street south of Pico Boulevard. SMC will coordinate with the Santa Monica BBB regarding the feasibility of this route change.

Table IV.J-14

Summary of Street Segment Analysis – Weekday and Weekend Conditions

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project ADT	2 Year 2017 Pre-Project ADT Increase	3 Year 2017 With Project ADT	3 Year 2017 With Project Project Volumes	3 Year 2017 With Project % ADT Increase	3 Year 2017 With Project Impact
1. Arizona Avenue, between 9th Street and 10th Street	Feeder	Weekday	6,140	6,596	456	6,596	0	0.0%	NO
	Feeder	Weekend	4,706	5,056	350	5,070	14	0.3%	NO
2. 10th Street, between California Avenue and Wilshire Boulevard	Local	Weekday	2,139	2,298	159	2,298	0	0.0%	NO
	Local	Weekend	2,211	2,375	164	2,375	0	0.0%	NO
3. 10th Street, between Wilshire Boulevard and Arizona Avenue	Local	Weekday	1,548	1,663	115	1,674	11	0.7%	NO
	Local	Weekend	1,424	1,530	106	1,530	0	0.0%	NO
4. 10th Street, between Arizona Avenue and Santa Monica Boulevard	Local	Weekday	1,459	1,567	108	1,578	11	0.7%	NO
	Local	Weekend	994	1,068	74	1,075	7	0.7%	NO
5. 10th Street, between Santa Monica Boulevard and Broadway	Local	Weekday	1,561	1,677	116	1,677	0	0.0%	NO
	Local	Weekend	869	934	65	962	28	3.0%	NO
6. Arizona Avenue, between 10th Street and 11th Street	Feeder	Weekday	5,928	6,369	441	6,369	0	0.0%	NO
	Feeder	Weekend	4,235	4,550	315	4,557	7	0.2%	NO
7. 11th Street, between California Avenue and Wilshire Boulevard	Collector	Weekday	8,423	9,049	626	9,088	39	0.4%	NO
	Collector	Weekend	7,022	7,544	522	7,586	42	0.6%	NO
8. 11th Street, between Wilshire Boulevard and Arizona Avenue	Collector	Weekday	9,782	10,509	727	10,646	137	1.3%	NO
	Collector	Weekend	7,848	8,431	583	8,685	254	3.0%	NO
9. 11th Street, between Arizona Avenue and SMC PAC Campus driveway	Collector	Weekday	11,100	11,925	825	12,150	225	1.9%	NO
	Collector	Weekend	8,599	9,238	639	9,527	289	3.1%	NO
10. 11th Street, between SMC PAC Campus driveway and Santa Monica	Collector	Weekday	11,790	12,667	877	13,176	509	4.0%	NO
Boulevard	Collector	Weekend	8,772	9,424	652	9,812	388	4.1%	NO
11. 11th Street, between Santa Monica Boulevard and Broadway	Collector	Weekday	12,206	13,113	907	13,435	322	2.5%	NO
	Collector	Weekend	9,336	10,030	694	10,284	254	2.5%	NO
12. Arizona Avenue, between 11th Street and 12th Street	Feeder	Weekday	5,072	5,449	377	5,537	88	1.6%	NO
	Feeder	Weekend	4,454	4,785	331	4,813	28	0.6%	NO
13. Pearl Street, between Euclid Street and 14th Street	Feeder	Weekday	2,009	2,158	149	2,164	6	0.3%	NO
14. Cedar Street, between Euclid Street and 14th Street	Local	Weekday	329	353	24	353	0	0.0%	NO
15. 14th Street, between Delaware Avenue and Pico Boulevard	Collector	Weekday	10,126	10,879	753	10,885	6	0.1%	NO
16. 14th Street, between Pico Boulevard and Bay Street	Feeder	Weekday	7,667	8,237	570	8,281	44	0.5%	YES
17. 14th Street, between Pacific Street and Pearl Street	Feeder	Weekday	7,083	7,610	527	7,654	44	0.6%	YES
18. 14th Street, between Pearl Street and Cedar Street	Feeder	Weekday	6,329	6,800	471	6,844	44	0.6%	YES
19. 14th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	3,275	3,518	243	3,518	0	0.0%	NO
20. Pearl Street, between 14th Street and 16th Street	Feeder	Weekday	3,082	3,311	229	3,317	6	0.2%	NO
21. Maple Street, between 14th Street and 16th Street	Local	Weekday	531	570	39	570	0	0.0%	NO

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
22. 16th Street, between Pico Boulevard and Bay Street	Local	Weekday	5,750	6,177	427	6,177	0	0.0%	NO
23. 16th Street, between Pacific Street and Pearl Street	Local	Weekday	5,574	5,988	414	5,988	0	0.0%	NO
24. 16th Street, between Pearl Street and Maple Street	Local	Weekday	3,989	4,286	297	4,286	0	0.0%	NO
25. 16th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	3,458	3,715	257	3,715	0	0.0%	NO
26. Michigan Avenue, between 16th Street and 17th Street	Local	Weekday	1,968	2,114	146	2,114	0	0.0%	NO
27. Delaware Avenue, between 16th Street and 17th Street	Local	Weekday	1,078	1,158	80	1,158	0	0.0%	NO
28. Pearl Street, between 16th Street and 17th Street	Feeder	Weekday	6,381	6,855	474	6,861	6	0.1%	YES
29. 17th Street, between Delaware Avenue and Pico Boulevard	Feeder	Weekday	6,009	6,456	447	6,462	6	0.1%	NO
30. 17th Street, between Pearl Street and Ocean Park Boulevard	Feeder	Weekday	2,773	2,979	206	2,979	0	0.0%	NO
31. 17th Street, between Ocean Park Boulevard and Ocean Park Place South	Feeder	Weekday	4,921	5,287	366	5,287	0	0.0%	NO
32. Delaware Avenue, between 17th Street and 18th Street	Local	Weekday	2,540	2,729	189	2,729	0	0.0%	NO
33. Pearl Street, between 17th Street and SMC Main Campus Driveway	Feeder	Weekday	6,950	7,467	517	7,473	6	0.1%	YES
34. 18th Street, between Delaware Avenue and Pico Boulevard	Local	Weekday	1,052	1,130	78	1,130	0	0.0%	NO
35. 18th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	246	264	18	264	0	0.0%	NO
36. Pearl Street, between SMC Main Campus Driveway and 20th Street	Feeder	Weekday	7,355	7,902	547	7,966	64	0.8%	YES
37. 19th Street, between Delaware Avenue and Pico Boulevard	Local	Weekday	919	987	68	987	0	0.0%	NO
38. Delaware Avenue, between 19th Street and 20th Street	Local	Weekday	2,874	3,088	214	3,088	0	0.0%	NO
39. 20th Street, between Virginia Avenue and Pico Boulevard	Collector	Weekday	15,685	16,851	1,166	16,937	86	0.5%	YES
40. 20th Street, between Pico Boulevard and Pearl Street	Collector	Weekday	9,634	10,350	716	10,402	52	0.5%	NO
41. 20th Street, between Pearl Street and Ocean Park Boulevard North	Collector	Weekday	6,119	6,574	455	6,596	22	0.3%	NO
42. Pearl Street, between 20th Street and 21st Street	Feeder	Weekday	5,543	5,955	412	5,997	42	0.7%	NO
43. 21st Street, between Pico Boulevard and Pearl Street	Local	Weekday	2,000	2,149	149	2,149	0	0.0%	NO
44. 21st Street, between Pearl Street and Ocean Park Boulevard North	Local	Weekday	2,245	2,412	167	2,412	0	0.0%	NO
45. 21st Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	4,038	4,338	300	4,338	0	0.0%	NO
46. 22nd Street, between Pico Boulevard and Pearl Street	Local	Weekday	723	777	54	777	0	0.0%	NO
47. 22nd Street, between Pearl Street and Ocean Park Boulevard North	Local	Weekday	657	706	49	706	0	0.0%	NO
48. Virginia Avenue, between 22nd Street and Cloverfield Boulevard	Local	Weekday	2,370	2,546	176	2,546	0	0.0%	NO
49. 23rd Street, between Pico Boulevard and Pearl Street	Collector	Weekday	7,404	7,954	550	7,954	0	0.0%	NO
50. 23rd Street, between Pearl Street and Ocean Park Boulevard	Collector	Weekday	8,722	9,370	648	9,370	0	0.0%	NO
51. 23rd Street, between Ocean Park Boulevard and Ocean Park Place South	Collector	Weekday	16,300	17,512	1,212	17,702	190	1.1%	YES
52. Pearl Street, between 23rd Street and Cloverfield Boulevard	Feeder	Weekday	5,593	6,009	416	6,051	42	0.7%	NO
53. Cloverfield Boulevard, between Pico Boulevard and Pearl Street	Collector	Weekday	5,738	6,165	427	6,424	259	4.2%	NO
54. Cloverfield Boulevard, between Pearl Street and Ocean Park Boulevard	Collector	Weekday	6,012	6,459	447	6,688	229	3.5%	NO
55. Pennsylvania Avenue, between 26th Street and Stewart Street	Local	Weekday	2,149	2,309	160	3,050	741	32.1%	YES
56. Harvard Street, between Broadway and Colorado Avenue	Local	Weekday	1,135	1,219	84	1,219	0	0.0%	NO

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
57. Colorado Avenue, between Harvard Street and Stewart Street	Collector	Weekday	16,629	17,865	1,236	18,188	323	1.8%	YES
58. Stewart Street, between Colorado Avenue and Pennsylvania Avenue	Collector	Weekday	9,354	10,049	695	10,442	393	3.9%	NO
59, Stewart Street, between Pennsylvania Avenue and Nebraska Avenue	Collector	Weekday	11,607	12,470	863	13,114	644	5.2%	NO
60. Stewart Street, between Nebraska Avenue and Olympic Boulevard	Collector	Weekday	13,056	14,027	971	14,672	645	4.6%	YES
61. Stewart Street, between Olympic Boulevard and Exposition Boulevard	Collector	Weekday	9,746	10,471	725	11,764	1,293	12.3%	NO
62. Stewart Street, between Exposition Boulevard and Delaware Avenue	Collector	Weekday	8,854	9,512	658	10,052	540	5.7%	NO
63. Colorado Avenue, between Stewart Street and Yale Street	Collector	Weekday	16,754	18,000	1,246	18,352	352	2.0%	YES
64. Yale Street, between Broadway and Colorado Avenue	Local	Weekday	3,208	3,447	239	3,605	158	4.6%	YES
65. Nebraska Avenue, between Stewart Street and Stanford Street	Local	Weekday	3,003	3,226	223	3,226	0	0.0%	NO
66. Exposition Boulevard, between Stewart Street and Yorkshire Avenue	Local	Weekday	1,503	1,615	112	1,738	123	7.6%	NO

Note: City of Santa Monica street impact threshold criteria is as set forth in Table IV.J-10.

Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Pennsylvania Avenue Two-Way Alternative Analysis

The following alternative analysis evaluates the SMC Career & Educational Facilities Master Plan 2010 Update with the assumption that the two-way conversion of Pennsylvania Avenue may be implemented in the Bergamot Transit Village District by the Project build out year of 2017. As part of the City of Santa Monica's Land Use and Circulation Element (LUCE) Update, the Bergamot Transit Village District was established. The Bergamot Transit Village District will create a high-quality, mixed-use creative arts/entertainment Transit Village centered on the new Expo Light Rail station in the eastern end of the City of Santa Monica.

Some goals identified for planning the Bergamot Transit Village District include the enhancement of circulation and transportation in the district with pedestrian, vehicular and transit improvements and the creation of a new roadway grid in this formerly large-parcel industrial area to reconnect the areas to the other uniform street grid in the City. Adjacent to the AET campus frontage, these improvements may potentially include the conversion of the segment of Pennsylvania Avenue between 26th Street and Stewart Street from a one-way eastbound travel only roadway to a two-way travel roadway. As the conversion of Pennsylvania Avenue may occur during the period of implementation of the Project, an analysis has been provided of the potential Project-related impacts assuming Pennsylvania Avenue becomes a two-way street. The following seven (7) study intersections in the vicinity of the AET Campus may potentially be affected by the two-way conversion of Pennsylvania Avenue and are included in this alternative analysis.

- Study Intersection No. 99 – 26th Street/Colorado Avenue
- Study Intersection No. 100 – 26th Street/Pennsylvania Avenue
- Study Intersection No. 101 – 26th Street/Olympic Boulevard
- Study Intersection No. 102 – Stewart Street/Colorado Avenue
- Study Intersection No. 103 – Stewart Street/Pennsylvania Avenue
- Study Intersection No. 104 – Stewart Street/Nebraska Avenue
- Study Intersection No. 105 – Stewart Street/Olympic Boulevard

The alternative two-way analysis includes traffic adjustments to future traffic in order to account for the shift of traffic due to the potential two-way operation of Pennsylvania Avenue. The Pennsylvania Avenue two-way alternative analysis was prepared for these seven City of Santa Monica study intersections using the HCM methodology with application of the City of Santa Monica significant traffic impact criteria and is summarized in Table IV.J-15 for weekday conditions.

Table IV.J-15
Summary of Volume to Capacity Ratios/Delay Values and Levels of Service
City of Santa Monica Intersections
Weekday AM and PM Peak Hours – Pennsylvania Avenue Two-Way Alternative

No.	Key Intersection	Class	Time Period	1 Year 2017 Background Traffic Conditions			2 Year 2017 Plus Project Traffic Conditions			Chance in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
99	26th Street / Colorado Avenue	Arterial	AM	19	0.740	B	19	0.742	B	0	NO
			PM	29	0.962	C	29	0.957	C	0	NO
100	26th Street / Pennsylvania Avenue	Arterial	AM	10	0.448	A	10	0.456	B	0	NO
			PM	20	0.580	B	20	0.608	C	0	NO
101	26th Street / Olympic Boulevard	Arterial	AM	24	0.812	C	26	0.849	C	2	NO
			PM	30	0.874	C	31	0.898	C	1	NO
102	Stewart Street / Colorado Avenue	Collector	AM	28	0.921	C	27	0.918	C	-1	NO
			PM	25	0.927	C	26	0.934	C	1	NO
103	Stewart Street / Pennsylvania Avenue [b]	Collector	AM	30	n/a	D	49	n/a	E	19	YES
			PM	46	n/a	E	91	n/a	F	45	YES
104	Stewart Street / Nebraska Avenue [b]	Collector	AM	35	n/a	E	36	n/a	E	1	YES
			PM	37	n/a	E	40	n/a	E	3	YES
105	Stewart Street / Olympic Boulevard	Arterial	AM	38	1.055	D	34	1.034	C	-4	NO
			PM	30	0.896	C	31	0.897	C	1	NO

*Notes: *Reported average control delay values in seconds per vehicle.*
[a] City of Santa Monica intersection impact threshold criteria is as set forth in Table IV.J-4.
[b] Stop controlled intersection on the minor approaches.
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Weekday Future Pre-Project Conditions With Two-Way Conversion

The v/c ratios at the seven study intersections are incrementally increased with the addition of traffic generated by the related projects shown in Figure III-9 (Section III, General Overview of Environmental Setting). As presented in column 1 of Table IV.J-15, five of the seven study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects and the two-way conversion of Pennsylvania Avenue. The remaining two study intersections are expected to operate at LOS E during the peak hours shown in Table IV.J-15 with the addition of ambient traffic and traffic due to the related projects.

Weekday Future With Project Conditions With Two-Way Conversion

As shown in column 2 of Table IV.J-15, application of the City of Santa Monica's threshold criteria to the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create significant impacts at two of the seven study intersections (study intersection Nos. 103 and 104) during weekday conditions with the two-way conversion of Pennsylvania Avenue. The two study intersections were not previously identified as significantly impacted, but now would be impacted with the potential two-way operation of Pennsylvania Avenue. Incremental but not significant impacts are noted at the remaining five study intersections as presented in Table IV.J-15.

Congestion Management Program Traffic Impact Analysis

Pursuant to the Los Angeles County CMP requirements, the Santa Monica Boulevard/Lincoln Boulevard intersection was evaluated using the Intersection Capacity Utilization (ICU) method of analysis. The ICU method is intended for signalized intersection analysis and determines the v/c ratios on a critical lane basis (i.e., based on the individual v/c ratios for key conflicting traffic movements). The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection v/c ratio is subsequently assigned a LOS value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition).

Intersection Monitoring Locations Impact Analysis

A summary of the v/c ratios and LOS values for the analyzed intersection during the weekday AM and PM peak hours is shown in Table IV.J-16. As shown in Table IV.J-16, application of the CMP threshold criteria to the "With Proposed Project" scenario indicates that the Project is not expected to create a significant impact at the Santa Monica Boulevard/Lincoln Boulevard intersection monitoring location during both the weekday AM and PM peak hours.

Table IV.J-16
CMP Monitoring Intersection Level of Service Summary – Weekday AM and PM Peak Hours

No.	Intersection	Peak Hour	1 Year 2008 Existing		2 Year 2017 Pre-Project Conditions		3 Year 2017 with Project Conditions		Change V/C	Signif. Impact
			V/C	LOS	V/C	LOS	V/C	LOS	(3-2)	
8	Lincoln Boulevard / Santa Monica Boulevard	AM PM	0.633 0.726	B C	0.800 0.938	C E	0.807 0.966	D E	0.007 0.028	NO NO

Note: CMP intersection impact threshold criteria is as follows:
Final v/c LOS Project Related Increase in v/c
>1.000 F equal to or greater than 0.02
Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Freeways

The following CMP freeway monitoring locations in the Project vicinity have been identified:

CMP Station	Segment
No. 1010	I-10 Freeway at Lincoln Boulevard
No. 1011	I-10 Freeway east of Overland Avenue
No. 1070	I-405 Freeway north of Venice Boulevard
No. 1071	1-405 Freeway south of Mulholland Drive

The impact of the Project on the regional mainline freeway system has been determined based on the existing peak hour traffic volumes data published in the 2007 Traffic Volumes on California State Highways, State of California Department of Transportation (Caltrans), 2008. Pursuant to the 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July, 2004, the year 2007 freeway mainline traffic volumes were increased by Caltrans' annual average growth rate of 0.92 percent (0.92%) per year to reflect existing conditions. The selected freeway segment lane configurations used in the analysis is based on information obtained from field reviews. The freeway impact analysis is based on the number of mainline freeway lanes only, including High Occupancy Vehicle lanes. Along some freeway segments, auxiliary lanes are provided to facilitate entering and exiting freeway traffic to and from the freeway mainline. Although some of the freeway auxiliary lanes accommodate through traffic, these have not been considered so as to provide a conservative analysis of freeway impacts due to the Project.

The freeway lane capacity has been assumed at 2,000 vehicles per lane per hour, although the Highway Capacity Manual, published by the Transportation Research Board, year 2000, indicates that through recent research a capacity of 2,200 vehicles per hour per lane for four lane freeways and 2,300 vehicles per hour per lane for six or more lane freeways can be expected.

The Caltrans traffic volume data is presented in several ways. The total daily and peak hour traffic volumes for various freeway segments statewide are noted (i.e., non-directional). In addition, factors are included in the Caltrans document which indicates the direction and magnitude of the peak-hour traffic volumes. These factors are then utilized to convert the Annual Average Daily Traffic (AADT) volumes to directional peak hour traffic volumes for each of the analysis freeway segments in the vicinity of the Project Site.

Freeway Segment Impact Analysis

Based on the above information, the results of the freeway impact analysis associated with the AM and PM peak hours for the Project are summarized in Table IV.J-17.

Table IV.J-17

Congestion Management Program - Freeway Impact Analysis

CMP Station No.	Freeway Segment	Peak Hour	DIR	Peak Hour Capacity	2008 Existing			2017 Future Pre-Project			5 Project Trip Ends	2017 Future w/Proposed Project			7 D/C Increase with Project	8 Impact
					1 Demand	2 D/C	3 LOS	4 Demand	2 D/C	3 LOS		6 Demand	2 D/C	3 LOS		
1010	I-10 Freeway at Lincoln Boulevard (R 2.17)	AM	EB	6,000	5,480	0.913	D	5,930	0.988	E	24	5,954	0.992	E	0.004	NO
			WB	6,000	5,970	0.995	E	6,460	1.077	F(0)	4	6,464	1.077	F(0)	0.000	NO
		PM	EB	6,000	5,440	0.907	D	5,890	0.982	E	9	5,899	0.983	E	0.001	NO
			WB	6,000	4,810	0.802	D	5,210	0.868	D	12	5,222	0.870	D	0.002	NO
1011	I-10 Freeway east of Overland Avenue (R 6.75)	AM	EB	10,000	9,590	0.959	E	10,380	1.038	F(0)	24	10,404	1.040	F(0)	0.002	NO
			WB	8,000	10,450	1.306	F(1)	11,320	1.415	F(2)	124	11,444	1.431	F(2)	0.016	NO
		PM	EB	10,000	9,530	0.953	E	10,320	1.032	F(0)	60	10,380	1.038	F(0)	0.006	NO
			WB	8,000	8,430	1.054	F(0)	9,130	1.141	F(0)	50	9,180	1.148	F(0)	0.007	NO
1070	I-405 Freeway north of Venice Boulevard (R 28.30)	AM	NB	11,000	5,330	0.485	B	5,770	0.525	B	63	5,833	0.530	B	0.005	NO
			SB	11,000	10,550	0.959	E	11,420	1.038	F(0)	12	11,432	1.039	F(0)	0.001	NO
		PM	NB	11,000	9,960	0.905	D	10,780	0.980	E	25	10,805	0.982	E	0.002	NO
			SB	11,000	6,490	0.590	C	7,030	0.639	C	30	7,060	0.642	C	0.003	NO
1071	I-405 Freeway south of Mulholland Drive (R 35.81)	AM	NB	10,000	5,370	0.537	B	5,810	0.581	C	15	5,825	0.583	C	0.002	NO
			SB	9,000	10,620	1.180	F(0)	11,500	1.278	F(1)	77	11,577	1.286	F(1)	0.008	NO
		PM	NB	10,000	10,030	1.003	F(0)	10,860	1.086	F(0)	37	10,897	1.090	F(0)	0.004	NO
			SB	9,000	6,530	0.726	C	7,070	0.786	D	31	7,101	0.789	D	0.003	NO

[1] Source: "2007 Traffic Volumes on California State Highways," Caltrans. 2008. The year 2007 volumes were increased by an annual average growth rate of 0.92% per year to reflect year 2008 existing conditions.
[2] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to the through freeway lanes. and 1,000 vehicles per lane per hour for HOV lanes. Auxiliary lanes are excluded.
[3] Freeway mainline Levels of Service were based on the D/C scale as outlined in Table IV.J-11.
[4] An ambient growth rate of 0.92% per year was assumed to derive the year 2017 traffic volumes.
[5] Based on the project trip generation and trip distribution for the proposed SMC Facilities Master Plan Project for each campus.
[6] Derived by combining the future pre-project traffic volumes and the proposed project volumes.
[7] Derived by subtracting the D/C ratio of the future with project conditions with the future pre-project conditions.
[8] Pursuant to the "2004 Congestion Management Program for Los Angeles County," July 2004, a significant impact occurs when the proposed project increases traffic demand on the freeway system by 2% of capacity (D/C > 0.02), causing or worsening LOS F (D/C > 1.00).
Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

As presented in Table IV.J-17, the maximum increase in the freeway mainline traffic during the AM peak hour due to the Project is estimated to be 124 vehicles on a portion of the I-10 (Santa Monica) Freeway. During the PM peak hour time period, the maximum increase in the freeway mainline traffic is estimated to be 60 vehicles on a portion of the I-10 Freeway. Similarly, the maximum increase in the freeway mainline traffic during the AM peak hour due to the Project is estimated to be 77 vehicles on a portion of the I-405 (San Diego) Freeway. During the PM peak hour, the maximum increase in the freeway mainline traffic is estimated to be 37 vehicles on a portion of the I-405 Freeway. These increases in overall mainline freeway traffic volumes correspond to a D/C increase of 0.016, or less than two percent of the total capacity of the segments included in the analysis. Increases of this magnitude are likely not to be discernible to typical motorists. Thus, no significant Project-related mainline freeway impacts are anticipated along the I-10 and I-405 Freeways.

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. As shown in Table IV.J-17, the Project will not add 150 or more trips (in either direction), during either the AM or PM weekday peak hours to the CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Transit Impact Review

As required by the 2004 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. Based on the data previously discussed, the SMC campuses generate a relatively high proportion of its trips via public transit. For example, the following provides a comparison of existing vehicular trips to existing trips by public transit at the SMC Main Campus:

- 7:00 - 8:00 AM: 980 public transit trips (36%)
1,722 vehicular trips (64%)
- 8:00 - 9:00 AM: 756 public transit trips (46%)
899 vehicular trips (54%)
- 9:00 - 10:00 AM: 1,186 public transit trips (51 %)
1,118 vehicular trips (49%)
- 4:00 - 5:00 PM: 665 public transit trips (37%)
1,114 vehicular trips (63%)
- 5:00 - 6:00 PM: 558 public transit trips (29%)
1,365 vehicular trips (71 %)
- 6:00 - 7:00 PM 382 public transit trips (24%)
1,224 vehicular trips (76%)

It is noted that during the 8:00 AM to 10:00 AM period, public transit accounts for approximately half of the trips made to and from the SMC Main Campus. During the earlier 7:00 AM to 8:00 AM hour, a relatively higher percentage of trips are made by vehicles. The greater public transit utilization in the 8:00 AM to 10:00 AM period may be due in part to the difficulty in finding on-campus parking during the later morning hours, thereby making public transit a relatively more convenient alternative for travel.

In the afternoon period, the relative utilization of public transit decreases with each hour. This may be due to various factors such as: 1) the greater availability of on-campus parking in the late afternoon and evening hours; 2) reduced public transit service in the later evening hours (possibly affecting the mode choice for students arriving in the late afternoon for evening classes); 3) perceived safety issues related to using public transit in the evening; and 4) a significant number of students arriving for evening classes who are commuting in their vehicles from daytime jobs.

Public transit utilization counts were not conducted at the AET, Olympic Shuttle Lot and PAC campuses; however, it is reasonable to assume that the relative percentage of public transit users as compared to trips made by private vehicles is lower at these satellite campuses due to a reduced level of public transit services and a greater availability of on-site parking. However, it is reasonable to assume that public transit would still comprise a significant portion of trips to and from the satellite campuses (e.g., 20%).

It is shown on Table IV.J-12 that the Project is forecast to generate 572 net new AM peak hour trips and 426 net new PM peak hour trips. As previously noted, the trip generation forecasts are based on the actual driveway counts conducted at the existing SMC campuses, and therefore account for some level of public transit usage. Thus, assuming the current mode choice distribution (i.e., there is one public transit trip made for every four trips made by private vehicles), the resulting generation of new public transit trips would be 143 AM peak hour transit trips and 107 PM peak hour transit trips.

Additionally, as previously noted in the Transportation Demand Management (TDM) plan, the Project proposes to implement measures such that the aggregate trip generation for the SMC campuses would not increase beyond current levels. Accordingly, the 572 net new AM peak hour trips and 426 net new PM peak hour trips forecast in Table IV.J-12 for the Project would need to be eliminated. While the TDM plan proposes a menu-based approach to attaining the desired trip reductions, it could be assumed that approximately 50% of the potential vehicle trips would need to be converted to transit trips. This would result in an additional 286 AM peak hour transit trips (572/2 = 286) and 213 additional PM peak hour transit trips (426/2 = 213). Taken together, the Project and recommended TDM plan mitigation could result in 429 new AM peak hour transit trips (143 + 286 = 429) and 320 new PM peak hour transit trips (107 + 213 = 320).

The additional public transit trips generated by the Project would cause a significant impact to public transit services, prior to consideration of potential mitigation measures. Implementation of the mitigation measures listed in a following section would ensure that impacts would be less than significant.

Parking

This section summarizes the review of the existing and future parking conditions at the SMC Main Campus, AET Campus, Olympic Shuttle Lot, and the PAC Campus for the weekday conditions. In addition, a focused study of the existing and future weekend parking conditions at the PAC Campus is also included.

Existing Parking Supply

The existing parking supply serving the subject SMC campuses was field inventoried as summarized below. Approximately 3,270 spaces are provided on-campus between the SMC Main Campus, the AET Campus, the Olympic Shuttle Lot, and the PAC campus. In addition, approximately 250 public on-street spaces are provided on the roadways immediately adjacent to the Main Campus (i.e., south side of Pico Boulevard between 16th Street and the public alley west of 20th Street, east side of 16th Street between Pico Boulevard and Pearl Street, both sides of Pearl Street between 16th Street and the public alley west of 20th Street). The approximate existing parking supply by individual campuses is detailed further below.

Main Campus Parking

The Main Campus currently provides a total of 2,495 spaces on campus within its two parking structures and surface parking lots. Of the 2,495 spaces, approximately 567 spaces are reserved for faculty/staff or SMC-related vehicles, and 70 spaces are reserved for the handicapped. The remaining 1,858 spaces are available to students and visitors to the Main Campus. In addition, a total of 250 public on-street spaces are provided on roadways immediately adjacent to the Main Campus (i.e., south side of Pico Boulevard between 16th Street and the public alley west of 20th Street, east side of 16th Street between Pico Boulevard and Pearl Street, both sides of Pearl Street between 16th Street and the public alley west of 20th Street). An underground parking garage is currently under construction as an interim project and will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces.

AET Campus Parking

The AET Campus currently provides a total of 255 spaces on campus in the surface parking lot. A total of 24 spaces are reserved for faculty/staff members, SMC-related vehicles, and 17 spaces are reserved for the handicapped at the AET Campus. The remaining 214 spaces are available to students and visitors to the AET campus with a parking permit.

Olympic Shuttle Lot Parking

The Olympic Shuttle Lot currently provides a total of 211 spaces in a surface parking lot within close proximity to the AET Campus. A total of seven spaces are reserved for the handicapped. The remaining 204 spaces are available to students and visitors with a parking permit.

PAC Campus Parking

The PAC Campus currently provides a total of 285 spaces on campus in the surface parking lot. A total of 17 spaces are reserved for faculty/staff members, SMC-related vehicles, and eight spaces are reserved for the handicapped at the PAC Campus. The remaining 260 spaces are available to students and visitors to the PAC campus with a parking permit.

Existing Parking Utilization Surveys

Parking observations were conducted at the SMC Main Campus, the AET Campus, the Olympic Shuttle Lot, and the PAC Campus to document the current parking demand patterns with respect to parking utilization. Specifically, parking utilization was observed on an hourly basis from 7:00 AM to 11:00 PM on a typical weekday in October 2008 concurrently with the area-wide traffic counts utilized in this traffic study. In addition, a focused weekend parking utilization observation was conducted at the PAC Campus for a Saturday in October 2008, also on an hourly basis from 7:00 AM to 11:00 PM. The parking utilization for the existing SMC Main Campus, the AET Campus, the Olympic Shuttle Lot, and the PAC Campus is presented in the Traffic Study.

Existing Weekday Parking Conditions

The existing weekday peak parking demand for the SMC Main Campus, the AET Campus, the Olympic Shuttle Lot, and the PAC Campus is presented in the Traffic Study. The combined Project campuses and parking areas were observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 3,170 parking spaces were observed to be utilized (90% utilization of the combined total of 3,520 spaces available). A surplus of 350 parking spaces (l0% of the existing parking supply) was observed to be available across the surveyed campuses and parking areas. As the Project campuses may experience different peaking characteristics and time periods, the following paragraphs summarize the corresponding peak parking demand associated with each of the surveyed campuses and parking areas.

Main Campus Existing Weekday Parking

The Main Campus was observed to experience a peak weekday parking demand at 1:00 PM whereby a total of 2,444 parking spaces were observed to be utilized (97% utilization of the combined total of 2,519 spaces available).

The weekday on-street parking immediately adjacent to the Main Campus was observed to experience its peak parking demand earlier than the on campus peak parking, at 11:00 AM, whereby a total of 244 parking spaces were observed to be utilized (98% utilization of the 250 spaces available).

AET Campus Existing Weekday Parking

The AET Campus was observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 217 parking spaces were observed to be utilized (85% utilization of the 255 spaces available).

Olympic Shuttle Lot Existing Weekday Parking

The Olympic Shuttle Lot was observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 138 parking spaces were observed to be utilized (65% utilization of the 211 spaces available).

PAC Campus Existing Weekday Parking

The PAC Campus was observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 160 parking spaces were observed to be utilized (56% utilization of the 285 spaces available).

Existing Weekend Parking Conditions

PAC Campus Existing Weekend Parking

As noted previously, the weekend parking conditions focused on the review of the PAC Campus. Coinciding with a day of relatively low attendance events at the Broad Stage (located on the PAC Campus), the weekend parking conditions at the PAC Campus was observed to experience a peak parking demand during the evening at 8:00 PM, whereby a total of 87 parking spaces were observed to be utilized (31% utilization of the 285 spaces available). However, it should be noted that during peak attendance events held at the Broad Stage, parking demand at the PAC Campus is considerably much higher, resulting in nearly all of the on-site parking spaces utilized. Based on information provided by SMC, these peak attendance events occur approximately 10 evenings per year.

Future Parking Supply

Listed below is a summary of the proposed net increase in parking for each of the subject SMC campuses in conjunction with the Project:

- Main Campus: Net increase of 453 parking spaces. Net increase incorporates the closure of Lot 1 North, the opening of Lot 6, and an underground parking garage under construction.
- AET Campus: Net increase of 195 parking spaces
- Olympic Shuttle Lot: Net increase of 419 parking spaces
- PAC Campus: Net increase of 365 parking spaces

Based on the above, a total of 1,432 parking spaces will be added to the existing total supply of 3,520 spaces across the subject SMC campuses. As a result, with the Project, a total future parking supply of approximately 4,952 parking spaces will be provided at the above campuses.

Future Weekday Parking Conditions

Parking generation forecasts have been prepared for the SMC Career & Educational Facilities Master Plan 2010 Update. Similar to the Project trip generation forecasts, in preparing parking demand forecasts for development projects, it is common for traffic engineers to consult parking ratios published in the ITE Parking Generation manual. The ITE manual contains parking ratios for a variety of land uses (including office buildings, shopping centers, universities, etc.), which have been derived based on parking counts conducted at existing sites. However, the parking count data submitted to ITE is for free-standing sites generally located in suburban locations, which likely do not reflect the parking characteristics for projects located in highly urban areas such as the City of Santa Monica. Thus, the parking ratios provided in the ITE Parking Generation manual (derived from parking counts at suburban locations) would substantially overstate the parking generation potential of projects located in the City of Santa Monica, including the proposed SMC Career & Educational Facilities Master Plan 2010 Update.

The area adjacent to the Project Site provides public transportation service, as well as enhanced pedestrian and bicycle trip-making opportunities. Therefore, the peak parking demand forecast expected to be generated by the Project was based upon empirical ratios derived from the weekday parking utilization surveys conducted at the subject SMC campuses (i.e., Main Campus, AET Campus, Olympic Shuttle Lot, and PAC Campus).

Summaries of the existing SMC campuses parking utilization surveys conducted during the weekday conditions are provided in the Traffic Study. The parking utilization data were compiled to develop SMC-specific peak parking demand ratio. The peak parking demand ratio, developed based on existing parking characteristics observed at the subject campus, was calculated to be 3.37 parking spaces per 1,000 square feet of gross building floor area (i.e., 3,170 total peak parking demand / 941,467 total gross square feet x 1,000 = 3.37 spaces per 1,000 gross square feet). The peak parking demand ratio was then applied to the proposed net increase in building floor area across the subject SMC campuses.

The future weekday peak parking demand for the Main Campus, the AET Campus, the Olympic Shuttle Lot, and the PAC Campus is presented in the Traffic Study. The subject SMC campuses and parking areas are expected to generate a combined peak weekday parking demand of 3,991 parking spaces (81% utilization of the proposed total future parking supply of 4,952 spaces). A surplus of 961 parking spaces (19% of the proposed total parking supply) is anticipated to be available during peak conditions across the surveyed campuses and parking areas. The following paragraphs summarize the corresponding forecast peak parking demand associated with each of the surveyed campuses and parking areas under future conditions. If the parking supply at each campus exceeded the forecast peak parking demand, then the proposed amount of parking to be provided was deemed to be adequate.

Main Campus Future Weekday Parking

The Main Campus is anticipated to experience a peak weekday demand of 2,693 parking spaces (84% utilization of the proposed total parking supply of 3,222 spaces). This includes both Main Campus parking as well as the on-street parking immediately adjacent to the Main Campus. A surplus of 529 parking spaces (16% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the Main Campus.

AET Campus Future Weekday Parking

The AET Campus is anticipated to experience a peak weekday demand of 431 parking spaces (96% utilization of the proposed total parking supply of 450 spaces). A surplus of 19 parking spaces (4% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the AET Campus.

Olympic Shuttle Lot Future Weekday Parking

The Olympic Shuttle Lot is anticipated to experience a peak weekday demand of 391 parking spaces (62% utilization of the proposed total parking supply of 630 spaces). A surplus of 239 parking spaces (38% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the Olympic Shuttle Lot.

PAC Campus Future Weekday Parking

The PAC Campus is anticipated to experience a peak weekday demand of 476 parking spaces (73% utilization of the proposed total parking supply of 650 spaces). A surplus of 174 parking spaces (27% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the PAC Campus.

Future Weekend Parking Conditions

PAC Campus Future Weekend Parking

As discussed previously, on weekend days with peak attendance events occurring at the Broad Stage, parking is currently highly utilized at the PAC Campus (approximately 10 evenings per year). In consideration of this, SMC proposes to provide additional parking on-site to accommodate and alleviate the current parking demand generated during peak weekend conditions. The Project will increase the parking supply on the PAC Campus by 365 spaces (from the current 285 parking spaces to a total of 650 parking spaces). This increase in parking supply is anticipated to adequately accommodate the existing and future parking demand expected to be generated at the PAC Campus during the peak weekend conditions.

CUMULATIVE IMPACTS

Impacts associated with the Master Plan combined with cumulative development in the City of Los Angeles and City of Santa Monica (including both ambient growth and traffic increases attributed to related projects) is discussed in the analyses of the Master Plan traffic impacts throughout this Section.

MITIGATION MEASURES

The following sections provide an overview of transportation improvement measures that are anticipated to address impacts to the local roadway network associated with the Proposed Project. The Project is expected to create significant impacts at 29 of the 117 City of Santa Monica study intersections during weekday conditions. The Project is also expected to create significant impacts at four of the City of Santa Monica study intersections located in the vicinity of the PAC Campus during the weekend conditions. In addition, the Project is expected to create significant impacts at ten of the 23 City of Los Angeles study intersections during weekday conditions. It should be noted that three of the ten study intersections (Nos. 112, 113 and 114) forecast to be impacted based on the City of Los Angeles methodology also are forecast to be impacted based on City of Santa Monica methodology. Overall, the Project is expected to create significant impacts at 36 study intersections. It is important to note that the traffic analysis has been based on a conservative approach with respect to the analysis of potential Project-related impacts.

Recommended Traffic Mitigation – Transportation Demand Management Measures

An aggressive Transportation Demand Management (TDM) plan is recommended for SMC in conjunction with the Project so as to reduce vehicular traffic and parking generated at the various campuses. As part of the TDM plan, it is recommended that vehicle trip reduction performance targets be established for the morning and afternoon peak commute travel period, such that the aggregate existing level of trip generation at the SMC campuses is not exceeded.

The SMC Main Campus has been identified by the City of Santa Monica as one of the Demand Management Districts with the highest goals for vehicle trip reduction in the current City of Santa Monica Draft Land Use and Circulation Element (LUCE) Update. The AET Campus and Olympic Shuttle Lot are identified by the City of Santa Monica as one of the Demand Management Districts with higher goals for vehicle trip reduction in the current City of Santa Monica Draft LUCE Update. The PAC Campus is situated between Wilshire Boulevard and Santa Monica Boulevard, which are identified as District-wide Mode Split corridors, and adjacent to the Downtown District. The locations of the Demand Management Districts set forth in the Santa Monica Draft LUCE Update and the subject SMC campuses are illustrated in the Traffic Study.

The TDM measures implemented as part of the Project will be aimed at decreasing the number of vehicular trips generated by persons traveling to/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.

TDM Programming Measures

The following measures are intended to establish the basis for TDM programming to affect all travelers to the SMC campuses.

(J-1) *Transportation Demand Management Association*. As part of the LUCE Update process, the City of Santa Monica has identified that a Transportation Demand Management Association (TMA) should be established for the SMC Main Campus. Santa Monica College shall participate in the establishment of a geographic-based TMA for its Main Campus by providing information and sending representatives to the TMA meetings if such a TMA is organized by the City of Santa Monica. If and when formed, the TMA is expected to provide faculty/staff, students, and visitors with resources to increase the amount of trips taken by transit, walking, bicycling, and ridesharing. This mitigation measure does not commit SMC to funding such resources.

(J-2) *Employee Transportation Coordinator*. An Employee Transportation Coordinator (ETC) shall be designated for SMC. The ETC shall manage all aspects of this TDM program and participate in City-sponsored workshops and information roundtables. While the Project encompasses multiple sites, the ETC shall be responsible for TDM activities at all campuses.

(J-3) *Performance Monitoring and Targets*. SMC shall seek to ensure that cumulative vehicular trip generation for the Proposed Project does not exceed current levels at the Main Campus, AET Campus, Olympic Shuttle Lot Campus, and PAC Campus. Consistent with the objectives of the City's Draft LUCE, trip generation shall be monitored during the weekday PM peak hour. SMC shall contract with a licensed traffic engineer to monitor compliance with the PM peak hour trip reduction target. A baseline PM peak hour trip generation target shall be established following completion and occupancy of the new Student Services Building by counting traffic at the driveways serving the Main Campus, AET Campus, Olympic Shuttle Lot Campus and PAC Campus. The baseline target shall be determined by summing the trip generation counted at each campus during one common hour (e.g., 5:00 – 6:00 PM). Thereafter, once every two years, beginning in the first full school year following the occupancy of the first building greater than 20,000 ASF constructed under this Master Plan, the traffic engineer shall conduct weekday PM peak hour monitoring counts at the SMC campus driveways and prepare a report on compliance for SMC's Board of Trustees. The traffic monitoring should generally be conducted on a mid-weekday (Tuesday, Wednesday or Thursday) in the middle of the Fall semester (e.g., October) corresponding with the methodology used in establishing the baseline. In the event that the target is not reached in a two year period, SMC shall make modifications to the TDM conditions to more effectively achieve, through reasonable and feasible measures that will not substantially increase the cost of mitigation, the performance target herein. Should the PM peak hour trip generation target be reached in two successive reporting periods (i.e., over four years total), no additional monitoring shall be required. In no event shall the monitoring conclude prior to year 2017 (the anticipated build-out of the Master Plan).

(J-4) *Transportation Information Centers.* SMC shall provide on-site information at its Main Campus for employees, students, and visitors about local public transit services (including bus lines, future light rail lines, bus fare programs, rideshare programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers [at the Main Campus only in the Physical Education building]). SMC shall also provide walking and biking maps for employees, visitors and residents, which shall include but not be limited to information about convenient local services and restaurants within walking distance of the SMC campuses. SMC shall provide information to students and employees of the campuses regarding local rental housing agencies. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the SMC Main Campus. Transportation information may also be maintained at the administrative offices of the SMC satellite campuses, or by directing inquiries to the Main Campus or SMC web site.

(J-5) *TDM Web Site Information*. SMC shall be required to provide transportation information in a highly visible and accessible location on the school's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, students and visitors of available alternative transportation modes to access the campuses and travel in the area. The web site should highlight the environmental benefits of utilization of alternative transportation modes.

(J-6) *TDM Promotional Material*. SMC shall be required to provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes will be made available to employees, students and visitors during typical business hours.

(J-7) *Transit Welcome Package*. SMC shall provide all new students and employees of the college with a Transit Welcome Package (TWP). The TWP at a minimum will include information regarding SMC's arrangement for free or discounted use of the Big Blue Bus, area bus/rail transit route information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the SMC campuses.

(J-8) *Expanded SMC Inter-Campus Shuttle*. The existing SMC inter-campus shuttle shall be expanded to connect all SMC campuses, including the subject Main Campus, AET Campus, Olympic Shuttle Lot and PAC Campus. Additionally, the SMC Shuttle System route alignments and schedules shall be expanded in the future to connect with planned Metro Exposition Corridor Transit Project Phase 2 stations located within the City of Santa Monica (i.e., 26th Street/Olympic Boulevard Station, 17th Street/Colorado Boulevard Station and 4th Street/Colorado Boulevard Station). Such shuttle services can be provided by vehicles operated by SMC, or through agreement with a public transit agency such as the Santa Monica BBB. Such expanded shuttle service shall be free or discounted to students and employees of SMC.

(J-9) *Internet-Based/Independent Study Education*. SMC shall continue to expand its offering of internet-based and independent study classes which allows for a portion or all of the education activities to occur without students and faculty needing to be physically on-site at an SMC facility.

(J-10) *Public Transit Passes*. To the extent feasible, SMC will continue to offer free public transit coordination with the Santa Monica BBB for all students and staff. To the extent feasible, SMC will seek to expand this benefit to other transit providers (i.e., Metro). Should the program whereby students and staff are able to use their SMC identification card for free transit be discontinued or unavailable, SMC will work with the transit agencies to make available the purchase of a transit pass at a highly discounted rate (e.g., 50 percent).

(J-11) *Employee Pay for Parking Program*. SMC shall continue to require that employees pay for their own parking.

(J-12) *Carpool Program for Employees*. SMC shall provide preferential parking within the parking garage for SMC employees who commute to work in employer registered carpools. An employee who drives to work with at least one other employee to the SMC campuses may register as a carpool entitled to preferential parking within the meaning of this provision.

(J-13) *Public Transit Stop Enhancements.* Working in cooperation with other transit agencies and the City of Santa Monica, SMC shall seek to improve existing bus stops with shelters and transit information within the immediate vicinity of the SMC campuses. Enhancements could include weather protection, lighting, benches, telephones, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative. This mitigation measure does not commit SMC to fund any particular improvements.

(J-14) *Convenient Parking for Bicycle Riders*. SMC shall provide locations at all four campuses for convenient parking for bicycle commuters for employees working at the sites, students attending classes at the sites, and visitors to the sites. The bicycle parking will be located within the SMC campuses and/or in the public right-of-way adjacent to the commercial uses such that long-term and short-term parkers can be accommodated. For purposes of this requirement, bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. SMC shall observe utilization of the bicycle parking at the Main Campus and satellite campuses each semester and, if necessary, make arrangements for additional bicycle parking if the demand for bicycle parking spaces exceeds the supply.

(J-15) *Compressed Work Week Schedule*. When feasible, a Compressed Work Week schedule shall be offered to employees whereby their hours of employment may be scheduled in a manner which reduces trips to/from the worksite during peak hours for the surrounding streets.

(J-16) *Flex-Time Schedule*. When feasible, SMC shall permit its employees within the Project to adjust their work hours in order to accommodate public transit schedules, rideshare arrangements, or off-peak hour commuting.

(J-17) *Guaranteed Return Trip for Employees*. SMC shall provide vanpool and carpool reliant employees with a free return trip (or to the point of commute origin), when a personal emergency situation requires it.

(J-18) *Student Parking Pricing*. SMC shall continue to require that students pay for their own parking.

(J-19) *Student Hiring Policies*. To the extent feasible, SMC shall provide preferential consideration to hiring current SMC students for part-time employment based on satisfaction of other requirements of the available positions.

(J-20) *Local Hiring Program*. To the extent feasible, when hiring SMC shall conduct outreach to residents who live within one mile of the SMC campus (or other facility to where the position of employment is offered), based on satisfaction of other requirements of the available positions.

(J-21) *Expanded Bicycle Routes*. SMC shall coordinate with the City of Santa Monica in an effort to enhance and expand the current network of bicycle routes serving the SMC campuses.

Effect of Transportation Demand Management Measures

As previously noted, the goal of the SMC TDM plan is to control the total aggregate trip generation of the SMC Main Campus, AET, Olympic Shuttle Lot, and PAC campuses such that the AM and PM peak hour trip generation would not exceed pre-Project levels. 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 as shown in Table IV.J-12. 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.

CMP Transit Impact Mitigation

The additional public transit trips generated by the Project would cause a significant impact to public transit services, prior to consideration of potential mitigation measures. Accordingly, the following measures are recommended to mitigate the Project-related impacts to public transit services:

(J-22) To the extent feasible, SMC shall continue its program with the Santa Monica Big Blue Bus to provide free public transit services to all SMC students and staff. If this is not feasible or practical, SMC shall work with Santa Monica Big Blue Bus to offer reduced rate transportation to SMC students and staff.

(J-23) To the extent feasible, SMC shall work with other public transit providers (e.g., Metro) to offer free public transit services to all SMC students and staff. If this is not feasible or practical, SMC shall work with the public transit providers to offer reduced rate transportation to SMC students and staff.

(J-24) SMC shall seek to expand shuttle connections (either through SMC-operated vehicles and/or in coordination with the Santa Monica Big Blue Bus) between campuses, including future connections to the Expo Light Rail Line stations in Santa Monica.

(J-25) SMC shall work with the City of Santa Monica, Santa Monica Big Blue Bus and Metro to enhance the Pico Boulevard transit plaza including providing expanded sidewalk areas, shelters, lighting, and other passenger enhancement and safety features for both eastbound and westbound transit vehicles.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

As presented previously in this Section, with the implementation of the mitigation measures listed above, 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 mitigation measures 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.

IV. ENVIRONMENTAL IMPACT ANALYSIS
K. NEIGHBORHOOD EFFECTS

The following summary of neighborhood effects was included in recognition of the City of Santa Monica Land Use and Circulation Element of the General Plan, and its requirement that a neighborhood impact statement be completed for all EIRs prepared by the City of Santa Monica. As an independent governmental agency acting as its own Lead Agency, SMC routinely includes a Neighborhood Impact Analysis in its EIRs.

Neighborhood Characteristics

The SMC campus system is located within the Cities of Santa Monica and Los Angeles, California. The individual campus sites are surrounded by different land uses including educational facilities, transit facilities, commercial businesses, industrial land uses, and multiple and single family residential neighborhoods. A description of existing and adjacent land uses for each specific campus is provided below.

Main Campus

SMC's Main Campus is generally located at 1900 Pico Boulevard in Santa Monica. The Main Campus includes an approximately 41.5-acre area generally bounded by Pico Boulevard on the north, 16th Street on the west, Pearl Street on the south, and an alley (18th Court) on the east (this boundary is west of 20th Street), a number of properties on the south site of Pearl Street (including Parking Lot 5), and a property on Pico Boulevard near 14th Street, currently improved and used as Parking Lot 6. The Main Campus contains existing and interim project floor area of approximately 560,272 assignable square feet (ASF) of academic-related structures including classrooms, a library, a bookstore, a cafeteria, health services, and pavilion, in addition to an athletic field (Corsair Field), swimming pool, parking structures and various other facilities. The Main Campus contains a total of approximately 2,495 parking spaces. The Main Campus is also supported by a series of shuttle parking lots, parking at other campus locations, and an extensive network of bus and shuttle service. In February 2008, SMC approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project on the Main Campus. Construction is underway as an interim project and began in January 2009. As part of the interim project, an underground parking garage under construction will provide a net of 499 spaces when completed. In connection with the construction of the garage, in January 2009, the College closed surface Lot 1 North and opened surface Lot 6, reducing the on-campus total from 2,519 spaces to 2,495 spaces.

The SMC Main Campus is located in an urbanized area of the City of Santa Monica. The area is characterized by a mix of educational, residential and commercial land uses. The SMC Main Campus is primarily bordered by the following: restaurant, commercial, apartment uses, and the Woodlawn Cemetery on Pico Boulevard; one and two story single residential uses and apartments along 20th Street and 16th Street; and, one and two story single residential uses, apartments, the Campus Police Headquarters, and John Adams Middle School along Pearl Street.

The Academy of Entertainment and Technology (AET)

The AET campus is located at 1660 Stewart Street in Santa Monica. This satellite campus was established in 1998. The AET campus is located west of Stewart Street and south of Pennsylvania Avenue. The AET campus consists of approximately 3.65 acres. The AET campus contains approximately 30,908 ASF of floor area in a two-story building constructed in 1985. It provides 255 surface parking spaces.

The AET Campus is located in a portion of the City of Santa Monica that is largely comprised of light manufacturing and office uses. Specifically, the campus is bordered by the following: industrial and office uses to the north and across Pennsylvania Avenue, one story light manufacturing uses to the east on Stewart Street, a one story manufacturing use to the south (accessible via Stewart Street) and a one story office building to the west, fronting Pennsylvania Avenue.

The Olympic Shuttle Lot

The Olympic Shuttle Lot is located at 1831 Stewart Street, in Santa Monica. It is located east of Stewart Street and north of Exposition Boulevard in Santa Monica. It consists of approximately 2.35 acres and contains 211 surface parking spaces. The Olympic Shuttle Lot is presently used to provide off-campus parking for SMC students.

The Olympic Shuttle Lot is located in a portion of the City of Santa Monica comprised largely of office, light manufacturing and residential uses. Specifically, this campus is bordered by the following: office buildings along Olympic Boulevard, surface parking and the Exposition rail line right-of-way easement to the north, light manufacturing uses to the east fronting Exposition Boulevard, multi-family residential uses to the south across Exposition Boulevard, and warehouse, surface parking and public parkland to the south and east along Stewart Street.

SMC Performing Arts Campus

The SMC Performing Arts Campus, formerly known as the Madison Campus, is located at 1310 11th Street in Santa Monica. SMC began holding classes at this campus in 1990. The Performing Arts Campus includes an area bounded by Santa Monica Boulevard to the south, 11th Street to the east, 10th Street to the west, and Arizona Avenue to the north. The Performing Arts Campus consists of approximately 4.5 acres. The campus buildings now contain approximately 38,463 ASF, including a 500-seat performing arts theater known as the Eli and Edythe Broad Stage. The site provides 285 surface parking spaces.

The Performing Arts Campus is located in the City of Santa Monica and is comprised mostly of commercial and residential adjacent land uses. Multi and single-family residential uses are located north, west and east of the campus. The west side of 10th Street consists of three 2-to 3-story multi-family residential uses, four single-family residential uses, and two converted single-family residential uses. The north side of Arizona Avenue consists of two 3-story multi-family residential uses. The east side of 11th Street consists of nine 1-to 2-story multi-family residential uses. A surface parking lot and automobile repair shop is located to the east across 11th Street. Land uses located directly south of the campus generally consist of commercial uses in the form of office uses, automobile retailers and retail stores. A 3-story office building is located at the northwest corner of 10th Street and Santa Monica Boulevard. A 2-story retail use is located at the southwest corner of 10th Street and Santa Monica Boulevard. And, a 2-story retail use is located at the southeast corner of 10th Street and Santa Monica Boulevard.

Bundy Campus

The Bundy Campus is located at 3171 South Bundy Drive in West Los Angeles. Classes at this campus began in the summer of 2005. The Bundy Campus is located west of Bundy Drive, also known as Centinela Avenue, in the City of Los Angeles. It consists of 10.3 acres. The campus is improved with a four-story building with approximately 34,371 ASF. As discussed in Section II, Project Description of this Draft EIR, the Bundy Campus buildout is included in the Interim Phase of the Master Plan pursuant to the previous environmental analysis completed in the Bundy Campus Master Plan Final EIR (SCH # 2005091142). The approved Bundy Campus Master Plan calls for the future construction of approximately 24,833 ASF in a two-story building to the east of the existing building and an underground parking structure. Upon completion in 2014, the Bundy Campus will provide approximately 780 parking spaces. No changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update.

The Bundy Campus is located in an urbanized area of the City of Los Angeles (bordering the City of Santa Monica), and is surrounded by a mix of residential, commercial, and aviation-related land uses. The Bundy Campus is primarily bounded by commercial, restaurant, and airport-related industrial uses fronting Airport Avenue, followed by the Santa Monica Airport, to the north (City of Santa Monica); Bundy Drive, beyond which is located additional residential development, to the east (City of Los Angeles); residential development along Stanwood Place to the south (City of Los Angeles); and Stewart Avenue, beyond which is located additional residential development, to the west (City of Los Angeles).

Airport Arts Campus

The Airport Arts Campus is located at 2800 Airport Avenue in Santa Monica. Classes at this campus began in 1988. The Airport Arts Campus is located south of Airport Avenue. The Airport Arts Campus consists of approximately 2.2 acres. This campus contains approximately 21,123 ASF of floor area built in 1953. This campus provides 239 parking spaces.

The Airport Arts Campus is surrounded by the Santa Monica Airport and related uses to the north, east and west. The City of Los Angeles boundary is located directly to the south of the campus and single-family residences are located along Dewey Street. No facility changes or development is proposed for the Airport Arts Campus and the existing land uses would continue to operate in their existing condition.

Emeritus College

SMC's Emeritus College is located at 1227 Second Street in Santa Monica. The Emeritus College program started in 1975. The services provided at this campus primarily targets senior citizens. This campus is located on the east side of Second Street mid-block south of Wilshire Boulevard and consists of approximately 0.2 acres. The campus building contains approximately 14,800 ASF built in 2002. There are eleven parking spaces on site.

Emeritus College is located in the Downtown Core of the City of Santa Monica and is primarily surrounded by commercial and retail uses. Specifically, to north and east are department stores, retail uses and restaurant related uses. To the south along and across 2nd Street are more retail uses, office uses, a parking structure and a religious institution. To the west and north along Wilshire Boulevard are hotel, office, retail and restaurant uses. Similar to the Airport Arts Campus, no facility changes or development is proposed for this campus and the existing land uses would continue to operate in their existing condition.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

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. This section 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.

For purposes of identifying and disclosing potential adverse impacts upon neighborhoods adjacent to and within close proximity to the SMC campuses that will undergo physical improvements under the proposed Facilities Master Plan (2010 Update), the following section focuses on environmental impacts involving localized changes to aesthetics/views, air quality emissions, hazardous materials/risk of upset, land use and planning, noise, and traffic/parking. Potential environmental effects associated with global climate change, hydrology and surface water quality, public utilities, public services, and geology/soils are regional in nature and do not generate localized impacts upon a specific neighborhood. As such, those issues are not re-visited in this section of the EIR.

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

Project impacts associated with obstruction of views and visual character where found to be less than significant at the Main Campus, the AET Campus, the Performing Arts Campus, and the Olympic Shuttle Lot. Potential impacts associated with project lighting and architectural glare would be mitigated to less than significant levels with the implementation of Mitigation Measures B-1 and B-2. As a result, no significant aesthetic impacts would result to neighborhoods affected by the Proposed Project.

Air Quality

Neighborhoods surrounding the Main Campus, AET Campus, Olympic Shuttle Lot and the Performing Arts Campus would be potentially subject to both short-term construction and long-term operational air quality impacts requiring mitigation. However, the recommended mitigation measure C-1 limiting the VOC content in architectural coatings would ensure that potential impacts related to air quality would be less than significant. The construction and operational impacts of the Proposed Project are summarized below and are analyzed in greater detail in Section IV.C, of this Draft EIR.

Construction Impacts

Construction activities would occur at the Santa Monica College Main Campus, AET Campus, the Olympic Shuttle Lot, and the PAC. Demolition, site grading, building construction, paving, and architectural coating would occur at four areas within the Main Campus: the Health, Fitness, Dance, and Physical Education Building; the Drescher Hall and the Pico Promenade; the Math & Science Extension; and the Corsair Stadium/ESL. In addition, demolition would occur at the Temporary Math Complex. Excavation, site grading, building construction, paving, and architectural coating would occur at the AET and Olympic Shuttle lot. Demolition, excavation, site grading, building construction, paving, and architectural coating would occur at the PAC. Each area would follow a separate construction schedule with the majority of the construction associated with the building construction. Haul trucks for demolition and grading activities were limited to 50 trips per day at each construction area.

Construction activities at the Project Site(s) would generate pollutant emissions from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the project site; (3) delivery and hauling of construction supplies and debris to and from the project site; (4) the fuel combustion generated by onsite construction equipment; and (5) building construction, including the application of architectural coatings. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site preparation and grading would primarily generate PM_{10} emissions. Mobile source emissions (use of diesel-fueled equipment onsite, and traveling to and from the project site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

Regional Air Quality Impacts

The analysis of regional daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV.C-9 in Section IV.C, Air Quality, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each of the construction phases. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily.
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas.
- Provide daily clean-up of mud and dirt carried onto paved streets from the site.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

The peak daily emissions generated during project construction would not exceed the regional emissions threshold recommended by the SCAQMD for NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ during period of construction. However, ROG exceeds the SCAQMD significance threshold of 75 pounds per day between the years of 2013 and 2016. As such, without mitigation, the regional air quality impacts associated with the project-related construction emissions would be potentially significant.

Operational Impacts

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. As stated previously, 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 project site.

Regional Air Quality Impacts

The analysis of daily operational emissions from the Proposed Project has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. The URBEMIS air quality model is a land-use based model that generates air emissions based on the type and density of the proposed land uses, and is influenced by other factors such as trip generation rates, proximity to mass transit, and the extent of pedestrian friendly amenities. The net operational emissions associated with the Proposed Project would not exceed the established SCAQMD threshold levels for ROG, NO_x, CO, SO_x PM_{10}, and $PM_{2.5}$ during both the summertime (smog season) and wintertime (non-smog season). Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Localized CO Impacts

The localized CO concentration impacts associated with motor vehicle travel generated by the Proposed Project have been evaluated with the addition of traffic growth associated with cumulative development.[1] As was done to assess existing CO concentrations, the simplified CALINE4 screening procedure was used to predict future CO concentrations at the study-area intersections in the vicinity of the project site in the year 2012 with cumulative development in order to provide a worst-case analysis of future conditions. The SCAQMD recommends an evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse, and/or when the LOS for an intersection worsens from C to D or worse. Based on the traffic study for the Proposed Project, project-related traffic volumes would meet these criteria at 19 of the 134 analyzed study intersections. Consequently, the localized CO concentrations at these seven study sections were calculated and evaluated in this analysis.

Future 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards (i.e., the national 1-hour CO ambient air quality standard is 35.0 ppm, and the State 1-hour CO ambient air quality standard is 20.0 ppm; the 8-hour national and State standards for localized CO concentrations are 9.0 ppm). Therefore, implementation of the Proposed Project and cumulative development would not expose any possible sensitive receptors located in close proximity to these intersections to substantial localized pollutant concentrations. This would be a less than significant impact regarding the exposure of sensitive receptors to substantial pollutant concentrations.

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[1] *Since the thresholds for the analysis of localized CO impacts associated with motor vehicle travel are the national and State 1-hour and 8-hour CO ambient air quality standards, accordingly, this analysis evaluates the future ambient CO concentrations generated by the proposed project and related projects (cumulative development).*

Toxic Air Contaminants

As the Proposed Project would consist of the development of educational uses, and would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, 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.

Hazardous Materials/Risk of Upset

Accidental Release of Hazardous Materials

Construction

<u>Asbestos-Containing Material and Lead-Based Paint</u>

The Proposed Project would involve demolition, construction, and renovation activities within the Main Campus, the AET Campus, the Olympic Shuttle lot, and the Performing Arts Campus. Due to the age of the various structures that occur at each Project Site, asbestos-containing materials (ACMs) and lead-based paint (LBP) are presumed to be located within the older buildings (pre-1976) where renovation and demolition activities are proposed. Construction workers, visitors, students, employees, and area residents could therefore potentially be exposed to ACM's and peeling or flaking LBP during planned renovations and demolition activities. Exposure to ACMs and LBP could be hazardous to the health of construction workers as well as students, employees, and area residents, resulting in a potentially significant impact. However, the recommended mitigation measure D-1 regarding the requirement for abatement of asbestos containing materials and lead-based paint, if found to be present, would ensure that potential impacts related to the release of hazardous materials into the environment would be less than significant.

Operations

<u>Asbestos-Containing Material and Lead-Based Paint</u>

The operation of Proposed Project buildings and improvements 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. Therefore, no impact related to the accidental release of these materials would occur.

<u>Use of Hazardous Materials</u>

As a part of routine grounds maintenance and operations, nominal quantities of pesticides, herbicides, fungicides, and rodenticides would continue to be used and stored. The use and storage of these materials is regulated by federal and State laws, and Proposed Project grounds maintenance operations would be required to be conducted in accordance with all applicable regulations governing the use and storage of such materials. Such use would not require the routine transport, use, or disposal of substantial amounts of hazardous materials. Therefore, impacts related to the accidental release of these hazardous materials during Project operations would be less than significant.

The operation of Proposed Project buildings and improvements would continue to require the use of hazardous materials in relatively small quantities for routine cleaning, maintenance, and landscaping. Such use would not require the routine transport, use, or disposal of substantial amounts of hazardous materials. Therefore, there would be no substantial risks associated with accidental releases of hazardous materials and a less-than-significant impact would occur.

<u>Sensitive Receptors</u>

Construction

Based on a search of available state and local environmental regulatory agency databases, as identified pursuant to California Government Code Section 65962.5 identified above, no known contaminants exist within Project area soils with the exception of methane associated with the former landfill beneath the AET Campus and Olympic Shuttle lot properties. As such, it is not expected that construction workers or sensitive populations identified above would become exposed to impacted soils during planned construction, demolition, or renovation activities. However, conditions at the Project Sites may include the potential for ACM and LBP within construction debris that (if present) could result in the accidental release of hazardous materials into the environment during proposed construction, demolition, and renovation activities, including the transport of such materials off-site for disposal. In the event such hazardous materials are encountered, compliance with all applicable local, State, and federal regulations would be required, including the proper management, transport, and disposal of these materials and wastes to a facility licensed to accept them. Further, recommended mitigation measure D-1 identified below requires the abatement of asbestos containing materials and lead-based paint, if found to be present, and would ensure that potential impacts related to the release of such materials into the environment would be less than significant. As such, with proper management of all hazardous materials encountered, impacts to sensitive receptors in the project vicinity would be less than significant.

Operation

Operations at the SMC Campuses would not be expected to pose any substantial potential for accident conditions involving the release of hazardous materials. Specifically, other than typical cleaning solvents used for classroom and janitorial purposes, pest management, and grounds maintenance, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations. As such, no impact on sensitive populations is anticipated.

With respect to the AET and Olympic Shuttle Lot, methane should be presumed to be located beneath the soil as the site is in the general vicinity of a closed former landfill. Constructing habitable structures without proper foundation design could result in the accumulation of methane below the building(s), which would have the potential to create a hazardous situation if not properly addressed with performance based methane mitigation investigations and mitigation measures to ensure a safe and secure environment (see MM IV.D-3).

Hazardous Materials Sites

A database search of the California Environmental Protection Agency's Cortese List Data Resources, which included a search of available state and local environmental regulatory agency databases, as identified pursuant to California Government Code Section 65962.5, revealed that the Project Sites are not listed on the databases searched. As such, no impacts related to exposure of construction workers to impacted soils during site excavations or grading are anticipated. However, based on a review of the database reports, sites with reported hazardous substances releases are located within approximately one-quarter of a mile of each of the four Project Sites. As previously discussed, groundwater levels in the vicinity of the AET and Olympic Shuttle Lot campuses can be expected at depths of approximately 40 feet, while groundwater levels in the vicinity of the Main Campus and Performing Arts Campus are estimated to be greater than 40 feet. As identified in Section IV.L Geology and Soils of this EIR, excavation would be required for the subterranean structures of the Proposed Project. In addition, local excavation and earthwork would be conducted to provide footings, foundations, and subterranean walls to support the proposed parking structures and buildings.

While considered remote, it is possible that some of the excavation work associated with the Proposed Project could encounter groundwater, which may contain contaminants (from impacted soils at offsite locations) that may have migrated through the groundwater to the Project Sites. In the event impacted soils are encountered during site preparation, grading, and excavations, all work would cease and the Division of the State Architect shall be contacted. Mitigation measure D-2 would require the Project Applicant to implement a Soil Management Plan (SMP), as required by the Division of the State Architect, to the satisfaction of the Regional Water Quality Control Board, which would ensure remediation of contaminated soils and groundwater, if encountered. As such, contaminated soils and groundwater, if present on the Project Site, would not result in a significant hazard to construction workers or the general public. Therefore, neighborhood impacts with respect to hazardous materials sites would be less than significant.

Land Use

Consistency of Land Use Policy and Regulations

The Proposed Project would not interfere with any of the goals or policies identified in SCAG's regional planning documents and this impact would be less than significant because as summarized in Section IV.F of this DEIR, any areas of land use inconsistencies as to the Proposed Project would not have any adverse physical impact on the environment. Furthermore, the District is authorized by state law to exclude such facilities from local land use regulations in any event.

City of Santa Monica Land Use and Circulation Element (LUCE)

The SMC Main Campus and Performing Arts Campus are classified as "Institutional" and placed within the "Public Land" category. The AET Campus and Olympic Shuttle Lot are located in the "Special Office District." These proposed uses of these sites are allowable and generally consistent with the designations of each site.

City of Santa Monica Zoning Code

The Main Campus and the Performing Arts Campus are located within the Public Lands Overlay Zoning District. The Main Campus has an underlying zoning classification of R2 and the Performing Arts Campus has an underlying zoning classification of R3/C4. The PL Overlay District permits among other uses public parking and public schools. As such, the proposed public school uses at the Main Campus and Performing Arts Campus would be consistent with the PL Overlay District. The Main Campus and Performing Arts Campus would be subject to the development standards of the R2 and R3/C4 zones, respectively. As discussed in Section IV.F, Land Use and Planning, impacts associated with the R3 and C4 zoning classifications of the Performing Arts Campus would be considered less than significant.

The AET Campus and Olympic Shuttle Lot have a LMSD zoning classification (Light Manufacturing and Studio District). According to the City of Santa Monica Zoning Ordinance, of the many permitted uses identified for the Light Manufacturing and Studio District, public or private schools meeting certain criteria. Various schools exist within this zone. The AET Campus has existed without any adverse physical impacts and the Proposed Project would continue to provide education related uses at the AET Campus and Olympic Shuttle Lot. As such, the Proposed Project would be consistent with permitted uses of the LMSD zone.

With respect to development standards at the AET Campus and Olympic Shuttle Lot, the maximum building height is two stories, not to exceed 30 feet; except that entertainment-related facilities may have up to four stories, not to exceed 45 feet. The Proposed Project would be within the allowable densities for the AET Campus Olympic Shuttle Lot. In summary, impacts associated with the LMSD zone would be considered less than significant.

Noise

Construction Noise

The Main Campus, the Olympic Shuttle Lot, and Performing Arts Campus are considered to be located in Noise Zone I (60 dBA), while the AET Campus is located in Noise Zone III (70 dBA). Accordingly, the Proposed Project would be permitted to increase the equivalent noise level by up to 20 dBA, totaling 80 dBA during construction activities located at the Main Campus, Olympic Shuttle Lot, and Performing Arts Campus. And, construction at the AET Campus would be permitted to increase the equivalent noise level by up to 20 dBA, totaling 90 dBA during construction activities. Any construction activities that exceed the equivalent noise level of 80 dBA shall occur between the hours of ten a.m. and three p.m., Monday through Friday. In addition, maximum instantaneous A-weighted slow sound pressure levels would be permitted to reach up to 100 dBA and 110 dBA for the above locations, respectively. The noise regulation also limits construction noise to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, 9:00 a.m. to 5:00 p.m. on Saturday, and does not allow construction noise on Sundays or national holidays.

Construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used, which changes during the course of the construction period. Construction noise tends to occur in discrete phases dominated initially by earth-moving sources and later for finish construction. As shown in table IV.G-7, heavy equipment noise can reach up to 86 dBA at 50 feet from the source when the equipment is operating at typical loads. Most heavy equipment operates with varying load cycles over any extended period of time. Table IV.G-8, below, includes calculations which estimate potential construction noise levels that could be experienced by adjacent sensitive receptors near the identified campus locations. Construction noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and receptor, and presence or absence of barriers between the noise source and receptor. For the purposes of this analysis, it is assumed that peak construction equipment would generate noise levels of approximately 86 dBA at a distance of 50 feet.

Based on the calculations provided below, maximum construction-related noise levels would not result in increases above 40 dBA indicated for Noise Zone I or III (totaling 100 and 110 dBA, respectively) as stated under the City of Santa Monica Municipal Code. However, as shown, the Proposed Project would increase the equivalent noise level by more than 20 dBA, totaling 80 dBA during construction activities located at in Noise Zone I (the Main Campus, Olympic Shuttle Lot, and Performing Arts Campus). Nevertheless, as provided in SMMC Section 4.12.110 (d), any construction activities that exceed the noise levels established in subsection (1) shall occur between the hours of ten a.m. and three p.m.

Additionally, it should be noted that these noise levels would be temporary in nature and would cease after the Proposed Project is constructed. Furthermore, the Proposed Project would include a construction fence with screening around the perimeter of the Project Site during construction activities which would also help to reduce noise levels at surrounding uses. As such, it is anticipated that construction-related noise impacts at adjacent sensitive receptors would be less than significant. And, mitigation measures are provided to ensure that potential construction-related noise impacts would remain less than significant.

Construction-Related Groundborne Vibration

The Proposed Project would involve typical construction activities associated with standard development projects involving demolition and building construction. Potential noise-related impacts would be reduced to less-than-significant levels with the implementation of the identified mitigation measures. Accordingly, as construction-related groundborne vibration is related to the amount of construction noise and earthwork activities such as excavation, it can be anticipated that the noise mitigation measures would also serve to reduce groundborne vibration levels. The Proposed Project would be consistent with the

Santa Monica Municipal Code regarding vibration, and the Proposed Project's inclusion of noise mitigation measures will also reduce potential vibration impacts. Therefore, neighborhood impacts associated with groundborne vibration would be considered less than significant.

Operational Noise

Traffic Noise

During the Proposed Project's operational phase, noise would primarily be generated by traffic associated with implementation of the Master Plan. The Proposed Project's mobile noise impacts were assessed based on the peak hour traffic volumes for existing conditions (2009), future cumulative without project conditions (2017), and future cumulative with project conditions (2017). See Section IV.J, Transportation/Traffic/Parking for complete details of traffic assumptions and methodology. The expected net increases in ambient noise levels at each modeled street segment upon completion of the Master Plan in 2017 are shown in Table IV.G-9. As can be seen in Table IV.G-9, project traffic would not increase the ambient noise level at any intersection by more than 3 dBA. In fact, the largest noise increase of 1.6 dBA at Pennsylvania Avenue is considered to be barely perceptible to the human ear. Therefore, project impacts associated with a permanent increase in ambient noise levels to the surrounding noise environment from mobile noise sources would be less than significant.

On-Site Non-Vehicular Noise

The Proposed project would include new and renovated structures at the Main Campus, AET Campus, Olympic Shuttle Lot Campus and Performing Arts Campus. It is expected that each use 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 structures. The design of these on-site HVAC units and exhaust fans would be required to comply with Mitigation Measure G-8. Thus, the 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. As such, potential noise impacts from such equipment would be less than significant.

Parking-Related Noise

Implementation of the Master Plan would call for a total net increase of approximately 453 spaces at the Main Campus, 195 spaces at the AET Campus, 419 spaces at the Olympic Shuttle Lot Campus, and 365 spaces at the Performing Arts Campus. The existing parking spaces at the AET, Olympic Shuttle Lot and Performing Arts Campuses are all provided in surface parking lots. Under the Proposed Project, all of these existing surface parking spaces would be demolished and replaced with subterranean and/or structured parking. Because the parking spaces would be located underground and in screened parking structures, noise levels generated by vehicles parking in the structures would not result in a substantial increase in noise levels when compared to existing noise levels. Thus, neighborhood noise impacts associated with parking at these locations would be less than significant.

Transportation, Traffic, and Parking

City of Santa Monica Traffic Analysis – Future With Project Conditions

Weekday Future With Project Conditions

Application of the City of Santa Monica's significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create significant impacts at 29 of the 117 City of Santa Monica study intersections during weekday conditions. Incremental but not significant impacts are noted at the remaining 88 study intersections.

Weekend Future With Project Conditions

Application of the City of Santa Monica's significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create significant impacts at four of the City of Santa Monica study intersections located in the vicinity of the Performing Arts Campus during the weekend conditions. Incremental but not significant impacts are noted at the remaining study intersections.

Summary of Project-Related Impacts – City of Santa Monica Study Intersections

The following provides a summary of the 29 study intersections located in the City of Santa Monica that are determined to have significant traffic impacts due to the Project (and prior to consideration of recommended mitigation measures) during the weekday AM and/or PM peak hours, as well as the weekend mid-day peak hour, based on the City of Santa Monica traffic analysis methodologies and thresholds of significance.

- Int. No. 8: Lincoln Boulevard/Santa Monica Boulevard (PM peak hour)
- Int. No. 10: Lincoln Boulevard/Colorado Avenue (AM and PM peak hours)
- Int. No. 11: Lincoln Boulevard/Olympic Boulevard (WB) (PM peak hour)
- Int. No. 13: Lincoln Boulevard/Pico Boulevard (AM and PM peak hours)
- Int. No. 15: Lincoln Boulevard/Ocean Park Boulevard (AM peak hour)
- Int. No. 17: 9th Street/Santa Monica Boulevard (PM and weekend mid-day peak hours)
- Int. No. 21: 10th Street/Santa Monica Boulevard (AM, PM, weekend mid-day peak hours)
- Int. No. 30: 11th Street/Colorado Avenue (AM and PM peak hours)
- Int. No. 34: 12th Street/Santa Monica Boulevard (AM, PM and weekend mid-day peak hours)

- Int. No. 37: Euclid Street/Santa Monica Boulevard (AM, PM and weekend mid-day peak hours)
- Int. No. 63: 18th Street/Pico Boulevard (PM peak hour)
- Int. No. 65: 18th Street (West Int.)/Ocean Park Boulevard (AM peak hour)
- Int. No. 68: 20th Street/Wilshire Boulevard (PM peak hour)
- Int. No. 72: 20th Street/Olympic Boulevard (AM peak hour)
- Int. No. 78: 20th Street/Pearl Street (AM and PM peak hours)
- Int. No. 82: 21st Street/Ocean Park Boulevard (AM peak hour)
- Int. No. 85: 22nd Street/Ocean Park Boulevard (PM peak hour)
- Int. No. 86: 23rd Street/Pico Boulevard (AM peak hour)
- Int. No. 87: 23rd Street/Pearl Street (AM peak hour)
- Int. No. 88: 23rd Street/Ocean Park Boulevard (AM and PM peak hours)
- Int. No. 90: Cloverfield Boulevard/Olympic Boulevard (AM and PM peak hours)
- Int. No. 91: Cloverfield Boulevard/I-10 Freeway WB Off-Ramp (AM peak hour)
- Int. No. 95: Cloverfield Boulevard/Pearl Street (PM peak hour)
- Int. No. 97: 26th Street/Wilshire Boulevard (AM peak hour)
- Int. No. 106: Stewart Street/Exposition Boulevard (AM and PM peak hours)
- Int. No. 109: Yale Street/Colorado Avenue (AM and PM peak hours)
- Int. No. 112: Centinela Avenue/Olympic Boulevard (East Intersection) (AM and PM peak hours)
- Int. No. 113: Centinela Avenue/Exposition Boulevard (AM and PM peak hours)
- Int. No. 114: Centinela Avenue/I-10 Freeway WB Ramps (AM and PM peak hours)

City of Los Angeles Traffic Analysis – Future With Project Conditions

Weekday Future With Project Conditions

Application of the City of Los Angeles' significant impact threshold criteria in the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create significant impacts at ten of the 23 City of Los Angeles study intersections during weekday AM and/or PM peak hour conditions, which are listed below:

- Int. No. 111: Centinela Avenue/Olympic Boulevard (West Int.) (AM and PM peak hours)
- Int. No. 112: Centinela Avenue/Olympic Boulevard (East Int.) (AM and PM peak hours)
- Int. No.113: Centinela Avenue/Exposition Boulevard (AM and PM peak hours)
- Int. No.114: Centinela Avenue/I-10 Freeway WB Ramps (AM and PM peak hours)
- Int. No. 115: Carmelina Avenue-Centinela Avenue/Pico Boulevard (PM peak hour)
- Int. No. 119: Walgrove Avenue/Rose Avenue (AM peak hour)
- Int. No. 125: Bundy Drive/Olympic Boulevard (AM peak hour)
- Int. No. 126: Bundy Drive/Pico Boulevard (AM and PM peak hours)
- Int. No. 127: Bundy Drive/I-10 Freeway EB On-Ramp (AM peak hour)
- Int. No. 129: Bundy Drive/National Boulevard (AM peak hour)

Incremental but not significant impacts are noted at the remaining 13 study intersections.

Street Segment Impacts

Automatic 24-hour machine traffic counts were conducted at 66 study street segment locations for a weekday and 12 of the 66 street segment locations for a weekend day in Fall 2008.

Summary of Street Segment Impact Analysis

Application of the City's threshold criteria to the "Year 2017 With Project" scenario indicates that the proposed SMC Career & Educational Facilities Master Plan 2010 Update is expected to create significant impacts at 13 of the 66 study street segments during the weekday conditions as listed below:

- Seg. No. 16: 14th Street, between Pico Boulevard and Bay Street
- Seg. No. 17: 14th Street, between Pacific Street and Pearl Street

- Seg. No. 18: 14th Street, between Pearl Street and Cedar Street
- Seg. No. 28: Pearl Street, between 16th Street and 17th Street
- Seg. No. 33: Pearl Street, between 17th Street and SMC Main Campus Driveway
- Seg. No. 36: Pearl Street, between SMC Main Campus Driveway and 20th Street
- Seg. No. 39: 20th Street, between Virginia Avenue and Pico Boulevard
- Seg. No. 51: 23rd Street, between Ocean Park Boulevard and Ocean Park Place South
- Seg. No. 55: Pennsylvania Avenue, between 26th Street and Stewart Street
- Seg. No. 57: Colorado Avenue, between Harvard Street and Stewart Street
- Seg. No. 60: Stewart Street, between Nebraska Avenue and Olympic Boulevard
- Seg. No. 63: Colorado Avenue, between Stewart Street and Yale Street
- Seg. No. 64: Yale Street, between Broadway and Colorado Avenue

The Project is not expected to create any significant impacts at any of the 12 study street segments during the weekend conditions.

20th Street Evaluation

Based on comments received at the time the NOP was published, concerns were expressed regarding overall current traffic levels on the segment of 20th Street between Pico Boulevard and Pearl Street. Specific comments were made regarding the number of buses that travel on this segment of 20th Street, as well as the Project's impact to this street. As presented in Table IV.J-14, the segment of 20th Street between Pico Boulevard and Pearl Street was evaluated in the street segment analysis (Seg. No. 40) and is designated as a Collector Street in the City of Santa Monica's Land Use and Circulation Element (LUCE). Existing daily traffic volumes on 20th Street, between Pico Boulevard and Pearl Street is observed to be 9,634 trips. The future pre-Project ADT volume for the subject street segment is forecast to be 10,350 trips. The forecast future with Project ADT volume for the subject street segment is 10,402 trips. The existing and forecast future daily traffic volumes on this segment of 20th Street are well below the designated 13,500 ADT "capacity" assigned to designated Collector Streets by the City of Santa Monica. Further, the estimated relative change in daily traffic on 20th Street due to the Project is less than the thresholds of significance used by the City of Santa Monica for purposes of determining significant traffic impacts.

Two public transit routes (i.e., Mini Blue Bus - Sunset Ride and Mini Blue Bus – Crosstown Ride) provide service for this segment of 20th Street (southbound direction only) with headways of approximately 15 to 20 minutes per line. Thus, six to eight bus trips are observed to travel on 20th Street during the AM and PM peak hours (approximately one bus every 7.5 minutes on average). While it does not appear to be practical to alter the current route of the Sunset Ride, the route of the Crosstown Ride could be altered by the Santa Monica BBB. Currently, the route consists of a loop whereby buses proceed south on 20th Street and north on 14th Street. Currently, the southerly terminus of the Crosstown Ride route is Ocean Park Boulevard; however, it may be feasible to use Pico Boulevard as the southerly terminus. In this way, the Crosstown Ride would not need to use 20th Street south of Pico Boulevard. SMC will coordinate with the Santa Monica BBB regarding the feasibility of this route change.

Pennsylvania Avenue Two-Way Alternative Analysis

The following alternative analysis evaluates the SMC Career & Educational Facilities Master Plan 2010 Update with the assumption that the two-way conversion of Pennsylvania Avenue may be implemented in the Bergamot Transit Village District by the Project build out year of 2017. As part of the City of Santa Monica's Land Use and Circulation Element (LUCE) Update, the Bergamot Transit Village District was established. The Bergamot Transit Village District will create a high-quality, mixed-use creative arts/entertainment Transit Village centered on the new Expo Light Rail station in the eastern end of the City of Santa Monica.

Some goals identified for planning the Bergamot Transit Village District include the enhancement of circulation and transportation in the district with pedestrian, vehicular and transit improvements and the creation of a new roadway grid in this formerly large-parcel industrial area to reconnect the areas to the other uniform street grid in the City. Adjacent to the AET campus frontage, these improvements may potentially include the conversion of the segment of Pennsylvania Avenue between 26th Street and Stewart Street from a one-way eastbound travel only roadway to a two-way travel roadway. As the conversion of Pennsylvania Avenue may occur during the period of implementation of the Project, an analysis has been provided of the potential Project-related impacts assuming Pennsylvania Avenue becomes a two-way street. The following seven study intersections in the vicinity of the AET Campus may potentially be affected by the two-way conversion of Pennsylvania Avenue and are included in this alternative analysis.

- Study Intersection No. 99 – 26th Street/Colorado Avenue
- Study Intersection No. 100 – 26th Street/Pennsylvania Avenue
- Study Intersection No. 101 – 26th Street/Olympic Boulevard
- Study Intersection No. 102 – Stewart Street/Colorado Avenue
- Study Intersection No. 103 – Stewart Street/Pennsylvania Avenue
- Study Intersection No. 104 – Stewart Street/Nebraska Avenue

- Study Intersection No. 105 – Stewart Street/Olympic Boulevard

The alternative two-way analysis includes traffic adjustments to future traffic in order to account for the shift of traffic due to the potential two-way operation of Pennsylvania Avenue. The Pennsylvania Avenue two-way alternative analysis was prepared for these seven City of Santa Monica study intersections using the HCM methodology with application of the City of Santa Monica significant traffic impact criteria.

Weekday Future Pre-Project Conditions With Two-Way Conversion

The v/c ratios at the seven study intersections are incrementally increased with the addition of traffic generated by the related projects shown in Figure III-9 (Section III, General Overview of Environmental Setting). Five of the seven study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects and the two-way conversion of Pennsylvania Avenue. The remaining two study intersections are expected to operate at LOS E during the peak hours with the addition of ambient traffic and traffic due to the related projects.

Weekday Future With Project Conditions With Two-Way Conversion

Application of the City of Santa Monica's threshold criteria to the "Year 2017 Plus Project Traffic Conditions" scenario indicates that the Project is expected to create significant impacts at two of the seven study intersections (study intersection Nos. 103 and 104) during weekday conditions with the two-way conversion of Pennsylvania Avenue. The two study intersections were not previously identified as significantly impacted, but now would be impacted with the potential two-way operation of Pennsylvania Avenue. Incremental but not significant impacts are noted at the remaining five study intersections.

Transit Impact Review

As required by the 2004 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. Based on the data previously discussed, the SMC campuses generate a relatively high proportion of its trips via public transit. For example, the following provides a comparison of existing vehicular trips to existing trips by public transit at the SMC Main Campus:

- 7:00 - 8:00 AM: 980 public transit trips (36%)
1,722 vehicular trips (64%)
- 8:00 - 9:00 AM: 756 public transit trips (46%)
899 vehicular trips (54%)
- 9:00 - 10:00 AM: 1,186 public transit trips (51 %)
1,118 vehicular trips (49%)
- 4:00 - 5:00 PM: 665 public transit trips (37%)
1,114 vehicular trips (63%)
- 5:00 - 6:00 PM: 558 public transit trips (29%)
1,365 vehicular trips (71 %)

- 6:00 - 7:00 PM   382 public transit trips (24%)
  1,224 vehicular trips (76%)

It is noted that during the 8:00 AM to 10:00 AM period, public transit accounts for approximately half of the trips made to and from the SMC Main Campus. During the earlier 7:00 AM to 8:00 AM hour, a relatively higher percentage of trips are made by vehicles. The greater public transit utilization in the 8:00 AM to 10:00 AM period may be due in part to the difficulty in finding on-campus parking during the later morning hours, thereby making public transit a relatively more convenient alternative for travel.

In the afternoon period, the relative utilization of public transit decreases with each hour. This may be due to various factors such as: 1) the greater availability of on-campus parking in the late afternoon and evening hours; 2) reduced public transit service in the later evening hours (possibly affecting the mode choice for students arriving in the late afternoon for evening classes); 3) perceived safety issues related to using public transit in the evening; and 4) a significant number of students arriving for evening classes who are commuting in their vehicles from daytime jobs.

Public transit utilization counts were not conducted at the AET, Olympic Shuttle Lot and Performing Arts Campus; however, it is reasonable to assume that the relative percentage of public transit users as compared to trips made by private vehicles is lower at these satellite campuses due to a reduced level of public transit services and a greater availability of on-site parking. However, it is reasonable to assume that public transit would still comprise a significant portion of trips to and from the satellite campuses (e.g., 20%).

The Project is forecast to generate 572 net new AM peak hour trips and 426 net new PM peak hour trips. As previously noted, the trip generation forecasts are based on the actual driveway counts conducted at the existing SMC campuses, and therefore account for some level of public transit usage. Thus, assuming the current mode choice distribution (i.e., there is one public transit trip made for every four trips made by private vehicles), the resulting generation of new public transit trips would be 143 AM peak hour transit trips and 107 PM peak hour transit trips.

Additionally, as previously noted in the Transportation Demand Management (TDM) plan, the Project proposes to implement measures such that the aggregate trip generation for the SMC campuses would not increase beyond current levels. Accordingly, the 572 net new AM peak hour trips and 426 net new PM peak hour trips forecast in Table IV.J-12 for the Project would need to be eliminated. While the TDM plan proposes a menu-based approach to attaining the desired trip reductions, it could be assumed that approximately 50% of the potential vehicle trips would need to be converted to transit trips. This would result in an additional 286 AM peak hour transit trips (572/2 = 286) and 213 additional PM peak hour transit trips (426/2 = 213). Taken together, the Project and recommended TDM plan mitigation could result in 429 new AM peak hour transit trips (143 + 286 = 429) and 320 new PM peak hour transit trips (107 + 213 = 320).

The additional public transit trips generated by the Project would cause a significant impact to public transit services, prior to consideration of potential mitigation measures. Implementation of the mitigation measures listed in Section IV.J Transportation and Traffic of this Draft EIR would ensure that impacts would be less than significant.

Recommended Traffic Mitigation – Transportation Demand Management Measures

An aggressive Transportation Demand Management (TDM) plan is recommended for SMC in conjunction with the Project so as to reduce vehicular traffic and parking generated at the various campuses. As part of the TDM plan, it is recommended that vehicle trip reduction performance targets be established for the morning and afternoon peak commute travel period, such that the aggregate existing level of trip generation at the SMC campuses is not exceeded.

The SMC Main Campus has been identified by the City of Santa Monica as one of the Demand Management Districts with the highest goals for vehicle trip reduction in the current City of Santa Monica Draft Land Use and Circulation Element (LUCE) Update. The AET Campus and Olympic Shuttle Lot are identified by the City of Santa Monica as one of the Demand Management Districts with higher goals for vehicle trip reduction in the current City of Santa Monica Draft LUCE Update. The PAC Campus is situated between Wilshire Boulevard and Santa Monica Boulevard, which are identified as District-wide Mode Split corridors, and adjacent to the Downtown District. The locations of the Demand Management Districts set forth in the Santa Monica Draft LUCE Update and the subject SMC campuses are illustrated in the Traffic Study.

The TDM measures implemented as part of the Project (see Section IV.J, Transportation and Traffic for a detailed list of the recommended TDM mitigation measures) will be aimed at decreasing the number of vehicular trips generated by persons traveling to/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.

Effect of Transportation Demand Management Measures

The goal of the SMC TDM plan is to control the total aggregate trip generation of the SMC Main Campus, AET, Olympic Shuttle Lot, and Performing Arts Campus such that the AM and PM peak hour trip generation would not exceed pre-Project levels. 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 as shown in Table IV.J-12. 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.

Parking

Existing Weekday Parking Conditions

The existing weekday peak parking demand for the SMC Main Campus, the AET Campus, the Olympic Shuttle Lot, and the Performing Arts Campus is presented in the Traffic Study. The combined Project campuses and parking areas were observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 3,170 parking spaces were observed to be utilized (90% utilization of the combined total of 3,520 spaces available). A surplus of 350 parking spaces (l0% of the existing parking supply) was observed to be available across the surveyed campuses and parking areas. As the Project campuses may experience different peaking characteristics and time periods, the following paragraphs summarize the corresponding peak parking demand associated with each of the surveyed campuses and parking areas.

Main Campus Existing Weekday Parking

The Main Campus was observed to experience a peak weekday parking demand at 1:00 PM whereby a total of 2,444 parking spaces were observed to be utilized (97% utilization of the combined total of 2,519 spaces available).

The weekday on-street parking immediately adjacent to the Main Campus was observed to experience its peak parking demand earlier than the on campus peak parking, at 11:00 AM, whereby a total of 244 parking spaces were observed to be utilized (98% utilization of the 250 spaces available).

AET Campus Existing Weekday Parking

The AET Campus was observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 217 parking spaces were observed to be utilized (85% utilization of the 255 spaces available).

Olympic Shuttle Lot Existing Weekday Parking

The Olympic Shuttle Lot was observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 138 parking spaces were observed to be utilized (65% utilization of the 211 spaces available).

Performing Arts Campus *Existing Weekday Parking*

The Performing Arts Campus was observed to experience a peak weekday parking demand at 11:00 AM whereby a total of 160 parking spaces were observed to be utilized (56% utilization of the 285 spaces available).

Existing Weekend Parking Conditions

Performing Arts Campus Existing Weekend Parking

The weekend parking conditions focused on the review of the Performing Arts Campus. Coinciding with a day of relatively low attendance events at the Broad Stage (located on the Performing Arts Campus), the weekend parking conditions at the Performing Arts Campus was observed to experience a peak parking demand during the evening at 8:00 PM, whereby a total of 87 parking spaces were observed to be utilized (31% utilization of the 285 spaces available). However, it should be noted that during peak attendance events held at the Broad Stage, parking demand at the Performing Arts Campus is considerably much higher, resulting in nearly all of the on-site parking spaces utilized. Based on information provided by SMC, these peak attendance events occur approximately 10 evenings per year.

Future Parking Supply

Listed below is a summary of the proposed net increase in parking for each of the subject SMC campuses in conjunction with the Project:

- Main Campus: Net increase of 453 parking spaces. Net increase incorporates the closure of Lot 1 North, the opening of Lot 6, and an underground parking garage under construction.

- AET Campus: Net increase of 195 parking spaces

- Olympic Shuttle Lot: Net increase of 419 parking spaces

- Performing Arts Campus: Net increase of 365 parking spaces

Based on the above, a total of 1,432 parking spaces will be added to the existing total supply of 3,520 spaces across the subject SMC campuses. As a result, with the Project, a total future parking supply of approximately 4,952 parking spaces will be provided at the above campuses.

Future Weekday Parking Conditions

Parking generation forecasts have been prepared for the SMC Career & Educational Facilities Master Plan 2010 Update. Similar to the Project trip generation forecasts, in preparing parking demand forecasts for development projects, it is common for traffic engineers to consult parking ratios published in the ITE Parking Generation manual. The ITE manual contains parking ratios for a variety of land uses (including office buildings, shopping centers, universities, etc.), which have been derived based on parking counts conducted at existing sites. However, the parking count data submitted to ITE is for free-standing sites generally located in suburban locations, which likely do not reflect the parking characteristics for projects located in highly urban areas such as the City of Santa Monica. Thus, the parking ratios provided in the ITE Parking Generation manual (derived from parking counts at suburban locations) would substantially overstate the parking generation potential of projects located in the City of Santa Monica, including the proposed SMC Career & Educational Facilities Master Plan 2010 Update.

The area adjacent to the Project Site provides public transportation service, as well as enhanced pedestrian and bicycle trip-making opportunities. Therefore, the peak parking demand forecast expected to be generated by the Project was based upon empirical ratios derived from the weekday parking utilization surveys conducted at the subject SMC campuses (i.e., Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus).

Summaries of the existing SMC campuses parking utilization surveys conducted during the weekday conditions are provided in the Traffic Study. The parking utilization data were compiled to develop SMC-specific peak parking demand ratio. The peak parking demand ratio, developed based on existing parking characteristics observed at the subject campus, was calculated to be 3.37 parking spaces per 1,000 square feet of gross building floor area (i.e., 3,170 total peak parking demand / 941,467 total gross square feet x 1,000 = 3.37 spaces per 1,000 gross square feet). The peak parking demand ratio was then applied to the proposed net increase in building floor area across the subject SMC campuses.

The future weekday peak parking demand for the Main Campus, the AET Campus, the Olympic Shuttle Lot, and the Performing Arts Campus is presented in the Traffic Study. The subject SMC campuses and parking areas are expected to generate a combined peak weekday parking demand of 3,991 parking spaces (81% utilization of the proposed total future parking supply of 4,952 spaces). A surplus of 961 parking spaces (19% of the proposed total parking supply) is anticipated to be available during peak conditions across the surveyed campuses and parking areas. The following paragraphs summarize the corresponding forecast peak parking demand associated with each of the surveyed campuses and parking areas under future conditions. If the parking supply at each campus exceeded the forecast peak parking demand, then the proposed amount of parking to be provided was deemed to be adequate.

Main Campus Future Weekday Parking

The Main Campus is anticipated to experience a peak weekday demand of 2,693 parking spaces (84% utilization of the proposed total parking supply of 3,222 spaces). This includes both Main Campus parking as well as the on-street parking immediately adjacent to the Main Campus. A surplus of 529 parking spaces (16% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the Main Campus.

AET Campus Future Weekday Parking

The AET Campus is anticipated to experience a peak weekday demand of 431 parking spaces (96% utilization of the proposed total parking supply of 450 spaces). A surplus of 19 parking spaces (4% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the AET Campus.

Olympic Shuttle Lot Future Weekday Parking

The Olympic Shuttle Lot is anticipated to experience a peak weekday demand of 391 parking spaces (62% utilization of the proposed total parking supply of 630 spaces). A surplus of 239 parking spaces (38% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the Olympic Shuttle Lot.

Performing Arts Campus Future Weekday Parking

The Performing Arts Campus is anticipated to experience a peak weekday demand of 476 parking spaces (73% utilization of the proposed total parking supply of 650 spaces). A surplus of 174 parking spaces (27% of the proposed total parking supply) is anticipated to be available during the peak weekday conditions. Therefore, the future parking supply is expected to adequately accommodate the additional parking demand generated by the Project at the Performing Arts Campus.

Future Weekend Parking Conditions

Performing Arts Campus Future Weekend Parking

On weekend days with peak attendance events occurring at the Broad Stage, parking is currently highly utilized at the Performing Arts Campus (approximately 10 evenings per year). In consideration of this, SMC proposes to provide additional parking on-site to accommodate and alleviate the current parking demand generated during peak weekend conditions. The Project will increase the parking supply on the Performing Arts Campus by 365 spaces (from the current 285 parking spaces to a total of 650 parking spaces). This increase in parking supply is anticipated to adequately accommodate the existing and future parking demand expected to be generated at the Performing Arts Campus during the peak weekend conditions.

MITIGATION MEASURES

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

LEVEL OF SIGNIFICANCE AFTER MITIGATION

For a more detailed 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.

IV. ENVIRONMENTAL IMPACT ANALYSIS
L. GEOLOGY/SOILS

INTRODUCTION

The following section of the Draft EIR evaluates potential impacts related to geology, including seismicity, and soils associated with development of the Proposed Project. The majority of the analysis is based on the *Geotechnical Investigation for Proposed parking Structure, AET Building and KRCW Building, 1660 Stewart Street, Santa Monica, California* (the "Geotechnical Report") prepared by Geolabs, October 5, 2009. The Geotechnical Report is included as Appendix H of this Draft EIR.

ENVIRONMENTAL SETTING

The Proposed Project Sites include land located on the 41.5-acre Santa Monica College Main Campus at 1900 Pico Boulevard, the 3.5-acre Academy of Entertainment and Technology Campus at 1660 Stewart Street, the 2.4-acre Olympic Shuttle lot at the northeast corner of Stewart Street and Exposition Boulevard, and the 4.8-acre SMC Performing Arts Campus located at 1310 11th Street. All properties are located in the City of Santa Monica. As discussed in Section II, Project Description, no facility changes are proposed at Emeritus College, the Airport Arts Campus nor the Administration Building. No changes or amendments to the approved Bundy Campus Master Plan are proposed under the 2010 Update.

Regional Geologic Conditions

The City of Santa Monica lies on the northwestern section of the Coastal Plain of Los Angeles County. The Coastal Plain is bordered by the Transverse Ranges on the north, the Pacific Ocean on the West, the Santa Ana Mountains on the south and southeast, and the Puente Hills on the east. The major landform elements of the Coastal Plain were formed by intense tectonic activity between the Pacific and North American Plates that took place approximately 2.5 million years ago. The result is a structurally complex northwest trending basin having a distinct mountain/valley topography that was further defined by localized faulting, folding, erosion and sedimentation.

Like other areas of the Los Angeles Coastal Plain, the deep bedrock underlying the Santa Monica area has been warped downward to form a depression. The Los Angeles and San Gabriel rivers filled in the depression with a thick layer of alluvial deposits, the source of the present surficial geology of Pleistocene terrace, older alluvium and recent alluvium. This basement complex is at least 6,000 feet deep throughout the City of Santa Monica and is composed of Pre-Tertiary igneous and metamorphic rocks.

Soil Conditions

The City of Santa Monica conforms with the regional pattern. The principal rock units underlying the study area consist of a succession of sedimentary formations of Tertiary (2 to 65 million years ago) to Holocene (last 10,000 years) age. The formations are of marine and nonmarine origin and are separated by local and regional unconformities (the erosional surface between rock units). The generalized stratigraphy (the sequence of rock units) of the City is presented in Table IV.L-1.

Table IV.L-1
Soils in Santa Monica

Age	Formation	Thickness[b] feet	Characteristics
Recent (last 10,000 years)	Alluvium	0-20	Thin sands and gravels. Restricted to the central portion of the City.
Upper Pleistocene (11,000-1 mya[a])	Lakewood Formation	200-300+	Terraces and old dune deposits. Clay beds at base of formation forms barrier between the Lakewood and San Pedro Formations.
unconformity (erosional surface)			
Lower Pleistocene (1 - 2 mya)	San Pedro Formation	0-400+	Sand, gravel, silt, and clay. Restricted to eastern half of the City.
unconformity (erosional surface)			
Pliocene (2 - 5 mya)	Pico Formation	200-1500	Silts, clays, and shales.
unconformity (erosional surface)			
Pre-Pliocene (>5 mya)	Undivided Tertiary formations	4,000+	Monterey, Topanga, and other formations. Claystones, siltstones, and shales.

[a] mya = million years ago.
[b] Approximate minimum and maximum thickness in the City.

Source: City of Santa Monica, Master Environmental Assessment (Table 4-1); Brown and Caldwell 1986.

The AET Campus was previously used as a clay mine for a brickyard prior to the 1970s. Aerial photos indicate mining began at this location after 1928. As determined by recent exploratory borings, the pit mine was as much as 52.5 feet deep (relative to current ground surface) in the vicinity of the subject site. Backfill of the pit was partially completed by 1971 and fully completed by 1973.

The field investigation for the AET Campus was performed during May 2009. The scope of the field investigation for this location included the drilling, logging, and sampling of 11 hollow-stern auger borings (B1-B11) and the advancement of three cone penetrometer tests (CPT1, CPT2, and CPT3). The locations of exploration were performed as requested by the project architect, as existing utilities, access, and parking lot traffic conditions allowed.

The exploratory excavations indicate that the AET project area is underlain by artificial fill and alluvium. Artificial fill was encountered in all of the exploratory borings and ranges between 1.5 and 52.5 feet in depth. These materials appear to be a combination of native and imported soils used to backfill the original clay pit. They are comprised of brown, grayish-brown, and black sandy lean CLAY to clayey

SAND with abundant gravel. The gravels consist of angular, fractured pieces of Santa Monica Slate, brick, concrete, and asphalt. Trace amounts of wood chips, fabric, and metal can also be found scattered throughout the fill. The sand fraction ranges from fine to coarse grained. These soils are typically in a moist to wet and very stiff to medium dense condition. Expansion test results indicate these materials are generally in the middle to low portion of the low-expansion range (EI 21 to 50).

Alluvium was encountered underlying the artificial fill in all borings except Borings B5 & B6 (both of which were pre-assigned to extend 30 feet). These deposits consist of brown, grayish brown, and orangish-brown lean CLAY with sand interspersed with minor lenses of clayey GRAVEL. Blow counts and observations of the undisturbed samples obtained from the borings indicate that these materials are generally in a very stiff to hard condition.

Groundwater

According to the Historic High Groundwater Map from the Seismic Hazard Report for the Beverly Hills 7.5-minute Quadrangle, groundwater levels in the vicinity of the AET and Olympic Shuttle Lot campuses can be expected at depths up to approximately 40 feet, while the Main Campus and Performing Arts Campus would have depths to groundwater of greater than 40 feet. Based on site-specific investigations for the AET Campus, groundwater was encountered at a depth of 39 feet below ground surface, which corresponds fairly well with the Historic High Groundwater Map from the Seismic Hazard Report for the Beverly Hills 7.5-minute Quadrangle.

Seismic Conditions

The entire Southern California area is considered to be a seismically active region. Although significant earthquakes may occur on faults other than the San Andreas, the Santa Monica-Malibu Coast, the Newport Inglewood, and possibly the Palos Verdes, these four faults are most likely to cause damage in the City of Santa Monica.

The San Andreas Fault

The last major earthquake in Southern California originating from the San Andreas fault was the 1857 Fort Tejon quake (magnitude 7.5-8.5). This event generated intensities of X-XI (Modified Mercalli scale). Intensities of X-XI indicated masonry and wooden structures destroyed, extensive ground rupture, and multiple landslides. The United States Geologic Survey (USGS) has determined that San Andreas is capable of generating a maximum credible Richter magnitude event of 8.0. A maximum probable earthquake is the largest earthquake that is likely to occur in a 100 year period.

The segment of the San Andreas Fault closest to the City, 40 miles to the northeast, is considered capable of generating the largest earthquake (maximum credible earthquake). Because this segment has not moved in 118 years, (since the Fort Tejon earthquake), there is probably enough energy stored in this segment to generate a major earthquake at any time. The energy stored is estimated to be sufficient to generate an earthquake of magnitude 8.0. An event of this magnitude appears certain to occur sometime within the next 100 years.

Newport-Inglewood Fault Zone

The Newport-Inglewood Fault Zone (NIFZ) lies off the coast of California and extends from Dana Point inland through Newport Beach, Long Beach, and Torrance. The Inglewood component of the NIFZ is situated approximately 6.0 miles to the east of the City and is suspected of having a probable maximum Richter magnitude of 7.0 and a maximum credible earthquake of magnitude 6.8 (Leighton & Associates 1992). A maximum credible earthquake is the maximum earthquake that appears capable of occurring under the known tectonic framework.

Historic earthquakes that have originated as the result of movement on the NIFZ and have had a significant effect on the City of Santa Monica include the Long Beach earthquake (March 10, 1933, magnitude 6.3), the Signal Hill earthquake (October 2, 1933, magnitude 5.4), the Gardena earthquake (October 21, 1941, magnitude 5.0), and the Torrance-Gardena earthquake (November 14, 1941, magnitude 5.5). The relative intensity of groundshaking in Santa Monica during each of the four earthquakes is estimated to have been between IV and VI on the Modified Mercalli Scale. The levels of intensities were deduced from the accounts of witnesses and by the severity of damage to different types of construction. The recurrence interval for an event of magnitude 6.8 is approximately 1,000 years, and because the southern segment of the NIFZ moved 40 years ago, the probability of a large event is considered low.

The Hollywood-Santa Monica-Malibu Coast Fault Zone

This fault system extends offshore to include the Santa Rosa Island fault, the Santa Cruz Island fault, and the Anacapa fault. Some of the onshore fault segments have been determined to have late Pleistocene (last 1.8 million years) or Holocene (last 11,000 years) movement; many more segments have not been documented, primarily because intense urbanization since the early part of the century has modified or even destroyed the natural surface features commonly used to evaluate the recency of activity of a fault.

Recent evidence indicates that the Malibu Coast Fault may be capable of generating a 6 or 7 magnitude earthquake. The California Coastal Commission and the State Geologist are currently determining if the Malibu Coast should be designated a special studies zone under the Alquist-Priolo Act. Although many studies and trenching activities are underway, actual designation of the fault (potentially active, active, or APSSZ) is still a few years away (Ed Kiessling, California Division of Mines and Geology, 1991).

Hollywood Fault

This fault is a narrow strand trending along the southern front of the Santa Monica Mountains for an approximate distance of 10.5 miles. The eastern portion of the fault shows evidence of recent movement; there is no evidence of recent activity of the western portion of the fault. The Hollywood fault has the potential to generate a magnitude 6.4 maximum credible earthquake.

Santa Monica Fault

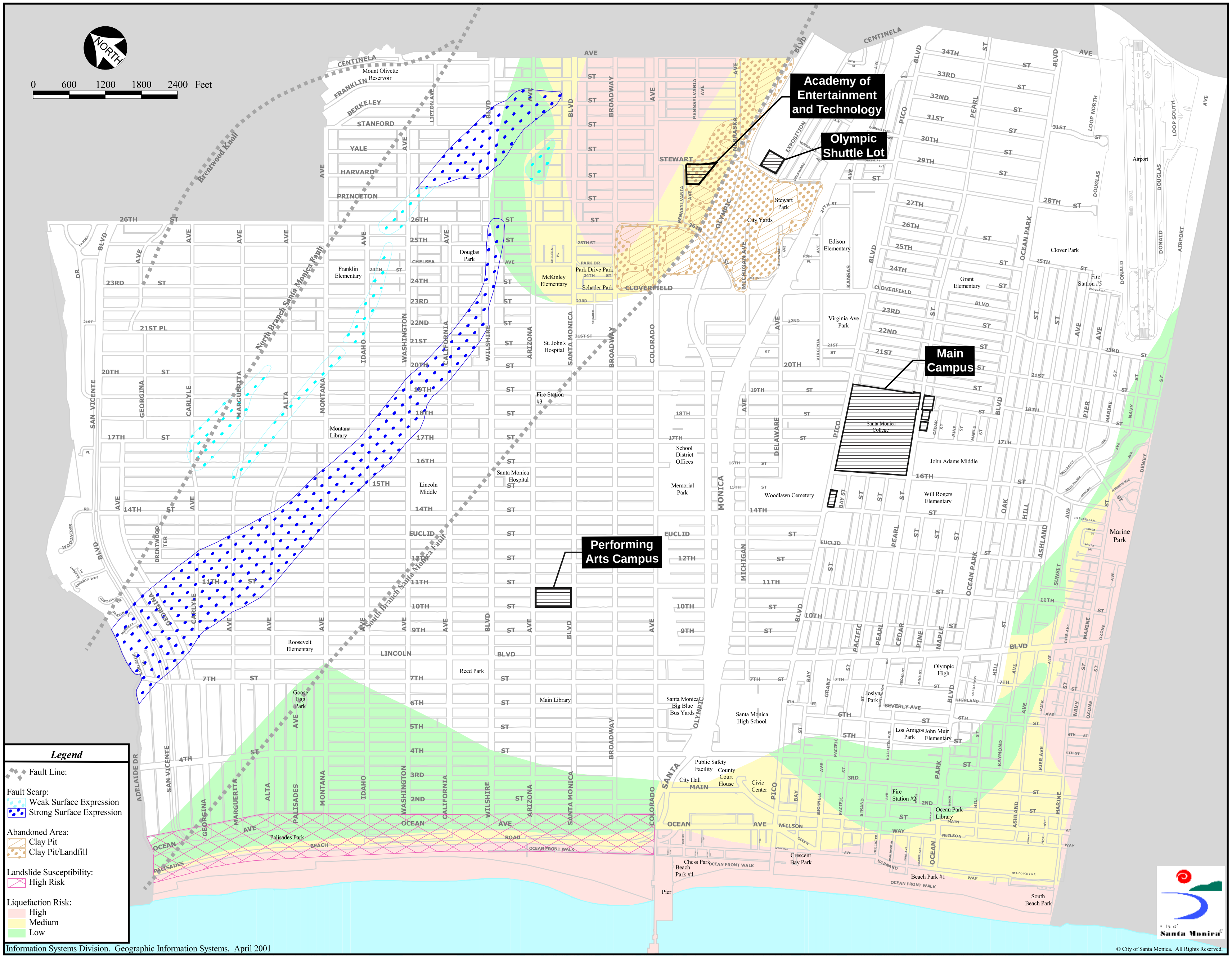
Generally, the Santa Monica fault is shown as two branches; the northern and southern branch. However, the precise location of the branches is interpreted differently by different investigators. The north branch extends for 25 miles from just north of Poterero Canyon to east of the Los Angeles River. Both branches extend through portions of the City of Santa Monica. A new location of the Santa Monica fault that falls between the north and south branches has been mapped using primarily geomorphic data. Recent studies by California Institute of Technology suggests that the active trace of the Santa Monica fault forms a series of scarps 1.8 to 2.5 miles to the south of the south front of the Santa Monica mountains, within the City. The Santa Monica fault has the potential to generate a magnitude 6.7 maximum credible earthquake.

As shown in Figure IV.L-1, the South Branch Santa Monica Fault is the nearest fault to the identified campuses of the Proposed Project. Specifically, the Main Campus is located approximately 3,500 feet southwest, the AET Campus is located 440 feet north, the Olympic Shuttle Lot is located 460 feet south, and the Performing Arts Campus is located 1,800 feet southwest of the fault.

Malibu Coast Fault

The Malibu-Coast fault forms the western onshore terminus of the Malibu Coast-Santa Monica-Hollywood fault system. Extending approximately 17 miles in length, this fault shows evidence of recent activity. Investigations have revealed that a segment of the fault located near the intersection of Kanan Dume Road and Pacific Coast Highway in Malibu displaces 5,000-6,000 year old soils. The Malibu Coast fault has the potential to generate a magnitude 6.9 maximum credible earthquake.

Other seismic sources that may have an effect on the City include the Torrance-Wilmington and the Elysian Park fold and thrust belts. These "buried thrust faults" are named so because they are not exposed at the surface. The Torrance-Wilmington fold and thrust belt is located along the southwest flank of the Los Angeles basin, extending from offshore Newport Beach northwesterly to the Santa Monica Bay. This system may have been the source for the January 19, 1989, magnitude 5.0 Malibu earthquake. The Elysian Park fold and thrust belt coincides with folds mapped on the eastern and northern flanks of the Los Angeles basin, under the City of Santa Monica, and extending into Santa Monica Bay. The Elysian Park belt was probably the source for the October 1, 1987 magnitude 5.9 Whittier Narrows earthquake. Any of the segments could rupture, causing a moderate (M>5) to large (M>6.7) earthquake. If several segments rupture simultaneously, a great (M>8) earthquake could occur.



Source: Information Systems Division. Geographic Information Systems. April 2001 and Christopher A. Joseph & Associates, 2010.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.L-1
Geologic Hazards Map

Alquist-Priolo Earthquake Fault Zoning Act

The State Alquist-Priolo Special Studies Zone Act mitigated fault rupture hazards by prohibiting the location of most structures for human occupancy across traces of active faults. The Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus do not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.[1] Based on available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the identified campuses.

Landslides

Landslides may be triggered by earthquakes, rainstorms, or construction-related activities (e.g., improper grading, structural design, landscaping, etc.). The Project Sites are not immediately adjacent to any mountains or steep slopes and are topographically flat. As shown in Figure IV.L-1, the Project Sites are not located in City designated areas of high susceptibility for landslides. In addition, the site is not located within a Seismic Hazard Zone for earthquake-induced landsliding.

Liquefaction

Liquefaction is a condition where the soil undergoes continued deformation at a constant low residual stress due to the build-up of high porewater pressures. The possibility of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity; sufficient groundwater to cause high pore pressures; and on the grain size, relative density, and confining pressures of the soil at the site. The Project Sites, like other sites in Southern California, are expected to be subjected to significant shaking from earthquakes. However, as shown in Figure IV.L-1, the Main Campus, Olympic Shuttle Lot and Performing Arts Campus are located in areas with little to no liquefaction risk. The AET Campus is located within an area of medium liquefaction risk. The AET site is underlain by predominantly clayey materials with relatively high blowcounts, and the depth to groundwater is 39 feet. Analyses of these fine-grained soils using procedures proposed by Bray and Sancio (2006) indicate these fine-grained materials are not considered susceptible to liquefaction or cyclic softening (see Plate wLL.1 &2 in Appendix B). These conditions render the potential for liquefaction to be very low. The Project Sites are also not within a Seismic Hazard Zone delineated as having potential for liquefaction as mapped by the California Geological Survey (formerly CDMG) for the Beverly Hills 7.5 Minute Quadrangle.

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[1] *Special Publication 42, Interim Revision 2007, Fault-Rupture Hazard Zones, In California Alquist-Priolo Earthquake Fault Zoning Act.*

Subsidence, Expansive Soils & Settlement

Subsidence is the downward settling of the earth's surface as a result of fluid withdrawal from deep geologic formations. Unless these voids are refilled, they may collapse causing subsidence in the shallower earth layers between the ground surface and the pumped geologic units. Review of the available literature indicates that the Project Sites have not been subject to historical subsidence. And, as previously discussed, expansion test results indicate materials are generally in the middle to low portion of the low-expansion range.

During seismic groundshaking, seismically induced settlement can occur. The estimation of the potential seismic settlement is divided into two separate causative mechanisms. The settlement of coarse grained soils above the groundwater table is assumed to be related primarily to groundshaking adjusting the coarse grained soils into a tighter packing configuration. This is often referred to as seismic compression. The seismic settlement below the groundwater is assumed to be related to pore pressure changes during liquefaction or cyclic softening. With respect to the AET Campus, the plastic nature of the soil in the upper 50 feet, along with its in-place density and estimated undrained shear strength indicates there is a low potential for seismic settlement.

Regulatory Framework

Applicable Federal Regulations/Policies

Clean Water Act Section 402 and National Pollutant Discharge Elimination System

The Clean Water Act (CWA) is discussed in detail in Section IV.E, Hydrology and Water Quality. However, because the CWA section 402 is directly relevant to excavation, information is also summarized below. Amendments in 1987 to the CWA added Section 402p, which establishes a framework for regulating municipal and industrial stormwater discharged under the National Pollutant Discharge Elimination System (NPDES) program. The US Environmental Protection Agency (US EPA) has delegated to the State Water Resources Control Board (SWRCB) the authority for the NPDES program in California, which is implemented by the State's nine regional water quality control boards. Under the NPDES Phase II Rule, construction activity disturbing one acre or more must obtain coverage under the State's General Construction Permit. General Construction Permit applicants are required to prepare a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) and implement and maintain best management practices (BMPs) to avoid adverse effects on receiving water quality as a result of construction activities, including earthwork. Section IV.E, Hydrology and Water Quality, provides a detailed discussion of the notice requirements and provides a list of required BMPs.

Applicable State Regulations/Policies

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Act (Public Resource Code §§ 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zone Act and renamed in 1994, is intended to reduce the risk of life and property from surface fault rupture during earthquakes. As discussed above, the Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zone). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones.

Under the Alquist-Priolo Act, fault zones are defined, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for the purposes of the act as within the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resource Code §§ 2690-2699.6) is intended to reduce the damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act; the State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards; and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.

California Building Standards Code

The State of California's minimum standards for structural design and construction are given in the California Building Standards Code (CBSC) (California Code of Regulations Title 24). The CBSC is based on the IBC (International Code Council, 1997), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for California conditions with numerous, more detailed or more stringent regulations. The CBSC requires that "classification of the soil at each building site will be determined when required by the building official" and that "the classification will be based on observation and any necessary test of the materials disclosed by borings or excavations." In addition, the CBSC states that "the soil classification and design-bearing capacity will be shown in the building plans, unless the foundation conforms to specified requirements." The CBSC provides standards for various aspects of construction, including but not limited to: excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soil strength loss. In accordance with California law, the Project would be required to comply with all provisions of the CBSC.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with guidance provided in the Environmental Checklist Form contained in Appendix G to the *State CEQA Guidelines*, lead agencies are encouraged to address the questions from the Checklist that are relevant to the Project's environmental effects. With respect to Geology and Soils, the following Checklist Questions are addressed under the Project Impacts/Environmental Consequences subheading below. Would the Project:

(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

  i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);

  ii) Strong seismic ground shaking;

  iii) Seismic-related ground failure, including liquefaction; or

  iv) Landslides;

(b) Result in substantial soil erosion or the loss of topsoil;

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994); creating substantial risks to life or property; or

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for disposal of waste water?

As discussed in the Initial Study (included as Appendix A to this Draft EIR), the Proposed Project would have no impact or a less than significant impact with respect to Checklist Questions (a.i), (a.ii), (a.iv), (b), and (e) above. Therefore, this section contains an analysis of thresholds (a.iii), (c), and (d).

Project Impacts

Seismic Hazards

Ground Failure, Including Liquefaction

As discussed previously, the Main Campus, Olympic Shuttle Lot and Performing Arts Campus are located in areas with remote liquefaction risk. The AET Campus is located within an area of medium liquefaction risk. According to the Geotechnical Report, the AET site is underlain by predominantly clayey materials with relatively high blowcounts, and the depth to groundwater is 39 feet. Analyses of these fine-grained soils using procedures proposed by Bray and Sancio (2006) indicate these fine-grained materials are not considered susceptible to liquefaction or cyclic softening (see Plate wLL.1 &2 in Appendix B). These conditions render the potential for liquefaction to be very low. Furthermore, while liquefaction risks are considered to be remote, the Proposed Project would be constructed in accordance with the City and State Building Codes and would adhere to all modern earthquake standards, including those relating to soil characteristics. Construction of the Proposed Project would also comply with the requirements of the Division of the State Architect, which would assure safe construction, including building foundation requirements appropriate to site conditions. Mitigation Measure L-1, below, would also ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations for each campus. Therefore, with implementation of the site development recommendations, development of the Proposed Project would not expose people to significant seismic-related ground failure, including liquefaction, and these impacts would be considered less than significant.

Soil Stability

A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Review of the available literature indicates that the Project Sites have not been subject to historical subsidence. And, as previously discussed, expansion test results indicate materials are generally in the middle to low portion of the low-expansion range. Excavation would be required for the subterranean structures of the Proposed Project. In addition, local excavation and earthwork would be conducted to provide footings, foundations, and subterranean walls to support the proposed parking structures and buildings. While considered remote, it is possible that some of the excavation work associated with the Proposed Project could encounter groundwater. If groundwater is encountered during construction, a dewatering system should be installed prior to the subterranean area being excavated below the groundwater level. The dewatering system would be designed in accordance with the geotechnical recommendations for the site-specific conditions as they are encountered in a manner to reduce the potential for subsidence from dewatering activities. Proper construction would be further assured through the compliance with the Division of the State Architect, which includes building foundation requirements appropriate to site conditions. Mitigation Measure L-1, below, would ensure the Proposed Project would be constructed in accordance with the final geotechnical recommendations for each campus. Therefore, with implementation of the site development recommendations, development of the Proposed Project would have less than significant impacts related to soil stability.

MITIGATION MEASURES

(L-1) The Proposed Project shall be designed and constructed in accordance with the recommendations provided in the Project's Final Geotechnical Report for each Project Site, which shall be reviewed by the Division of the State Architect prior to construction.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measure L-1, impacts related to geology and soils would be less than significant.

V. GENERAL IMPACT CATEGORIES
A. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant environmental impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

> *"Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."*

Based on the analysis contained in Section IV. Environmental Impact Analysis, of this Draft EIR, implementation of the Proposed Project would result in significant and unavoidable environmental impacts associated with traffic and transportation, as summarized below.

Application of the City of Santa Monica's threshold criteria indicates that the Proposed Project is expected to create significant impacts at 29 of the 117 City of Santa Monica study intersections during weekday conditions and four of the 42 study intersections during weekend conditions. Application of the City of Los Angeles' threshold criteria indicates that the Project is expected to create significant impacts at ten of the 23 City of Los Angeles study intersections during weekday conditions. Three of the ten study intersections forecast to be significantly impacted based on the City of Los Angeles methodology also are forecast to be significantly impacted based on City of Santa Monica methodology. Overall, the Project is expected to create significant impacts at 36 study intersections during weekday conditions and four study intersections during weekend conditions. The Project is also expected to create significant impacts at 13 of the 66 study street segments during weekday conditions. For a detailed account of the specific intersections that are anticipated to be significantly impacted by the Project, see Section IV.J, Transportation/Traffic/Parking. With the implementation of mitigation measures identified in Section IV.J Transportation/Traffic/Parking, 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 mitigation measures 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.

V. GENERAL IMPACT CATEGORIES
B. GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) requires an EIR to:

> *"Discuss the ways in which the proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed growth in any area is beneficial, detrimental, or of little significance to the environment."*

The proposed Master Plan 2010 Update incorporates current College facility planning, including Board-approved 5-year capital outlay plans; facility assessment surveys conducted in 2001, 2002, and 2003; projects submitted for State funding; and 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). SMC's specific land use and planning objectives identified for the Master Plan 2010 Update are detailed in Section II, Project Description of this Draft EIR. In summary, the goals of the Project are to identify development opportunities to upgrade and improve SMC Campus sites with regard to improving program accessibility, land use compatibility, transportation and sustainability; to replace temporary and outdated structures with modern facilities; 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.

By definition, the proposed SMC Facilities Master Plan (2010 Update) itself is not considered a growth-inducing impact because it would not include the construction of new housing, generate increases to population or provide opportunity for substantial growth. Additionally, as a public institution for higher learning, SMC's operations involve serving the educational needs of the community. While the Master Plan would not directly induce housing or population growth, the Master Plan has the potential to indirectly increase growth in the area through the introduction of new jobs and educational opportunities. While the proposed facility expansion would increase certain aspects related to operations, any roadway improvements or other infrastructure upgrades (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with the Master Plan would not be expected to induce substantial growth because they would be limited in scope with the primary purpose of better serving the SMC Campus system. Overall, the Master Plan is not anticipated to create substantial growth-inducing impacts.

V. GENERAL IMPACT CATEGORIES
C. SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the State CEQA Guidelines states that the "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. . . . Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

IRREVERSIBLE ENVIRONMENTAL CHANGES

The Project would necessarily consume limited, slowly renewable and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as diesel, gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, the consumption of natural resources associated with the Project would be of a relatively small scale and would be consistent with regional and local growth forecasts in the City of Santa Monica and the Southern California region as a whole. Therefore, although irreversible environmental changes would result from the Project, such changes would be considered less than significant.

SECONDARY IMPACTS

To the extent the Project has the potential to result in secondary impacts to the environment, those impacts are addressed within the environmental impact analyses contained within Sections IV.A through IV.L of this Draft EIR. While the Project may require local infrastructure upgrades to maintain and improve utility lines on-site and in the immediate vicinity of the Project Site, the Project would not necessitate roadway improvements or other regional infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. As such, secondary impacts associated with Utilities and Public Services would be less than significant.

VI. PROJECT ALTERNATIVES
A. INTRODUCTION

INTRODUCTION

As stipulated in Section 21002.1(a) of the CEQA Statutes (Public Resources Code):

> *The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.*

More specifically, the State CEQA Guidelines (Section 15126.6) require an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed "infeasible."

Section 15126.6(a) of the State CEQA Guidelines states:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

<u>Purpose</u>

Section 15126.6(b) of the State CEQA Guidelines states:

> *Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.*

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the State CEQA Guidelines states:

> *The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.*

Level of Detail

The State CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the State CEQA Guidelines states:

> *The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.*

Project Objectives

The proposed Master Plan 2010 Update incorporates current College facility planning, including Board-approved 5-year capital outlay plans; facility assessment surveys conducted in 2001, 2002, and 2003; projects submitted for State funding; and 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"). 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 reduce the planned density and increase the planned open space for the Main Campus. Specifically, to provide for a replacement Physical Education building, a replacement Math and new Science wing building, seismic repair, and further improvements along the Pico Boulevard frontage;

- 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 long-range development planning at the Olympic Shuttle site;

- To provide for program expansion at the Performing Arts Campus in music, art, public program, and related parking, and to complete seismic repair;

- 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.

<u>Overview of Selected Alternatives</u>

As indicated above, project alternatives should feasibly be able to attain "most of the basic objectives of the project" (State CEQA Guidelines Section 15126.6(a)), even though implementation of the project alternatives might, to some degree, impede the attainment of those objectives or be more costly (State CEQA Guidelines Section 15126.6(b)). Therefore, for purposes of this alternatives analysis and to compare the merits of an alternative's ability to reduce environmental impacts and meet the Master Plan's objectives, the following Alternatives were defined and analyzed (brief descriptions are provided herein with more detailed descriptions provided later in this Section):

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the Interim Projects that are currently under construction and/or which have been previously planned for or otherwise approved by the Board of Trustees under separate actions would proceed as planed, as these are separate actions and are not dependent upon the approval of the Proposed Project. The Future Interim Projects would result in a total Campus-wide development of 1,165,525 GSF of floor area and 741,562 ASF of floor area. As compared to the current conditions, this reasonably foreseeable growth would result in a net increase of 89,123 GSF and 60,181 ASF.

- **Alternative 1: Olympic Shuttle Lot Land Swap Alternative.** This Alternative would consist of a project that is similar to the Proposed Facilities Master Plan (2010 Update) with the exception of the future development envisioned for the Olympic Shuttle Lot. This Alternative addresses the potential land swap between the City of Santa Monica and SMC where the Olympic Shuttle Lot would be exchanged for a surface parking lot located at the southwest corner of Airport Avenue and Bundy Drive and adjacent to the SMC Main Campus. Under this scenario, SMC would utilize the Bundy Shuttle Lot to accommodate surface parking for students, with direct access to the Big Blue Bus route at the Main Campus.

  The future development at the Olympic Shuttle Lot site under the City's ownership would no longer be associated with the SMC Master Plan and any future development at that located would be subject to a separate environmental review under CEQA. It should be noted that a potential development at that location has already been addressed within the Exposition Line Phase 2 Project EIR.

- **Alternative 2: Reduced Density Alternative:** The Reduced Density Alternative consists of a master plan buildout scenario that contains all of the same components and features as the Proposed Project, but with a 50% reduction to future development. This Project Alternative would result in a total development of 1,120,997 GSF and 717,210 ASF. Overall, as compared to the Proposed Project, this Alternative would represent a 20% reduction to the overall GSF and ASF throughout all of the SMC Facilities.

Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the Lead Agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. The following alternatives were considered and rejected by SMC:

- Expansion of the Main Campus Boundaries: An alternative involving the expansion of the Main Campus' boundaries was determined to be infeasible as the properties surrounding the SMC Main Campus are largely built out and under separate ownership. Acquiring multiple contiguous properties immediately surrounding the Main Campus through market demand or eminent domain was determined to be economically infeasible and unjustifiable given the availability of land at various off-site locations. Moreover, utilization of satellite campuses has proven to be successful in reducing the traffic congestion on local roadways around the Main Camus and increasing the utilization of bus ridership. Therefore, this alternative was rejected as infeasible.

Assumptions and Methodology

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the proposed Facilities Master Plan (2010 Update), and assumes that all applicable mitigation measures that are proposed under the Facilities Master Plan (2010 Update) would apply to each Alternative. Impacts associated with the Alternatives are compared to the Facilities Master Plan (2010 Update) impacts and are classified as increased, reduced, or essentially similar to the level of impacts associated with the 2009 Master Plan Update.

The following alternatives analyses compares the potential environmental impacts of the Alternatives with those of the Facilities Master Plan (2010 Update) for each of the environmental topics analyzed in detail in Section IV (Environmental Impact Analysis) of this Draft EIR.

VI. ALTERNATIVES TO THE 2010 MASTER PLAN UPDATE
B. NO PROJECT ALTERNATIVE

INTRODUCTION

CEQA requires the alternatives analysis to include a No Project Alternative. The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project (State CEQA Guidelines Section 15126.6(e)(1)). Pursuant to State CEQA Guidelines Section 15126.6(e)(2):

> *The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.*

DESCRIPTION OF NO PROJECT ALTERNATIVE

Under the No Project Alternative, the SMC Facilities Master Plan (2010 Update) would neither be adopted nor implemented. As such, college-related operations within the existing building square footage and site improvements as currently configured and allocated within the eight SMC campuses would continue under their current conditions (i.e., the existing baseline conditions) as characterized in Section II, Project Description of this EIR. In addition, implementation of all Interim Phase projects that have been approved by the Board of Trustees under separate actions prior to the proposed master planning process for the Facilities Master Plan (2010 Update) would also continue. These Interim Phase Projects are: (1) build-out of the Main Campus; (2) the demolition of the Liberal Arts Building; (3) the construction of the Internet/Technology (IT) expansion adjacent to the Library Building, and completion of the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project.

At the present time, the SMC Campus system includes approximately 1,076,402 gross square feet of floor area (GSF) in building area, of which approximately 681,381 square feet is assignable square feet (ASF). The Interim Phase of the 2010 Master Plan involves the buildout of projects that are currently approved and under construction or that have been recently entitled and approved by the Board of Trustees under separate actions that preceded the development of the current draft master planning process. The Interim Phase would include buildout of the Main Campus, the demolition of the Liberal Arts Building, the Internet/Technology (IT) Information Technology Relocation Project to the Library Building, and the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project. For purposes of this analysis, the No Project Alternative is therefore defined as the continuation of the SMC operations assuming the interim projects are completed in the foreseeable future. A summary of the proposed future development activities under this scenario is presented below.

Table VI.B-1
No Project Alternative

Proposed	Existing Baseline [a]		Total Buildout with Interim Projects	
	GSF	ASF	GSF	ASF
Main Campus [b]	823,117	528,681	876,165	560,272
AET Campus	52,831	30,908	52,831	30,908
Olympic Shuttle Lot	0	0	0	0
Performing Arts Campus	65,519	38,463	65,519	38,463
Main Campus [c]	64,000	34,371	100,075	62,961
Airport Arts Campus	28,463	21,123	28,463	21,123
Emeritus Campus	19,875	14,800	19,875	14,800
2714 Pico Blvd. (Admin.)	22,597	13,035	22,597	13,035
	1,076,402	**681,381**	**1,165,525**	**741,562**

Notes:
[a] *For purposes of the environmental analysis, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2009 Update is adopted and implemented.*
[b] *Includes 823,117 GSF (560,272 ASF) of existing floor area plus 53,048 GSF (31,591 ASF) associated with interim projects.*
[c] *Includes 64,000 GSF (36,075 ASF) of existing floor area plus 34,371 GSF (28,590 ASF) associated with interim projects.*
Source: SMC and Gensler, 2010.

ANALYSIS OF NO PROJECT ALTERNATIVE IMPACTS

Following is an analysis of the anticipated environmental impacts associated with the No Project Alternative described above. Only those environmental issue areas analyzed in Section IV of this Draft EIR for the proposed Facilities Master Plan (2010 Update) have been included in the analyses below.

Aesthetics

Post-Project Views

Under the No Project Alternative, post project views on the SMC Main Campus would be limited to the changes resulting from the development of the Interim Projects. Such improvements would include the demolition of the Liberal Arts Building and the construction of the Internet/Technology (IT) Information Technology Relocation Project and the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project. Views along Peal Street would be altered by the demolition of the Liberal Arts Building, which would result in a larger open space area fronting Pearl Street and creating new views of the Science Building, clock tower and bookstore. The construction of the IT Relocation Project would result in an addition to the south facades of the Library Building. The proposed addition would be consistent with the existing height and scale of the Library Building and the only visual alteration or obstruction would be that of the southern façade of the Library Building. On the north side of the Main Campus the Student Services Replacement, Bookstore Modernization and Pico Promenade Improvements Project would alter the views along Pico Boulevard. The temporary trailers would be removed and the new 2-story student service building would occupy the northeast corner of the Campus. While the views would be altered at the Main Campus, no significant view obstructions would occur.

No changes to the Main Campus would occur under this alternative beyond what was previously identified in the SMC Main Campus Master Plan EIR. No physical changes to the Performing Arts Campus, AET or Olympic Shuttle Lot locations are proposed under this alternative, thus no aesthetic impacts or view obstruction impacts would occur.

Air Quality

Construction

Under the No Project Alternative, future construction activities would be limited to the construction of the Interim Projects, as defined above, resulting approximately 89,123 gross square feet of net new development. In comparison to the Master Plan, which would generate approximately 243,626 gross square feet of net new development, the No Project Alternative would result in a net reduction of 154,503 GSF or roughly 63 percent. Therefore it could reasonably be expected that implementation of the No Project Alternative would decrease construction related air quality emissions by approximately 63% of the total volume. However, because construction emissions are quantified in comparison to the SCAQMD's thresholds on a pounds per day basis, the daily air emissions would not likely realize such a significant reduction in generating air pollutants. While it is anticipated that the No Project Alternative would reduce the extent of emissions over the life of the project, the localized and daily mass emissions from construction would be similar to the proposed Master Plan. Localized construction-related emissions at the AET, Olympic Shuttle Lot and Performing Arts Campuses would be completely avoided under this alternative as no demolition or construction activities would occur at these locations. Impacts would therefore be less than significant under the No Project Alternative and reduced as compared to the Master Plan's less-than-significant impact after mitigation.

Operation

Under the operation of the No Project Alternative, no added vehicles, equipment, or other facilities would be introduced to the Master Plan that would have the potential to generate air quality emissions. In comparison, the Master Plan and the No Project Alternative would be expected to generate the same level of air emissions, as the Master Plan is not anticipated to be a growth-inducing project. No increase in student enrollment would occur under the proposed Master Plan. Likewise, no decrease in enrollment (or vehicle trips) would be anticipated under the No Project Alternative. The only change would be to the local trip distribution patterns, thus the regional air quality emissions would not be affected. Under the No Project Alternative, a less than significant impact would occur with respect to operational air quality emissions, which would be reduced as compared to the Master Plan's less-than-significant impact.

Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials

Under the No Project Alternative, the buildout of the Interim Projects would result in the continuation of the use, storage and handling of common cleaning, maintenance, and landscaping solvents that are typically uses in institutional campus settings. Under the No Project Alternative, no adverse impacts would occur with respect to routine transport, use, or disposal of hazardous materials, which would be reduced as compared to the Master Plan's less-than-significant impact.

Accidental Release of Hazardous Materials

Demolition/Construction

Because the No Project Alternative would involve less remodeling and demolition activities as compared to the proposed Master Plan, this Alternative would reduce the potential exposure of sensitive receptors to asbestos-containing materials (ACMs) and lead-based paint (LBP), which are usually only released when building materials are exposed. Sensitive receptors include schools, residences, playgrounds, and other uses that typically house sensitive populations. Under the No Project Alternative, and similar to the Proposed Master Plan, potential adverse impacts would be mitigated to less than significant levels with adherence to all applicable laws and regulations. Impacts would be reduced as compared to the Master Plan's less-than-significant impact after mitigation.

Operation

The No Project Alternative would not expose new sensitive receptors to hazardous materials or subsurface contamination. Impacts would be reduced as compared to the Master Plan's less-than-significant-impact after mitigation.

Hydrology and Water Quality

Alteration of Drainage Pattern Resulting in Erosion or Flooding

The No Project Alternative would result in no change to the amount of permeable surface area on the affected campuses as compared to the buildout under the proposed Master Plan. Under the No Project Alternative, a less-than-significant impact after mitigation would occur with respect to on- or off-site erosion and flooding, which would be slightly increased as compared to the Master Plan's less-than-significant impact.

Exceed Storm Drain Capacity

The No Project Alternative would not alter the amount of permeable surface area on the SMC campuses; as they are all paved and covered with either buildings or asphalt surfaces. Under the No Project Alternative, a less-than-significant impact after mitigation would occur with respect to existing storm drain capacity which would be slightly increase as compared to the Master Plan's less-than-significant-impact after mitigation.

Produce Polluted Runoff

Construction

The No Project Alternative would involve less construction than what is proposed under the Facilities Master Plan. Similar to the Master Plan, the No Project Alternative would involve moderate demolition, grading, and construction and would implement construction Best Management Practices (BMPs) as mitigation. Under the No Project Alternative, no impact would occur with respect to polluted runoff during construction, which would be reduced as compared to the Master Plan's less-than-significant impact after mitigation.

Operation

The No Project Alternative would not introduce any new activities or chemicals with the potential to generate polluted runoff relative to the current conditions. Both the Facilities Master Plan and the Interim Projects would generate some non-point source pollutants during operation. Under the No Project Alternative, no impact would occur with respect to polluted runoff during operation, which would be reduced as compared to the Master Plan's less-than-significant impact with-mitigation.

Land Use and Planning

Project Consistency with Land Use Plans/Zoning

The No Project Alternative would result in no new or changed land uses from those currently existing onsite. All of the Interim Projects proposed to be implemented under the No Project Alternative have been approved and analyzed in accordance with CEQA and SMC's procedures fro implementing CEQA. Under the No Project Alternative, a less-than-significant impact would occur with respect to land use plans and zoning, which would be similar to the Master Plan's less-than-significant impact.

Project Compatibility with Surrounding Land Uses

The No Project Alternative would result in no new or changed land uses from those currently existing onsite. The No Project Alternative would continue to be generally consistent with surrounding land uses. Under the No Project Alternative, a less-than-significant impact would occur with respect to surrounding land use consistency, which would be similar to the Master Plan's less-than-significant impact.

Noise

Construction

The No Project Alternative would involve construction activities associated with the fulfillment of the Interim Projects. As such, construction noise and vibration is anticipated to occur under this alternative. However, in comparison to the Master Plan, noise impacts under the No Project Alternative would be expected to be at the same intensity, but for a shorter duration as less construction activity would be generated. Under the No Project Alternative, impacts with respect to construction noise or vibration would be reduced as compared to the Master Plan's (temporary) less than significant impact after mitigation.

Operation

The No Project Alternative would not introduce any new activities to the SMC Campuses with the potential to create operational noise impacts, or sensitive receptors with the potential to be impacted by noise impacts. Under the No Project Alternative, no impact would occur with respect to operational noise, which would be reduced as compared to the Master Plan's less-than-significant impact after mitigation.

Public Utilities – Sewer

Under the No Project Alternative, the existing baseline wastewater generation of the combined SMC Campuses is estimated to be approximately 91,537 gpd. This wastewater generation would remain unchanged (See Table VI.B-2).

Existing local wastewater treatment facilities at the HTP, and wastewater infrastructure on and surrounding the SMC Campuses, would continue to be used and no known deficiencies exist. In contrast, the Proposed 2010 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in wastewater generation of 19,491 gpd. Thus, no impact would occur with respect to wastewater generation, treatment, and associated infrastructure under the No Project Alternative, which would be reduced as compared to the Proposed Project's less-than-significant impacts with regard to wastewater generation, treatment, and infrastructure.

Table VI.B-2
No Project Alternative Wastewater Generation

Land Use	Size (GSF)	Wastewater Generation Rate [a]	Total (gpd)
Main Campus	876,165	80 gpd/1,000 gsf	70,093
AET Campus	52,831	80 gpd/1,000 gsf	4,226
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	65,519	--	5,629 [b]
Main Campus	100,075	--	4,332 [c]
Airport Arts Campus	28,463	80 gpd/1,000 gsf	2,277
Emeritus Campus	19,875	80 gpd/1,000 gsf	1,590
2714 Pico Blvd. (Admin.)	22,597	150 gpd/1,000 gsf	3,390
		Total Existing	***91,537***

[a] Per written correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, wastewater generation rates are based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted.
[b] Based on Madison Theater Project Draft EIR, March 7, 2003.
[c] Based on Main Campus Master Plan EIR, January 26, 2007.
Source: Christopher A. Joseph & Associates, January 2010.

Public Utilities - Water

Under the No Project Alternative, the existing baseline water demand of the combined SMC Campuses estimated at approximately 109,299 gpd would remain unchanged (See Table VI.B-3). In addition, under the No Project Alternative, the Arcadia Water Treatment Plant and existing local water infrastructure would continue to be used to provide and deliver water as needed to serve the SMC Campuses, and no known deficiencies exist. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in water use of 23,387 gpd. Thus, no impact would occur with respect to water use and associated infrastructure under the No Project Alternative, which would be reduced as compared to the Proposed Project's less-than-significant impacts with regard to water use and infrastructure.

Table VI.B-3
No Project Alternative Water Demand

Land Use	Size (GSF)	Wastewater Demand Rate [a]	Total (gpd)
Main Campus	876,165	96 gpd/1,000 gsf	84,112
AET Campus	52,831	96 gpd/1,000 gsf	5,072
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	65,519	--	6,210 [b]
Main Campus	100,075	--	5,198[c]
Airport Arts Campus	28,463	96 gpd/1,000 gsf	2,732
Emeritus Campus	19,875	96 gpd/1,000 gsf	1,908
2714 Pico Blvd. (Admin.)	22,597	180 gpd/1,000 gsf	4,067
		Total Existing	***109,299***

[a] As previously noted, wastewater generation rates were based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted. As such, water rates are based on 120% of the wastewater rates.
[b] Based on Madison Theater Project Draft EIR, March 7, 2003.
[c] Based on Main Campus Master Plan EIR, January 26, 2007.
Source: Christopher A. Joseph & Associates, January 2010.

Public Utilities – Energy

Under the No Project Alternative, the existing combined SMC Campus baseline electricity demand of approximately 13,461,813 kWH/year, and existing baseline natural gas consumption of approximately 2,331,050 cf/month would remain unchanged (See Tables VI.B-4 and VI.B-5, respectively).

Table VI.B-4
Existing Baseline Electricity Demand

Land Use	Size (GSF)	Energy Consumption Rate (kWh/sf/year) [a]	Total (kWh/year)
Main Campus	876,165	11.55	10,119,706
AET Campus	52,831	11.55	610,198
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	65,519	11.55	756,744
Main Campus	100,075	11.55	1,155,866
Airport Arts Campus	28,463	11.55	328,748
Emeritus Campus	19,875	11.55	229,556
2714 Pico Blvd. (Admin.)	22,597	11.55	260,995
		Total Existing	***13,461,813***

[a] Electricity consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, January 2010.

Table VI.B-5
Existing Baseline Natural Gas Demand

Land Use	Size (GSF)	Natural Gas Consumption Rate (cf/sf/month) [a]	Total (cf/month)
Main Campus	876,165	2	1,752,330
AET Campus	52,831	2	105,662
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	65,519	2	131,038
Main Campus	100,075	2	200,150
Airport Arts Campus	28,463	2	56,926
Emeritus Campus	19,875	2	39,750
2714 Pico Blvd. (Admin.)	22,597	2	45,194
		Total Existing	***2,331,050***

[a] *Natural gas generation rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*
Source: Christopher A. Joseph & Associates, January 2010.

In addition, electrical utility service would continue to be provided by SCE and SCG would continue to provide natural gas service as needed to the SMC Campuses, and no known deficiencies exist. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in electricity demand of 2,813,880 kWH/year, and a net increase in natural gas demand of 487,252 cf/month. Thus, no impact would occur with respect to electricity demand and natural gas demand under the No Project Alternative, which would be reduced as compared to the Proposed Project's less-than-significant impacts with regard to electricity and natural gas demand.

Public Utilities - Solid Waste

Under the No Project Alternative, the existing baseline generation of solid waste from the combined SMC Campuses estimated at approximately 8,159 lbs/day would remain unchanged (see Table VI.B-6). Solid waste management services would continue to be provided by the City of Santa Monica Public Works Department, Solid Waste Management Division. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in solid waste generation of 1,705 lbs/day. Thus, no impact would occur with respect to solid waste management under the No Project Alternative, which would be reduced as compared to the Proposed Project's less-than-significant impacts with regard to solid waste generation.

Table VI.B-6
Existing Baseline Solid Waste Generation

Land Use	Size (GSF)	Generation Rate (lbs/sf/day) [a]	Total (lbs/day)
Main Campus	876,165	0.007	6,133
AET Campus	52,831	0.007	370
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	65,519	0.007	459
Main Campus	100,075	0.007	701
Airport Arts Campus	28,463	0.007	199
Emeritus Campus	19,875	0.007	139
2714 Pico Blvd. (Admin.)	22,597	0.007	158
		Total Existing	***8,159***

[a] Per written correspondence from Myesha Jones, City of Santa Monica Public Works Department, generation rate is based on school/institution rates from California Department of Resources Recycling and Recovery; http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Institution.htm

Source: Christopher A. Joseph & Associates, January 2010.

Public Services (Police and Fire Protection)

Police

The No Project Alternative would not introduce any additional students beyond the current student enrollment. Under the No Project Alternative, a less-than-significant impact would occur with respect to police protection, which would be reduced as compared to the Master Plan's less-than-significant impact.

Fire

Under the No Project Alternative, a less-than-significant impact would occur with respect to fire protection, which would be reduced as compared to the Master Plan's less-than-significant impact.

Transportation and Traffic

Intersection Traffic

The No Project Alternative would not introduce any new persons to the SMC Campus system, and, thus, would not have the potential to increase traffic at study intersections in the surrounding area. Under the No Project Alternative, no impact would occur with respect to intersection traffic, which would be reduced as compared to the Master Plan's significant and unavoidable impacts.

Street Segments

Under the No Project Alternative, no impact would occur with respect to street segments, which would be reduced as compared to the Master Plan's significant and unavoidable impacts.

Regional Transportation System

Under the No Project Alternative, no impact would occur with respect to the regional transportation system, which would be reduced as compared to the Master Plan's less-than-significant impact.

VI. PROJECT ALTERNATIVES
C. ALTERNATIVE 1 – OLYMPIC SHUTTLE LOT LAND SWAP

This Alternative would consist of a project that is similar to the Proposed Master Plan 2010 Update with the exception of the future development envisioned for the Olympic Shuttle Lot. This Alternative addresses the potential land swap between the City of Santa Monica and SMC where the Olympic Shuttle Lot would be exchanged for a surface parking lot located at the southwest corner of Airport Avenue and Bundy Drive and adjacent to the SMC Main Campus. This parking lot would then become known as the Bundy Shuttle Lot. Under this scenario, SMC would utilize the Bundy Shuttle Lot to accommodate surface parking for students, with direct access to the Big Blue Bus route at the Main Campus shuttle stop.

The future development at the Olympic Shuttle Lot under the City's ownership would no longer be associated with the SMC Master Plan and any future development at that located would be subject to a separate environmental review under CEQA. It should be noted that a potential development at that location has already been addressed within the Exposition Line Phase 2 Project EIR. A proposed development summary of this Alternative is provided below in Table VI.C-1. As compared to the Proposed Master Plan, this Alternative would result in a net reduction of 75,000 GSF and 48,750 ASF. Under this scenario, no new development would occur at the Main Campus beyond what has been previously approved and entitled under the Main Campus Master Plan. The only change to the Main Campus would be the annexation and addition of a 500 space surface parking lot.

Table VI.C-1
Summary of Existing and Proposed Development Under Alternative 1

	Existing Baseline [a]		Alternative 1		Net Increase	
Proposed	**GSF**	**ASF**	**GSF**	**ASF**	**GSF**	**ASF**
Main Campus [b]	876,165	560,272	887,461	571,309	11,296	11,037
AET Campus	52,831	30,908	116,439	78,080	63,608	47,172
Performing Arts Campus	65,519	38,463	159,241	93,494	93,722	55,031
Main Campus [c]	100,075	62,961	100,075	62,961	0	0
Airport Arts Campus	28,463	21,123	28,463	21,123	0	0
Emeritus Campus	19,875	14,800	19,875	14,800	0	0
2714 Pico Blvd. (Admin.)	22,597	13,035	22,597	13,035	0	0
	1,165,525	**741,562**	**1,409,151**	**903,552**	**168,626**	**113,240**

<u>*Notes:*</u>
[a] For purposes of the environmental analysis, the environmental baseline includes existing conditions plus interim projects that are under construction or otherwise have already approved by the SMC Board of Trustees and would occur regardless of whether the Facilities Master Plan 2010 Update is adopted and implemented.
[b] Includes 823,117 GSF (560,272 ASF) of existing floor area plus 53,048 GSF (31,591 ASF) associated with interim projects.
[c] Includes 64,000 GSF (36,075 ASF) of existing floor area plus 34,371 GSF (28,590 ASF) associated with interim projects.
Source: SMC and Gensler, 2009

Following is an analysis of the anticipated environmental impacts associated with Alternative 1 – Olympic Shuttle Lot Land Swap described above. Only those environmental issue areas analyzed in Section IV of this Draft EIR for the proposed Master Plan have been included in the analyses below.

Aesthetics

Post-Project Views

Under Alternative 1, the Olympic Shuttle Lot would be exchanged for a surface parking lot adjacent to the SMC Main Campus. This parking lot would then become known as the Bundy Shuttle Lot. Existing public views of the Olympic Shuttle Lot and Bundy Shuttle Lot would remain unobstructed from all directions until a time when it is developed under the new ownership. As with the Proposed 2010 Master Plan Update, Alternative 1 would add approximately 168,626 gross square feet (113,240 assignable square feet) within the Main Campus, AET Campus, and Performing Arts Campus. This would have the effect of altering views from by renovating old educational facilities and adding new educational facilities, thereby closing in the viewshed and increasing density on some parts of the campuses and opening up views on other parts of the campuses. No scenic views would be blocked by the development and the new structures and improvements would complement the existing structures on the campuses. Therefore, impacts would be less than significant. Under Alternative 1, post-project view impacts would be less than significant, which would be decreased as compared to the Proposed Project's less than significant impact.

Visual Character

Similar to the Master Plan, Alternative 1 is expected to improve the aesthetic character of the Main Campus, AET Campus, and Performing Arts Campus' frontages by replacing views of outdated buildings, temporary modular buildings, and surface parking lots with views of new and updated buildings. The proposed placement of buildings would reduce visual impacts related to massing and blockage because the proposed buildings would be located adjacent to existing development, (i.e., within a viewshed that is already occupied by an existing structure). This would create a more coherent building arrangement on the campus, which would enhance the visual and aesthetic appeal of SMC. The visual character of the sites would also be enhanced by the proposed open space and landscaping as a part of the development. Furthermore, the proposed buildings would be designed in a contemporary architectural style, analogous to the existing structures on the campuses. Thus, Alternative 1, like the Master Plan, would promote architectural consistency on the campuses and would modernize SMC's appearance within the community, consistent with the desired aesthetic image of the Santa Monica area. Lastly, there is no evidence to suggest that any of the existing buildings that are proposed to be removed or altered substantially contribute to the valued visual character or image of the area. Thus, their removal/alteration would not adversely affect the aesthetic quality of the community. However, in contrast to the Master Plan, Alternative 1 would not develop the Olympic Shuttle Lot, and would not improve the appearance of the lot with new and updated buildings and landscaping. Under Alternative 1, impacts to visual character would be less than significant, which would be slightly increased as compared to the Proposed 2010 Master Plan Update.

Lighting

Under Alternative 1, existing levels of lighting for the surface parking lots would continue to be generated on the Olympic Shuttle Lot and Bundy Shuttle Lot. In comparison, the Proposed Project would develop the Olympic Shuttle Lot, resulting in an increase in nighttime lighting at the Olympic Shuttle Lot. As with the 2010 Master Plan Update, lighting on the Main Campus, AET Campus, and Performing Arts Campus would result in substantially similar impact to existing conditions. Under Alternative 1, a less than significant impact would occur with respect to lighting, which would be reduced as compared to the Master Plan's less than significant impact.

Glare

Like the Proposed 2010 Master Plan Update, Alternative 1 would not cause excessive glare that is out of character with the land uses surrounding the SMC Campuses, or result in a substantial increase in light or glare that would affect surrounding land uses. Under Alternative 1, existing levels of glare from the parking lot would occur on the Olympic Shuttle Lot. In comparison, the Master Plan would reduce glare by constructing new development on the Olympic Shuttle Lot. Under Alternative 1, a less than significant impact would occur with respect to glare, which would be slightly increased as compared to the Master Plan's less than significant impact.

Air Quality

Construction

Under Alternative 1, no new construction would take place on the Olympic Shuttle Lot or Bundy Shuttle Lot that would have the potential to generate air quality emissions. However, under Alternative 1, construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants at the Main Campus, AET Campus, and Performing Arts Campus in association with the site preparation, grading, demolition, and construction on the sites. In comparison, the Proposed 2010 Master Plan Update would generate air emissions in association with the site preparation, grading, demolition, and construction phases involved in the buildout of the Master Plan on the Main Campus, AET Campus, Performing Arts Campus, and Olympic Shuttle Lot. Under Alternative 1, a less than significant impact would occur with respect to air quality during construction, which would be reduced as compared to the Master Plan's less than significant impact after mitigation.

Operation

Under the operation of Alternative 1, no added vehicles, equipment, or other facilities would be introduced to the Olympic Shuttle Lot that would have the potential to generate air quality emissions. In comparison, under the Master Plan, 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 Olympic Shuttle Lot. However, for both the Proposed 2010 Master Plan Update and Alternative 1, these stationary and mobile source emissions would be generated at the Main Campus, AET Campus, and Performing Arts Campus. Under Alternative 1, a less than significant impact would occur with respect to air quality during operation, which would be reduced as compared to the Master Plan's less than significant impact.

Hazards and Hazardous Materials

Accidental Release of Hazardous Materials

Construction

Under both Alternative 1 and the Proposed Project, construction on the Main Campus, AET, and Performing Arts Campus locations would result in potential exposure of ACM and LBP, requiring mitigation measures to ensure adequate ACM and LBP removal. Because the Olympic Shuttle Lot currently houses no structures, no potential for exposure to ACM's and LBP exists on that site. Therefore, under Alternative 1, a less-than-significant impact after mitigation would occur with respect to accidental release of hazardous materials during construction, which would be similar to the Proposed Project's less than significant impact after mitigation.

Operation

The operation of both the Proposed Project and Alternative 1 buildings and improvements 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 structures. Therefore, no impact related to the accidental release of these materials would occur under Alternative 1 or the Proposed Project.

Because Alternative 1 would not introduce any new development to the Olympic Shuttle Lot, operation of Alternative 1 would not expose new sensitive receptors to hazardous materials or subsurface contamination. In comparison, the Proposed Project would introduce additional development to the Olympic Shuttle Lot. As a part of routine grounds maintenance and operations, nominal quantities of pesticides, herbicides, fungicides, and rodenticides would continue to be used and stored, and hazardous materials would be used in relatively small quantities for routine cleaning, maintenance, and landscaping. The use and storage of these materials is regulated by federal and State laws, and Proposed Project grounds maintenance operations would be required to be conducted in accordance with all applicable regulations governing the use and storage of such materials. Such use would not require the routine transport, use, or disposal of substantial amounts of hazardous materials. Under Alternative 1, a less-than-significant impact after mitigation would occur with respect to accidental release of hazardous materials during operation, which would be similar to the Master Plan's less than significant impact after mitigation.

Sensitive Receptors

Construction

Based on a search of available state and local environmental regulatory agency databases, as identified pursuant to California Government Code Section 65962.5 identified above, no known contaminants exist within Project area soils with the exception of methane associated with the former landfill beneath the AET Campus and Olympic Shuttle lot properties. As such, it is not expected that construction workers or sensitive populations identified above would become exposed to impacted soils during planned construction, demolition, or renovation activities. However, conditions at the Project Sites may include the potential for ACM and LBP within construction debris that (if present), could result in the accidental release of hazardous materials into the environment during proposed construction, demolition, and renovation activities, including the transport of such materials off-site for disposal. In the event such hazardous materials are encountered, compliance with all applicable local, State, and federal regulations would be required, including the proper management, transport, and disposal of these materials and wastes to a facility licensed to accept them. Further, the recommended mitigation measure requires the abatement of asbestos containing materials and lead-based paint, if found to be present, and would ensure that potential impacts related to the release of such materials into the environment would be less than significant. Risks involved with construction on the Olympic Shuttle Lot would be eliminated under Alternative 1, as no new development would occur under this alternative. Under Alternative 1, a less-than-significant impact would occur with respect to sensitive receptors to hazards associated with construction, which would be slightly decreased as compared to the Proposed Project's less than significant impact.

Operation

Operations at the SMC Campuses would not be expected to pose any substantial potential for accident conditions involving the release of hazardous materials. Specifically, other than typical cleaning solvents used for classroom and janitorial purposes, pest management, and grounds maintenance, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations. As such, no impact on sensitive populations is anticipated for the Proposed Project or Alternative 1.

With respect to the AET and Olympic Shuttle Lot, methane should be presumed to be located beneath the soil as the site is in the general vicinity of a closed former landfill. Constructing habitable structures without proper foundation design could result in the accumulation of methane below the building(s), which would have the potential to create a hazardous situation if not properly addressed with performance based methane mitigation investigations and mitigation measures to ensure a safe and secure environment. Since no development is proposed at the Olympic Shuttle Lot under Alternative 1, no additional operational impacts would affect sensitive receptors on the vicinity of the site. Therefore, under Alternative 1, impacts would be less than significant with respect to sensitive receptors during operation, which would be slightly reduced as compared to the Proposed Project's less than significant impact after mitigation.

Hazardous Materials Sites

The Project Sites are not listed on the Cal-EPA's Cortese List Data Resources databases and no impacts related to exposure of construction workers to impacted soils during site excavations or grading are anticipated. However, sites with reported hazardous substances releases are located within approximately one-quarter of a mile of each of the four Project Sites. Groundwater levels in the vicinity of the AET and Olympic Shuttle Lot campuses can be expected at depths of approximately 40 feet, while groundwater levels in the vicinity of the Main Campus and Performing Arts Center are estimated to be greater than 40 feet. As identified in Section IV.L Geology and Soils of this EIR, excavation would be required for the subterranean structures of the Proposed Project. In addition, local excavation and earthwork would be conducted to provide footings, foundations, and subterranean walls to support the proposed parking structures and buildings. While considered remote, it is possible that some of the excavation work associated with the Proposed Project and Alternative 1 could encounter groundwater which may contain contaminants (from impacted soils at offsite locations) that may have migrated through the groundwater to the Project Sites. In the event impacted soils are encountered during site preparation, grading, and excavations, all work would cease and the Division of the State Architect shall be contacted. Mitigation measures would require the Project Applicant to implement a Soil Management Plan (SMP), as required by the Division of the State Architect, to the satisfaction of the Regional Water Quality Control Board, which would ensure remediation of contaminated soils and groundwater, if encountered. As such, contaminated soils and groundwater, if present on the Project Site, would not result in a significant hazard to construction workers or the general public. However, under Alternative 1, this potential impact for groundwater contamination would be eliminated at the Olympic Shuttle Lot. Therefore, under Alternative 1, a less than significant impact would occur with respect to hazardous materials sites, which would be slightly decreased as compared to the Proposed Project's less than significant impact.

Hydrology and Water Quality

Construction

The Proposed Project would involve substantial demolition, grading, renovation, and construction activities, all of which would have the potential to create polluted runoff. In comparison, Alternative 1 would eliminate the need for demolition, grading, and construction at the Olympic Shuttle Lot. Both alternatives would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the project would implement a SWPPP, which would specify BMPs and erosion control measures to be used during construction to prevent pollution. In addition, both alternatives would be required to comply with City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, with compliance of all NPDES General Construction Permit requirements including preparation of a SWPPP, implementation of BMPs, and compliance with City grading regulations, neither the Proposed Project nor Alternative 1 would violate water quality standards. Under Alternative 1, a less-than-significant impact after mitigation would occur with respect to polluted runoff during construction, which would be slightly reduced as compared to the Proposed Project's less-than-significant impact after mitigation.

Operation

The Proposed Project, as well as Alternative 1, is estimated to result in a 5% decrease in impervious surface area within the AET Campus (to 70%) due to the introduction of new landscaped areas and a 3% increase in impervious surface area within the Performing Arts Campus (to 90%) due to the removal of existing landscaped areas. Imperviousness within the Main Campus and the Olympic Shuttle Lot is expected to remain approximately the same as under existing conditions (70% and 90%, respectively). Under Alternative 1, the Olympic Shuttle Lot would not be developed, and imperviousness would remain the same as under existing conditions. Buildout of the SMC campuses under both the Proposed Project and Alternative 1 would result in a slight decrease in the total amount of impervious surface area contained within the four sites. As a result, there would be no loss of potential groundwater recharge as a result of the project when compared to existing conditions at the Project Sites. In addition, neither alternative would significantly contribute to the depletion of existing groundwater supplies as it would be supplied from the City's existing municipal water sources, as is the case with existing development on the SMC campuses. Both alternatives would implement operational BMPs as prescribed by the SUSMP requirements to ensure that operational impacts associated with water quality would be less than significant. Under Alternative 1, a less-than-significant impact after mitigation would occur with respect to polluted runoff during operation, which would be similar to the Proposed Project's less than significant-impact after mitigation.

Flooding and Other Hazards

FEMA has identified that the City of Santa Monica is located in a zone with minimal risk from flooding (Zone C). With respect to tsunamis, review of the Safety Element of the City of Santa Monica Plan (Technical Background Report) indicates that tsunami run-up heights (16± feet) for the Santa Monica area are in general confined to beach areas below Palisades Park/Ocean Avenue, and therefore potential for tsunami inundation would be remote. None of the identified campuses are positioned down slope from an area of potential mudflow, and no impact would occur with respect to mudflows. In light of the lack of significant bodies of water adjacent to the site, the potential for a seiche to impact the sites is considered low. Nevertheless, according to the Safety Element of the City of Santa Monica General Plan (Technical Background Report), the AET Campus is identified as being located within a potential inundation area for the Stone Canyon and Riviera Reservoirs. As stated in the Safety Element, potential construction design measures can be taken to reduce risks associated with uses located in mapped inundation areas. Under Alternative 1, as well as the Proposed Project, the design of the AET buildings, and all buildings associated with the Project, would be subject to the review and approval of the Division of the State Architect (DSA). Under Alternative 1, no new development would occur at the Olympic Shuttle Lot, and therefore would not need to be reviewed and approved by the DSA. With the implementation of the design requirements from DSA, Alternative 1 would result in less than significant impacts with respect to flooding and associated hazards, which would be similar to the Proposed Project's less than significant impact.

Land Use and Planning

Land Use Compatibility - Consistency of Land Use Policy and Regulations

Regional Comprehensive Plan and Guide

SCAG has prepared a Regional Comprehensive Plan and Guide (RCPG) to address the issue of regional growth. The primary objective of Alternative 1, like the Santa Monica College Career and Educational Facilities Master Plan (2010 Update), is to update the 1998 Santa Monica College [Educational Facilities] Master Plan (as Amended in 2002, 2004 and 2007) goals and policies with respect to acquiring, planning, developing, and maintaining facilities and equipment to provide the best possible educational environment and promote the incorporation of sustainable resources. The purposes of Alternative 1 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 improving the teaching of math, science, and technology; to identify program improvements for specific projects; and to obtain necessary project-specific approvals. As such, Alternative 1 is driven on the basis to accommodate existing and future demand for educational needs in the region. Therefore, Alternative 1 would not be considered growth-inducing. Accordingly, Alternative 1 would not interfere with any of the goals or policies identified in SCAG's regional planning documents and this impact would be less than significant, which would be similar to the Proposed Project's less than significant impact.

City of Santa Monica Land Use and Circulation Element (LUCE)

As identified in Section IV.F, Land Use, the Proposed Project would be consistent with the land use designations of the Project Sites. Under Alternative 1, the development planned on the Main Campus, AET Campus, or Performing Arts Campus under the Proposed Project would continue as proposed, but the Olympic Shuttle Lot would not be further developed. The current use on the Olympic Shuttle Lot is also consistent with its designation. Therefore, the development proposed for the Main Campus, the AET Campus, and Performing Arts Campus would remain consistent with the land use designations for the sites, and Alternative 1 would be consistent with the Land Use and Circulation Element. Under Alternative 1, impacts with respect to consistency with the LUCE would be less than significant, which would be similar to the Proposed Project's less than significant impact.

Land Use Compatibility - City of Santa Monica Zoning Code

As identified in Section IV.F, Land Use, the Proposed Project would be inconsistent with the zoning designations of the Project Sites, but impacts would be less than significant. Under Alternative 1, the Olympic Shuttle Lot would not be further developed and no impacts would occur with respect to zoning on the site. Under Alternative 1, impacts with respect to consistency with the LUCE would be less than significant, which would be similar to the Proposed Project's less than significant impact.

Public Utilities – Sewer

Under Alternative 1 – Olympic Shuttle Lot Land Swap Alternative, no additional persons or development would be introduced to the Olympic Shuttle Lot or Main Campus that would have the potential to result in increased wastewater generation. As such, the wastewater generation of the combined SMC Campuses is estimated to be approximately 13,491 gpd (See Table VI.C-2).

Table VI.C-2
Proposed Net Increase In Wastewater Generation

Land Use	Size (GSF)	Wastewater Generation Rate [a]	Total (gpd)
Main Campus	11,296	80 gpd/1,000 gsf	904
AET Campus	63,608	80 gpd/1,000 gsf	5,089
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	93,722	80 gpd/1,000 gsf	7,498
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***13,491***

[a] Per written correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works. Wastewater generation rates are based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted.
Source: Christopher A. Joseph & Associates, March 2010.

Under Alternative 1, existing local wastewater treatment facilities at the HTP, and wastewater infrastructure on and surrounding the SMC Campuses, would continue to be used and no known deficiencies exist. Alternative 1 would add approximately 168,626 gross square feet (113,240 assignable square feet) within three SMC Campuses (i.e., the Main Campus, AET Campus, and Performing Arts Campus), resulting in an estimated net increase in wastewater generation of 13,491 gpd. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in wastewater generation of 19,491 gpd. Thus, impacts with respect to wastewater generation, treatment, and associated infrastructure under Alternative 1 would be reduced as compared to the Proposed 2009 Master Plan Update's less than significant impacts with regard to wastewater generation, treatment, and infrastructure.

Public Utilities - Water

Under Alternative 1, no additional persons or development would be introduced to the Olympic Shuttle Lot or Main Campus that would have the potential to increase water consumption. As such, the water demand of the combined SMC Campuses would be estimated at approximately 16,187 gpd (See Table VI.C-3).

Table VI.C-3
Proposed Net Increase In Water Demand

Land Use	Size (GSF)	Wastewater Demand Rate [a]	Total (gpd)
Main Campus	11,296	96 gpd/1,000 gsf	1,084
AET Campus	63,608	96 gpd/1,000 gsf	6,106
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	93,722	96 gpd/1,000 gsf	8,997
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***16,187***

[a] *Water rates are 120% of the wastewater generation rates from the Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes.*
Source: Christopher A. Joseph & Associates, March 2010.

In addition, under Alternative 1, the Arcadia Water Treatment Plant and existing local water infrastructure would continue to be used to provide and deliver water as needed to serve the SMC Campuses, and no known deficiencies exist. Alternative 1 would add approximately 168,626 gross square feet (113,240 assignable square feet) within three SMC Campuses (i.e., the Main Campus, AET Campus, and Performing Arts Campus), resulting in an estimated net increase in water use of 16,187 gpd. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in water use of 23,387 gpd. Thus, impacts with respect to water use and associated infrastructure under Alternative 1 would be reduced as compared to the Proposed Project’s less than significant impacts with regard to water use and infrastructure.

Public Utilities – Energy

Under Alternative 1, no additional persons or equipment would be introduced to the Olympic Shuttle Lot or Main Campus that would have the potential to increase energy use. As such, the combined SMC Campus electricity demand would be estimated to be approximately 1,947,630 kWH/year, and natural gas consumption would be estimated to be approximately 337,252 cf/month (See Tables VI.C-4 and VI.C-5, respectively).

Table VI.C-4
Proposed Net Increase In Electricity Demand

Land Use	Size (GSF)	Energy Consumption Rate (kWh/sf/year) [a]	Total (kWh/year)
Main Campus	11,296	11.55	130,469
AET Campus	63,608	11.55	734,672
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	93,722	11.55	1,082,489
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***1,947,630***

[a] Electricity consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, March 2010.

Table VI.C-5
Proposed Net Increase In Natural Gas Demand

Land Use	Size (GSF)	Natural Gas Consumption Rate (cf/sf/month) [a]	Total (cf/month)
Main Campus	11,296	2	22,592
AET Campus	63,608	2	127,216
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	93,722	2	187,444
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***337,252***

[a] Natural gas consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, March 2010.

In addition, under Alternative 1, electrical utility service would continue to be provided by SCE and SCG would continue to provide natural gas service as needed to the SMC Campuses, and no known deficiencies exist. Alternative 1 would add approximately 168,626 gross square feet (113,240 assignable square feet) within three SMC Campuses (i.e., the Main Campus, AET Campus, and Performing Arts Campus), resulting in an estimated net increase in electricity demand of 1,947,630 kWH/year, and a net increase in natural gas demand of 337,252 cf/month. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in electricity demand of 2,813,880 kWH/year, and a net increase in natural gas demand of 487,252 cf/month. Thus, impacts with respect to electricity demand and natural gas demand under Alternative 1 would be reduced as compared to the Proposed Project's less than significant impacts with regard to electricity and natural gas demand.

Public Utilities - Solid Waste

Under Alternative 1, no additional persons or equipment would be introduced to the Olympic Shuttle Lot or Main Campus that would have the potential to increase solid waste generation. As such, the generation of solid waste from the combined SMC Campuses is estimated at approximately 1,180 lbs/day (see Table VI.C-6).

Table VI.C-6
Proposed Net Increase In Solid Waste Generation

Land Use	Size (GSF)	Generation Rate (lbs/sf/day) [a]	Total (lbs/day)
Main Campus	11,296	0.007	79
AET Campus	63,608	0.007	445
Olympic Shuttle Lot	0	--	0
Performing Arts Campus	93,722	0.007	656
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***1,180***

[a] Per written correspondence from Myesha Jones, City of Santa Monica Public Works Department, generation rate is based on school/institution rates from California Department of Resources Recycling and Recovery; http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Institution.htm.

Source: Christopher A. Joseph & Associates, March 2010.

Under Alternative 1, solid waste management services would continue to be provided by the City of Santa Monica Public Works Department, Solid Waste Management Division. Alternative 1 would add approximately 168,626 gross square feet (113,240 assignable square feet) within three SMC Campuses (i.e., the Main Campus, AET Campus, and Performing Arts Campus), resulting in an estimated net increase in solid waste generation of 1,180 lbs/day. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in solid waste generation of 1,705 lbs/day. Thus, impacts with respect to solid waste management under Alternative 1 would be reduced as compared to the Proposed Project's less-than-significant impacts with regard to solid waste generation.

Public Services (Police and Fire)

Police

Construction

Although construction sites can be sources of nuisances, SMC would use common-sense precautionary measures in order to reduce the need for police services during construction of the Proposed Project. These measures would include erecting temporary fencing around active construction areas to discourage trespassers, theft and vandalism; and may include deploying roving security guards to monitor the construction site and deter any potential criminal activity. Furthermore, any traffic delays related to construction on the Project Sites would minor, and impacts to police services would be minimal and temporary. Under Alternative 1, there would be no potential for impact at the Olympic Shuttle Lot since no construction would occur at the site. Therefore, under Alternative 1, construction-related impacts to police protection services would be less than significant, which would be reduced as compared to the Proposed Project's less than significant impact.

Operation

Under Alternative 1, the same increase in need for police protection services would occur at the Main Campus, AET Campus, and Performing Arts Campus as under the Proposed Project. However, under Alternative 1, no increase in the need for police protection services would occur. Therefore, Alternative 1 would slightly increase the demand for police protection services at the SMC Campuses, but to a lesser degree than the Proposed Project. Alternative 1 would continue to provide parking within a surface lot at the Olympic Shuttle Lot, as compared to the Proposed Project which would provide future educational facilities and a parking structure. Therefore, the Proposed Project would alter the need for security on the Olympic Shuttle Lot typically associated with educational facilities and parking structures. Under both Alternative 1 and the Proposed Project, the SMC campuses would continue to be served by SMCPD security personnel, which would patrol the proposed buildings and parking areas on a regular basis. Overall, SMCPD's ability to further service and accommodate the growth as a result of the Proposed Project or Alterative 1 would not be expected to require substantial additional equipment, station space, or staff. Under Alternative 1, a less-than-significant impact would occur with respect to police protection, which would be slightly reduced as compared to the Proposed Project's less than significant impact.

Fire

Under the Proposed Project, demand for fire protection services at the SMC Campuses would be expected to slightly increase in conjunction with the increase in occupied floor area and student activity on the SMC Campuses. Under Alternative 1, this increase would be slightly less. However, the Proposed Project would upgrade some existing structures and introduce new state of the art facilities which would result in an improvement to fire suppression and safety as compared to existing conditions. Implementation of the Proposed Project would, therefore, not be expected to generate new or altered fire protection services from the City of Santa Monica Fire Department. As such, no significant impacts to fire protection services are expected. Under Alternative 1, a less-than-significant impact would occur with respect to fire protection, which would be slightly less than the Proposed Project's less than significant impact.

Fire Flow

Like the Proposed Project, at the time of construction of Alternative 1, the number and location of the fire hydrants would be determined by the Santa Monica Fire Department and the alternative project would comply with all requirements of the SMFD related fire hydrants. Furthermore, with respect to water availability SMC would be required to request and pay for flow tests in the water mains to determine the static pressures in the service mains and whether any improvements related to fire flows are expected for the SMC Campuses. Any infrastructure improvements necessary would have to be performed by the developer and would be implemented in accordance with the City of Santa Monica Water Resources Division and SMFD. Therefore, under Alternative 1, a less-than-significant impact would occur with respect to fire flow, which would be similar to the Proposed Project's less than significant impact.

Response Distance and Access

As discussed previously, all eight of SMC's campuses are within the desired response time and distance standards for the Santa Monica Fire Department.[1] In addition, the development of Alternative 1, like the Proposed Project, would be designed to provide unobstructed access at all times. Emergency access would be ensured through a City of Santa Monica Fire Department Access Compliance (AC) review and a Fire and Life Safety (FLS) review by the Division of the State Architect prior to approval of project drawings and specification documents. Under Alternative 1, impacts associated with fire response distance would be less than significant, which would be similar to the Proposed Project's less than significant impact.

Transportation and Traffic

Project Alternative 1 consists of the elimination of the long-range development of educational and parking facilities for the Olympic Shuttle site which was proposed as part of the 2010 Master Plan Update. For this alternative, it was assumed that the Olympic Shuttle lot would continue to be used as a satellite parking facility for SMC consistent with its current operations. All other proposed renovations, new construction and demolition of the facilities on the SMC Main Campus, AET Campus, and Performing Arts Campus will remain the same as the Project. Listed below is a summary of the net increase in gross square feet (GSF) of new and improved facilities (while also accounting for proposed building demolition and removals) for each of the subject SMC Campuses (assigned square feet [ASF] is noted in parentheses) for Project Alternative 1:

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[1] *Written correspondence from Brad Lomas, Senior Inspector, Santa Monica Fire Department, Re: Santa Monica College Facilities Master Plan 2010 Update- Request for Fire Service Information, January 15, 2010.*

- Main Campus: 11,296 GSF (11,037 ASF)
- AET Campus: 63,608 GSF (47,172 ASF)
- Performing Arts Campus: 93,722 GSF (55,031 ASF)

Traffic generation for Project Alternative 1 was estimated based on application of the site empirical trip rates identified in the Traffic Study for the 2010 Master Plan Update. A summary of the trip generation forecast for Project Alternative 1 is presented in Table VI.C-7. As shown, Project Alternative 1 is expected to generate 396 net new vehicle trips (333 inbound trips and 63 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Project Alternative 1 is expected to generate 295 net new vehicle trips (135 inbound trips and 160 outbound trips). Over a 24-hour period, Project Alternative 1 is forecast to generate 3,930 net new daily trip ends during a typical weekday (1,965 inbound trips and 1,965 outbound trips).

Table VI.C-7

Weekday Project Alternative 1 Trip Generation[1]

Land Use	Net Increase Campus Size	Daily Trip Ends[2] Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Main Campus	11,296 GSF	264	23	4	27	9	11	20
AET Campus	63,608 GSF	1,482	125	24	149	51	60	111
Performing Arts Campus	93,722 GSF	2,184	185	35	220	75	89	164
Total SMC Campus Projects		**3,930**	**333**	**63**	**396**	**135**	**160**	**295**

Notes: GSF = Gross Square Feet

[1] Trip generation rates for the SMC project campuses were derived based on the existing weekday AM and PM peak period driveway counts conducted at the Main Campus, the AET Campus, the Olympic Shuttle Lot, and the Performing Arts Campus as well as inbound/outbound vehicles occupying the on-street parking spaces adjacent to the Main Campus. The existing weekday AM and PM peak period driveway counts and on-street in/out traffic counts were conducted by Accutek Traffic Data, Inc., on Tuesday, October 14, 2008 and Wednesday, October 15, 2008. Refer to the Traffic Study for a summary of the existing SMC project campuses driveway counts and on-street traffic counts for the Main Campus. The daily trips were based on machine driveway counts at each of the SMC project campuses and were adjusted to account for public on-street in/out volumes attributable to the SMC Main Campus.

The trip rates for the SMC project campuses are listed below:

- Daily Trip Rate: 23.31 trips/1 ,000 GSF of building area; 50% inbound / 50% outbound

- AM Peak Hour Trip Rate: 2.35 trips/1,000 GSF of building area: 84% inbound / l6% outbound

- PM Peak Hour Trip Rate: 1.75 trips/1,000 GSF of building area: 46% inbound/54% outbound

[2] Trips are one-way traffic movements, entering or leaving.

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

As no changes to the Performing Arts Campus are planned for Project Alternative 1, the forecast of the Project Alternative 1 weekend vehicular trips anticipated to be generated by the Performing Arts Campus will be the same as the Project. Similar to the Project, this alternative is expected to generate 141 net new vehicle trips (104 inbound trips and 37 outbound trips) during the weekend mid-day peak hour associated with the Performing Arts Campus. Over a 24-hour period, the Performing Arts Campus is forecast to generate 1,410 net new daily trip ends during a typical weekend day (705 inbound trips and 705 outbound trips).

The study intersections located in the City of Santa Monica were evaluated using the traffic analysis methodology and thresholds of significance utilized by the City of Santa Monica. Similarly, the study intersections located in the City of Los Angeles were evaluated using the traffic analysis methodology and thresholds of significance utilized by the City of Los Angeles. For those study intersections with joint jurisdictions (i.e., located in both Santa Monica and Los Angeles), the intersections were evaluated using the traffic study methodologies and thresholds of significance for both cities. The traffic impact analysis prepared for Project Alternative 1 evaluated the 117 study intersections located in the City of Santa Monica (including 111 study intersections situated within the City and six study intersections shared with the City of Los Angeles) using the Highway Capacity Manual (HCM) method of analysis and the City of Santa Monica significant traffic impact criteria and is presented in Table VI.C-8. The 17 study intersections located within the City of Los Angeles (and the six joint City of Santa Monica intersections) were evaluated using the Critical Movement Analysis (CMA) methodology and the City of Los Angeles Department of Transportation (LADOT) significant traffic impact criteria as summarized in Table VI.C-9.

Table VI.C-8

Summary of Volume to Capacity Ratios and Levels of Service

City of Santa Monica Intersections – Project Alternative 1

Weekday AM and PM Peak Hours

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 1 Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
1	Ocean Avenue / California Avenue	Arterial	AM PM	18 41	0.612 0.987	B D	23 75	0.783 1.203	C E	23 75	0.783 1.203	C E	0 0	NO NO
2	Ocean Avenue / Wilshire Boulevard	Arterial	AM PM	15 14	0.681 0.545	B B	18 18	0.849 0.773	B B	18 18	0.849 0.773	B B	0 0	NO NO
3	Ocean Avenue-Neilson Way / Pico Boulevard	Arterial	AM PM	18 24	0.707 0.728	B C	19 26	0.837 0.890	B C	19 26	0.840 0.893	B C	0 0	NO NO
4	Neilson Way / Ocean Park Boulevard	Arterial	AM PM	5 9	0.469 0.569	A A	5 10	0.551 0.680	A A	5 10	0.553 0.681	A A	0 0	NO NO
5	Lincoln Boulevard / Montana Avenue	Collector	AM PM	12 13	0.575 0.595	B B	14 16	0.648 0.689	B B	14 16	0.648 0.689	B B	0 0	NO NO
6	Lincoln Boulevard / Wilshire Boulevard	Arterial	AM PM	14 15	0.534 0.619	B B	16 19	0.749 0.882	B B	16 19	0.754 0.885	B B	0 0	NO NO
7	Lincoln Boulevard / Arizona Avenue	Arterial	AM PM	14 21	0.607 0.710	B C	18 32	0.761 0.902	B C	18 32	0.761 0.902	B C	0 0	NO NO
8	Lincoln Boulevard / Santa Monica Boulevard	Arterial	AM PM	20 25	0.631 0.787	C C	26 55	0.817 1.027	C D	27 64	0.850 1.060	C E	1 9	NO YES
9	Lincoln Boulevard / Broadway	Arterial	AM PM	11 17	0.553 0.678	B B	22 48	0.851 1.315	C D	22 49	0.860 1.335	C D	0 1	NO NO
10	Lincoln Boulevard / Colorado Avenue	Arterial	AM PM	23 23	0.829 0.790	C C	57 72	1.055 1.150	E E	62 76	1.080 1.167	E E	5 4	YES YES
11	Lincoln Boulevard / Olympic Boulevard (westbound)	Arterial	AM PM	27 30	0.860 0.909	C C	34 54	0.961 1.047	C D	36 57	0.974 1.060	D E	2 3	NO YES
12	Lincoln Boulevard / Olympic Boulevard (eastbound)	Arterial	AM PM	25 19	0.881 0.739	C B	37 26	0.999 0.911	D C	38 27	1.005 0.926	D C	1 1	NO NO
13	Lincoln Boulevard / Pico Boulevard	Arterial	AM PM	41 32	0.964 0.892	D C	98 74	1.199 1.135	F E	100 75	1.206 1.137	F E	0.007 1	YES YES
14	Lincoln Boulevard / Pearl Street	Arterial	AM PM	4 3	0.632 0.519	A A	5 4	0.777 0.677	A A	5 4	0.780 0.679	A A	0 0	NO NO
15	Lincoln Boulevard / Ocean Park Boulevard	Arterial	AM PM	41 46	0.976 1.007	D D	78 104	1.159 1.242	E F	79 105	1.165 1.245	E F	1 0.003	YES NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions Delay*	V/C	LOS	2 Year 2017 Background Traffic Conditions Delay*	V/C	LOS	3 Year 2017 Plus Project Alternative 1 Traffic Conditions Delay*	V/C	LOS	Change in V/C or Delay (3-2)	Significant Impact Yes/No[a]
16	9th Street / Arizona Avenue [b]	Feeder	AM PM	11 13	n/a n/a	B B	12 15	n/a n/a	B C	12 15	n/a n/a	B C	0 0	NO NO
17	9th Street / Santa Monica Boulevard [b]	Arterial	AM PM	16 20	n/a n/a	C C	22 40	n/a n/a	C E	24 44	n/a n/a	C E	2 4	NO YES
18	10th Street / California Avenue [c]	Arterial	AM PM	8 9	0.186 0.261	A A	8 9	0.205 0.293	A A	8 9	0.205 0.293	A A	0 0	NO NO
19	10th Street / Wilshire Boulevard [b, d]	Arterial	AM PM	39 107	n/a n/a	E F	307 ***	0.430 0.513	F F	315 ***	0.432 0.513	F F	0.002 0	NO NO
20	10th Street / Arizona Avenue [c]	Feeder	AM PM	8 9	0.223 0.371	A A	9 11	0.306 0.483	A B	9 11	0.306 0.484	A B	0 0	NO NO
21	10th Street / Santa Monica Boulevard [b]	Arterial	AM PM	21 19	n/a n/a	C C	37 37	n/a n/a	E E	42 42	n/a n/a	E E	5 5	YES YES
22	10th Street / Broadway [b]	Collector	AM PM	15 16	n/a n/a	C C	24 34	n/a n/a	C D	25 34	n/a n/a	C D	1 0	NO NO
23	10th Street / Colorado Avenue [b]	Arterial	AM PM	12 13	n/a n/a	B B	12 14	n/a n/a	B B	12 14	n/a n/a	B B	0 0	NO NO
24	11th Street / Montana Avenue	Collector	AM PM	13 15	0.602 0.664	B B	14 17	0.681 0.737	B B	14 17	0.681 0.737	B B	0 0	NO NO
25	11th Street / California Avenue [c]	Collector	AM PM	14 13	0.618 0.579	B B	16 15	0.693 0.656	C C	16 15	0.697 0.659	C C	0 0	NO NO
26	11th Street / Wilshire Boulevard	Arterial	AM PM	13 12	0.506 0.497	B B	13 12	0.642 0.651	B B	13 12	0.647 0.652	B B	0 0	NO NO
27	11th Street / Arizona Avenue	Collector	AM PM	12 14	0.432 0.494	B B	15 16	0.524 0.590	B B	15 16	0.539 0.594	B B	0 0	NO NO
28	11th Street / Santa Monica Boulevard	Arterial	AM PM	16 16	0.489 0.512	B B	17 17	0.656 0.694	B B	17 18	0.666 0.725	B B	0 1	NO NO
29	11th Street / Broadway	Collector	AM PM	17 18	0.666 0.662	B B	25 30	0.862 0.905	C C	26 31	0.880 0.910	C C	1 1	NO NO
30	11th Street / Colorado Avenue	Arterial	AM PM	16 20	0.577 0.788	B B	58 100	1.053 1.267	E F	61 102	1.074 1.274	E F	3 0.007	YES YES
31	11th Street / Olympic Boulevard (westbound)	Arterial	AM PM	14 16	0.769 0.674	B B	16 17	0.833 0.732	B B	17 17	0.851 0.737	B B	1 0	NO NO
32	11th Street / Olympic Boulevard (eastbound)	Arterial	AM PM	8 9	0.644 0.684	A A	9 10	0.697 0.742	A A	10 10	0.713 0.750	A A	1 0	NO NO
33	12th Street / Arizona Avenue [b]	Feeder	AM PM	11 12	n/a n/a	B B	12 14	n/a n/a	B B	12 14	n/a n/a	B B	0 0	NO NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 1 Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
34	12th Street /	Arterial	AM	21	n/a	C	69	0.379	F	90	0.386	F	0.007	YES
	Santa Monica Boulevard [b, d]		PM	25	n/a	C	182	0.429	F	223	0.439	F	0.010	YES
35	Euclid Street /	Arterial	AM	9	0.477	A	9	0.617	A	9	0.617	A	0	NO
	Wilshire Boulevard		PM	9	0.551	A	10	0.714	A	10	0.716	A	0	NO
36	Euclid Street /	Feeder	AM	11	n/a	B	13	n/a	B	13	n/a	B	0	NO
	Arizona Avenue [b]		PM	13	n/a	B	17	n/a	C	17	n/a	C	0	NO
37	Euclid Street /	Arterial	AM	20	n/a	C	51	0.360	F	61	0.371	F	0.011	YES
	Santa Monica Boulevard [b, d]		PM	25	n/a	C	157	0.446	F	185	0.456	F	0.010	YES
38	14th Street /	Collector	AM	21	0.801	C	29	0.912	C	29	0.917	C	0	NO
	Montana Avenue		PM	15	0.662	B	17	0.743	B	17	0.746	B	0	NO
39	14th Street /	Arterial	AM	13	0.549	B	14	0.699	B	14	0.700	B	0	NO
	Wilshire Boulevard		PM	13	0.580	B	15	0.755	B	15	0.757	B	0	NO
40	14th Street /	Collector	AM	13	0.499	B	16	0.591	B	16	0.598	B	0	NO
	Arizona Avenue		PM	16	0.625	B	20	0.762	C	20	0.770	C	0	NO
41	14th Street /	Arterial	AM	15	0.447	B	16	0.613	B	16	0.619	B	0	NO
	Santa Monica Boulevard		PM	15	0.509	B	16	0.718	B	16	0.725	B	0	NO
42	14th Street /	Collector	AM	15	0.599	B	19	0.736	B	20	0.760	C	1	NO
	Broadway		PM	18	0.697	B	31	0.939	C	32	0.945	C	1	NO
43	14th Street /	Arterial	AM	15	0.527	B	24	0.889	C	25	0.896	C	1	NO
	Colorado Avenue		PM	17	0.582	B	28	0.901	C	28	0.909	C	0	NO
44	14th Street /	Arterial	AM	16	0.591	B	18	0.679	B	18	0.701	B	0	NO
	Olympic Boulevard		PM	15	0.490	B	16	0.554	B	16	0.560	B	0	NO
45	14th Street /	Collector	AM	9	0.472	A	10	0.513	A	10	0.514	A	0	NO
	Michigan Avenue		PM	13	0.573	B	14	0.624	B	14	0.625	B	0	NO
46	14th Street /	Arterial	AM	23	0.566	C	23	0.674	C	23	0.676	C	0	NO
	Pico Boulevard		PM	25	0.714	C	30	0.928	C	30	0.929	C	0	NO
47	14th Street /	Feeder	AM	15	n/a	B	16	n/a	C	16	n/a	C	0	NO
	Bay Street [b]		PM	11	n/a	B	11	n/a	B	11	n/a	B	0	NO
48	14th Street /	Feeder	AM	10	0.495	B	11	0.536	B	11	0.540	B	0	NO
	Grant Street [c]		PM	12	0.582	B	12	0.630	B	13	0.632	B	1	NO
49	14th Street /	Feeder	AM	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
	Pacific Street [b]		PM	14	n/a	B	15	n/a	B	15	n/a	B	0	NO
50	14th Street /	Feeder	AM	12	0.513	B	14	0.609	B	14	0.614	B	0	NO
	Pearl Street [c]		PM	13	0.667	B	18	0.791	C	18	0.795	C	0	NO
51	14th Street /	Feeder	AM	10	0.432	A	10	0.467	B	10	0.471	B	0	NO
	Cedar Street [c]		PM	10	0.490	B	11	0.530	B	11	0.532	B	0	NO
52	14th Street /	Feeder	AM	10	0.421	A	10	0.457	A	10	0.460	A	0	NO
	Pine Street [b]		PM	10	0.491	B	11	0.532	B	11	0.535	B	0	NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Alternative 1 Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
53	14th Street / Maple Street [b]	Feeder	AM PM	12 13	n/a n/a	B B	12 14	n/a n/a	B B	13 14	n/a n/a	B B	1 0	NO NO
54	14th Street / Ocean Park Boulevard	Arterial	AM PM	12 23	0.535 0.806	B C	13 30	0.610 0.895	B C	13 30	0.614 0.898	B C	0 0	NO NO
55	16th Street / Pico Boulevard	Arterial	AM PM	20 15	0.695 0.512	B B	22 14	0.813 0.602	C B	22 14	0.815 0.603	C B	0 0	NO NO
56	16th Street / Pearl Street [c]	Feeder	AM PM	13 9	0.555 0.318	B A	16 10	0.652 0.372	C B	16 10	0.652 0.372	C B	0 0	NO NO
57	16th Street / Ocean Park Boulevard [b, d]	Arterial	AM PM	63 106	n/a n/a	F F	145 245	0.589 0.583	F F	150 250	0.591 0.585	F F	0.002 0.002	NO NO
58	17th Street / Olympic Boulevard	Arterial	AM PM	13 13	0.407 0.465	B B	14 14	0.490 0.560	B B	14 14	0.501 0.564	B B	0 0	NO NO
59	17th Street / Delaware Avenue [c]	Feeder	AM PM	9 10	0.324 0.494	A B	10 12	0.386 0.604	B B	10 12	0.388 0.604	B B	0 0	NO NO
60	17th Street / Pico Boulevard	Arterial	AM PM	20 17	0.623 0.509	C B	17 14	0.574 0.583	B B	17 14	0.576 0.584	B B	0 0	NO NO
61	17th Street / Pearl Street [c]	Feeder	AM PM	11 9	0.499 0.356	B A	13 11	0.582 0.494	B B	13 11	0.582 0.494	B B	0 0	NO NO
62	17th Street / Ocean Park Boulevard	Arterial	AM PM	12 9	0.702 0.664	B A	14 10	0.787 0.749	B B	14 10	0.789 0.751	B B	0 0	NO NO
63	18th Street / Pico Boulevard [b, d]	Arterial	AM PM	20 24	n/a n/a	C C	30 50	n/a 0.444	D E	30 50	n/a 0.445	D F	0 0	NO NO
64	18th Court / Pico Boulevard	Arterial	AM PM	12 14	0.342 0.444	B B	16 25	0.499 0.586	B C	16 25	0.507 0.591	B C	0 0	NO NO
65	18th Street (west intersection) / Ocean Park Boulevard [b, d]	Arterial	AM PM	26 39	n/a n/a	D E	39 65	n/a 0.631	E F	39 66	n/a 0.632	E F	0 0.001	NO NO
66	18th Street (east intersection) / Ocean Park Boulevard [b, d]	Arterial	AM PM	39 80	n/a n/a	E F	55 124	0.621 0.695	F F	56 125	0.624 0.696	F F	0.003 0.001	NO NO
67	19th Street / Pico Boulevard [b, d]	Arterial	AM PM	19 22	n/a n/a	C C	35 51	n/a 0.433	D F	35 51	n/a 0.433	D F	0 0.000	NO NO
68	20th Street / Wilshire Boulevard	Arterial	AM PM	17 18	0.772 0.805	B B	60 53	1.453 1.596	E D	60 55	1.442 1.610	E D	0 2	NO NO
69	20th Street / Santa Monica Boulevard	Arterial	AM PM	14 14	0.460 0.474	B B	35 33	1.119 1.320	D C	37 34	1.125 1.344	D C	2 1	NO NO
70	20th Street / Broadway	Collector	AM PM	16 16	0.510 0.547	B B	20 25	0.843 0.904	B C	20 25	0.844 0.905	B C	0 0	NO NO
71	20th Street / Colorado Avenue	Arterial	AM PM	13 14	0.353 0.504	B B	15 19	0.497 0.823	B B	15 19	0.498 0.826	B B	0 0	NO NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Alternative 1 Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
72	20th Street / Olympic Boulevard	Arterial	AM	30	0.900	C	61	1.084	E	62	1.087	E	1	YES
			PM	27	0.861	C	41	1.017	D	42	1.020	D	1	NO
73	20th Street / I-10 Freeway westbound On-Ramp	Collector	AM	10	n/a	B	12	n/a	B	12	n/a	B	0	NO
			PM	14	n/a	B	22	n/a	C	22	n/a	C	0	NO
74	20th Street / I-10 Freeway eastbound Off-Ramp	Collector	AM	17	0.649	B	23	0.854	C	23	0.858	C	0	NO
			PM	16	0.494	B	16	0.578	B	16	0.578	B	0	NO
75	20th Street / Delaware Avenue	Collector	AM	11	0.443	B	11	0.536	B	11	0.536	B	0	NO
			PM	10	0.600	B	11	0.705	B	11	0.706	B	0	NO
76	20th Street / Virginia Avenue [b]	Collector	AM	17	n/a	C	26	n/a	D	26	n/a	D	0	NO
			PM	13	n/a	B	18	n/a	C	18	n/a	C	0	NO
77	20th Street / Pico Boulevard	Arterial	AM	22	0.776	C	33	0.948	C	33	0.952	C	0	NO
			PM	23	0.761	C	36	0.973	D	36	0.979	D	0	NO
78	20th Street / Pearl Street [c]	Collector	AM	17	0.615	C	51	0.991	F	54	1.001	F	0.01	YES
			PM	30	0.955	D	108	1.381	F	109	1.387	F	0.006	YES
79	20th Street / Ocean Park Boulevard	Arterial	AM	10	0.813	A	26	0.997	C	26	1.002	C	0	NO
			PM	15	0.842	B	37	1.032	D	38	1.035	D	1	NO
80	21st Street / Pico Boulevard [b, d]	Arterial	AM	48	n/a	E	234	0.582	F	241	0.585	F	0.003	NO
			PM	54	n/a	F	280	0.630	F	286	0.632	F	0.002	NO
81	21st Street / Pearl Street [c]	Feeder	AM	10	0.351	A	11	0.394	B	11	0.400	B	0	NO
			PM	10	0.315	A	10	0.391	B	11	0.392	B	1	NO
82	21st Street / Ocean Park Boulevard	Arterial	AM	27	0.922	C	56	1.086	E	58	1.091	E	2	YES
			PM	16	0.854	B	36	1.028	D	37	1.031	D	1	NO
83	22nd Street / Pico Boulevard [b]	Arterial	AM	18	n/a	C	25	n/a	D	25	n/a	D	0	NO
			PM	20	n/a	C	33	n/a	D	33	n/a	D	0	NO
84	22nd Street / Pearl Street [c]	Feeder	AM	9	0.281	A	9	0.320	A	9	0.325	A	0	NO
			PM	9	0.257	A	9	0.329	A	9	0.331	A	0	NO
85	22nd Street / Ocean Park Boulevard [b]	Arterial	AM	22	n/a	C	31	n/a	D	31	n/a	D	0	NO
			PM	25	n/a	C	36	n/a	E	37	n/a	E	1	YES
86	23rd Street / Pico Boulevard	Arterial	AM	35	0.667	C	64	0.830	E	65	0.831	E	1	YES
			PM	34	0.732	C	27	0.999	C	28	1.001	C	1	NO
87	23rd Street / Pearl Street [c]	Collector	AM	15	0.719	C	35	0.994	E	36	0.998	E	1	YES
			PM	17	0.622	C	57	1.030	F	58	1.032	F	0.002	NO
88	23rd Street / Ocean Park Boulevard	Arterial	AM	57	1.075	E	143	1.349	F	146	1.358	F	0.009	YES
			PM	67	1.108	E	180	1.412	F	182	1.417	F	0.005	YES
89	Cloverfield Boulevard / Santa Monica Boulevard	Arterial	AM	18	0.560	B	31	0.944	C	33	0.956	C	2	NO
			PM	18	0.619	B	41	1.026	D	42	1.032	D	1	NO
90	Cloverfield Boulevard / Olympic Boulevard	Arterial	AM	31	0.859	C	52	1.052	D	55	1.063	D	3	NO
			PM	30	0.830	C	53	1.054	D	55	1.067	E	2	YES

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 1 Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
91	Cloverfield Boulevard / I-10 Freeway westbound Off-Ramp	Arterial	AM PM	36 17	1.003 0.672	D B	154 24	1.381 0.907	F C	163 25	1.407 0.920	F C	0.026 1	YES NO
92	Cloverfield Boulevard / I-10 Freeway eastbound On-Ramp – Delaware Avenue	Arterial	AM PM	20 9	0.907 0.606	B A	47 16	1.094 0.887	D B	48 16	1.099 0.897	D B	1 0	NO NO
93	Cloverfield Boulevard / Virginia Avenue	Arterial	AM PM	7 7	0.584 0.649	A A	9 11	0.706 0.834	A B	9 11	0.709 0.837	A B	0 0	NO NO
94	Cloverfield Boulevard / Pico Boulevard	Arterial	AM PM	26 27	0.771 0.741	C C	35 36	0.937 0.917	C D	35 37	0.942 0.920	D D	0 1	NO NO
95	Cloverfield Boulevard / Pearl Street [b]	Collector	AM PM	11 16	0.432 0.718	B C	14 33	0.610 0.972	B D	15 34	0.626 0.984	B D	1 1	NO YES
96	Cloverfield Boulevard / Ocean Park Boulevard	Arterial	AM PM	99 187	0.892 1.255	F F	131 227	0.964 1.328	F F	131 227	0.965 1.328	F F	0.001 0	NO NO
97	26th Street / Wilshire Boulevard	Arterial	AM PM	33 44	0.938 0.989	C D	74 117	1.115 1.202	E F	76 118	1.122 1.205	E F	2 0.003	YES NO
98	26th Street / Santa Monica Boulevard	Arterial	AM PM	19 19	0.782 0.696	B B	39 61	1.011 1.664	D E	40 61	1.018 1.650	D E	1 0	NO NO
99	26th Street / Colorado Avenue	Arterial	AM PM	16 17	0.571 0.723	B B	20 29	0.791 0.975	B C	25 29	0.931 0.987	C C	5 0	NO NO
100	26th Street / Pennsylvania Avenue	Arterial	AM PM	8 16	0.405 0.483	A B	8 16	0.435 0.529	A B	8 16	0.435 0.576	A B	0 0	NO NO
101	26th Street / Olympic Boulevard	Arterial	AM PM	21 24	0.721 0.726	C C	24 29	0.823 0.857	C C	28 31	0.893 0.887	C C	4 2	NO NO
102	Steward Street / Colorado Avenue	Collector	AM PM	20 18	0.764 0.750	C B	30 29	0.947 0.964	C C	35 29	0.983 0.963	C C	5 0	NO NO
103	Stewart Street / Pennsylvania Avenue [b]	Collector	AM PM	10 13	n/a n/a	B B	11 14	n/a n/a	B B	11 15	n/a n/a	B B	0 1	NO NO
104	Stewart Street / Nebraska Avenue [b]	Collector	AM PM	15 19	n/a n/a	B C	24 28	n/a n/a	C D	21 27	n/a n/a	C D	-3 0	NO NO
105	Stewart Street / Olympic Boulevard	Arterial	AM PM	23 25	0.621 0.778	C C	22 27	0.816 0.847	C C	22 29	0.721 0.872	C C	0 2	NO NO
106	Stewart Street / Exposition Boulevard [c]	Collector	AM PM	41 19	1.008 0.769	E C	81 25	1.251 0.887	F C	85 25	1.267 0.896	F D	0.016 0	YES YES
107	Stewart Street-28th Street / Pico Boulevard	Arterial	AM PM	11 16	0.620 0.757	B B	20 25	1.028 0.914	B C	21 25	1.055 0.916	C C	1 0	NO NO
108	Yale Street / Santa Monica Boulevard	Arterial	AM PM	12 13	0.540 0.577	B B	13 15	0.733 0.813	B B	13 15	0.738 0.817	B B	0 0	NO NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 1 Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
109	Yale Street / Colorado Avenue [b, d]	Arterial	AM PM	24 44	n/a n/a	C E	99 320	0.667 0.807	F F	112 349	0.680 0.813	F F	0.013 0.006	YES YES
110	I-10 Freeway eastbound Off-Ramp-34th Street / Pico Boulevard	Arterial	AM PM	18 15	0.611 0.692	B B	20 19	0.762 0.862	C B	20 20	0.765 0.863	C B	0 1	NO NO
111	Centinela Avenue / Olympic Boulevard (west intersection) [e]	Arterial	AM PM	9 13	0.602 0.700	A B	11 18	0.760 0.891	B B	11 19	0.778 0.898	B B	0 1	NO NO
112	Centinela Avenue / Olympic Boulevard (east intersection) [e]	Arterial	AM PM	18 12	0.762 0.952	B B	56 196	1.406 2.643	E F	58 198	1.421 2.675	E F	2 0.032	YES YES
113	Centinela Avenue / Exposition Boulevard [b, d, e]	Arterial	AM PM	22 20	n/a n/a	C C	88 141	1.100 0.825	F F	93 147	1.112 0.830	F F	0.012 0.005	YES YES
114	Centinela Avenue / I-10 Freeway westbound Ramps [e]	Arterial	AM PM	37 34	0.943 0.926	D C	150 195	1.404 1.518	F F	155 199	1.419 1.529	F F	0.015 0.011	YES YES
115	Carmelina Avenue – Centinela Avenue / Pico Boulevard [e]	Arterial	AM PM	17 17	0.700 0.735	B B	32 50	1.058 1.205	C D	33 51	1.064 1.213	C D	1 1	NO NO
116	Centinela Avenue / I-10 Freeway eastbound On-Ramp [e]	Arterial	AM PM	12 9	0.636 0.579	B A	17 18	0.803 0.911	B B	17 19	0.805 0.918	B B	0 1	NO NO
132	26th Street / Montana Avenue	Collector	AM PM	17 36	0.672 1.055	B D	19 68	0.768 1.327	B E	19 68	0.772 1.331	B E	0 0	NO NO

Notes:
**Reported average control delay values in seconds per vehicle.*
****Oversaturated Conditions. Delay cannot be calculated*
[a] City of Santa Monica intersection impact threshold criteria is as shown in Table IV.J-4.
[b] Stop controlled intersection on the minor approaches.
[c] Stop controlled intersection on all approaches.
[d] This stop controlled intersection is forecast to operate at LOS F in the future and was analyzed as signalized to calculate the V/C increment required by the City of Santa Monica's impact threshold criteria for intersections operating at LOS F.
[e] Shared City of Santa Monica and City of Los Angeles study intersection.
Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Table VI.C-9
Summary of Volume to Capacity Ratios and Levels of Service –
City of Los Angeles - Project Alternative 1
Weekday AM and PM Peak Hours

No.	Key Intersection	Class.	Time Period	1 Existing Traffic Conditions		2 Year 2017 Traffic Conditions		3 Year 2017 Project Alternative 1 Traffic Conditions		Change in V/C	Signif. Impact
				V/C	LOS	V/C	LOS	V/C	LOS	(3-2)	Yes/No [a]
111	Centinela Avenue / Olympic Boulevard (west intersection) [b, c]	Arterial	AM	0.625	B	0.774	C	0.794	C	0.020	NO
			PM	0.753	C	0.945	E	0.953	E	0.008	NO
112	Centinela Avenue / Olympic Boulevard (east intersection) [b, c]	Arterial	AM	0.646	B	0.977	E	0.992	E	0.015	YES
			PM	0.641	B	1.199	F	1.206	F	0.007	NO
113	Centinela Avenue / Exposition Boulevard [b, d]	Arterial	AM	1.223	F	1.426	F	1.444	F	0.018	YES
			PM	0.926	E	1.237	F	1.244	F	0.007	NO
114	Centinela Avenue / I-10 Freeway westbound Ramps [b, c]	Arterial	AM	0.985	E	1.470	F	1.488	F	0.0018	YES
			PM	0.961	E	1.590	F	1.603	F	0.013	YES
115	Carmelina Avenue-Centinela Avenue / Pico Boulevard [b, c]	Arterial	AM	0.714	C	0.868	D	0.870	D	0.002	NO
			PM	0.751	C	1.015	F	1.020	F	0.005	NO
116	Centinela Avenue / I-10 Freeway EB On-Ramp [b, c]	Arterial	AM	0.594	A	0.738	C	0.740	C	0.002	NO
			PM	0.533	A	0.849	D	0.855	D	0.006	NO
117	Lincoln Boulevard / Rose Avenue [e, f]	Arterial	AM	0.816	D	0.988	E	0.992	E	0.004	NO
			PM	0.843	D	1.045	F	1.048	F	0.003	NO
118	Lincoln Boulevard / Venice Boulevard [e, f]	Arterial	AM	0.761	C	0.949	E	0.953	E	0.004	NO
			PM	0.850	D	1.085	F	1.086	F	0.001	NO
119	Walgrove Avenue / Rose Avenue [e, f]	Arterial	AM	1.133	F	1.382	F	1.392	F	0.010	YES
			PM	0.973	E	1.226	F	1.230	F	0.004	NO
120	Walgrove Avenue / Venice Boulevard [e, f]	Arterial	AM	0.756	C	1.001	F	1.001	F	0.000	NO
			PM	0.844	D	0.020	F	1.120	F	0.000	NO
121	Bundy Drive / Wilshire Boulevard [c, e]	Arterial	AM	0.868	D	1.065	F	1.067	F	0.002	NO
			PM	1.153	F	1.499	F	1.501	F	0.002	NO
122	Bundy Drive / Santa Monica Boulevard [c, e]	Arterial	AM	0.570	A	0.759	C	0.771	C	0.012	NO
			PM	0.698	B	1.054	F	1.059	F	0.005	NO
123	Bundy Drive / Idaho Avenue [c, e]	Arterial	AM	0.639	B	0.859	D	0.867	D	0.008	NO
			PM	0.778	C	1.071	F	1.073	F	0.002	NO
124	Bundy Drive / Nebraska Avenue [d, e]	Arterial	AM	0.602	B	0.780	C	0.781	C	0.001	NO
			PM	0.726	C	0.964	E	0.965	E	0.001	NO
125	Bundy Drive / Olympic Boulevard [c, e]	Arterial	AM	0.925	E	1.244	F	1.259	F	0.015	YES
			PM	0.944	E	1.322	F	1.326	F	0.004	NO
126	Bundy Drive / Pico Boulevard [c, e]	Arterial	AM	0.869	D	1.125	F	1.131	F	0.006	NO
			PM	1.075	F	1.461	F	1.465	F	0.004	NO
127	Bundy Drive / I-10 Freeway eastbound On-Ramp [c, e]	Arterial	AM	0.707	C	0.965	E	0.972	E	0.007	NO
			PM	0.750	C	1.115	F	1.117	F	0.002	NO

128	Bundy Drive / Ocean Park Boulevard [c, e]	Arterial	AM	0.933	E	1.014	F	1.015	F	0.001	NO
			PM	1.072	F	1.298	F	1.301	F	0.003	NO
129	Bundy Drive / National Boulevard [c, e]	Arterial	AM	0.904	E	1.035	F	1.043	F	0.008	NO
			PM	0.862	D	1.003	F	1.006	F	0.003	NO
130	Bundy Drive / Airport Avenue [c, e]	Arterial	AM	0.713	C	0.830	D	0.836	D	0.006	NO
			PM	0.853	D	1.059	F	1.062	F	0.003	NO
131	Centinela Avenue / Venice Boulevard [c, f]	Arterial	AM	0.861	D	1.034	F	1.039	F	0.005	NO
			PM	0.941	E	1.146	F	1.147	F	0.001	NO
133	Barrington Avenue / Olympic Boulevard [c, e]	Arterial	AM	0.853	D	0.936	E	0.940	E	0.004	NO
			PM	0.847	D	1.069	F	1.074	F	0.005	NO
134	Barrington Avenue / Pico Boulevard [c, e]	Arterial	AM	0.723	C	0.832	D	0.836	D	0.004	NO
			PM	0.825	D	0.937	E	0.939	E	0.002	NO

Notes:

[a] *City of Los Angeles intersection impact threshold criteria is as shown in Table IV.J-5.*

[b] *Shared City of Santa Monica and City of Los Angeles study intersection.*

[c] *This intersection currently operates under the ATSAC system. This intersection is planned to operate under the ATSAC/ATCS system in the future.*

[d] *The stop controlled intersection was analyzed as a signalized intersection with a capacity of 1,200 to determine the V/C.*

[e] *City of Los Angeles study intersection.*

[f] *This intersection currently operates under the ATSAC/ATCS system.*

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Project Alternative 1 is expected to create significant impacts at 26 of the 117 City of Santa Monica study intersections during weekday conditions as shown in Table VI.C-8. As no changes are proposed to the Performing Arts Campus, Project Alternative 1 is also expected to result in significant impacts at the same four City of Santa Monica study intersections, previously impacted by the Project, in the vicinity of the Performing Arts Campus during the weekend conditions. In addition, Project Alternative 1 is expected to create significant impacts at five of the 23 City of Los Angeles study intersections during weekday conditions. It should be noted that three of the five study intersections (Nos. 112, 113 and 114) forecast to be impacted based on the City of Los Angeles methodology also are forecast to be impacted based on City of Santa Monica methodology. On an overall basis, Project Alternative 1 is expected to create significant impacts at 28 study intersections, eight fewer significant impacts than the Project.

Application of the City of Santa Monica methodology and threshold criteria indicates that Project Alternative 1 is expected to create significant impacts at the same 13 study street segments that were significantly impacted by the Project as presented in Table VI.C-10. This alternative is not expected to create significant impacts at any of the 12 study street segments during the weekend conditions. These analysis results are consistent with the previously identified significant impacts associated with the Project.

Table VI.C-10

Summary of Street Segment Analysis For Project Alternative 1 – Weekday and Weekend Conditions

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project Alternative 1			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
1. Arizona Avenue, between 9th Street and 10th Street	Feeder	Weekday	6,140	6,596	456	6,596	0	0.0%	NO
	Feeder	Weekend	4,706	5,056	350	5,070	14	0.3%	NO
2. 10th Street, between California Avenue and Wilshire Boulevard	Local	Weekday	2,139	2,298	159	2,298	0	0.0%	NO
	Local	Weekend	2,211	2,375	164	2,375	0	0.0%	NO
3. 10th Street, between Wilshire Boulevard and Arizona Avenue	Local	Weekday	1,548	1,663	115	1,674	11	0.7%	NO
	Local	Weekend	1,424	1,530	106	1,530	0	0.0%	NO
4. 10th Street, between Arizona Avenue and Santa Monica Boulevard	Local	Weekday	1,459	1,567	108	1,578	11	0.7%	NO
	Local	Weekend	994	1,068	74	1,075	7	0.7%	NO
5. 10th Street, between Santa Monica Boulevard and Broadway	Local	Weekday	1,561	1,677	116	1,677	0	0.0%	NO
	Local	Weekend	869	934	65	962	28	3.0%	NO
6. Arizona Avenue, between 10th Street and 11th Street	Feeder	Weekday	5,928	6,369	441	6,369	0	0.0%	NO
	Feeder	Weekend	4,235	4,550	315	4,557	7	0.2%	NO
7. 11th Street, between California Avenue and Wilshire Boulevard	Collector	Weekday	8,423	9,049	626	9,088	39	0.4%	NO
	Collector	Weekend	7,022	7,544	522	7,586	42	0.6%	NO
8. 11th Street, between Wilshire Boulevard and Arizona Avenue	Collector	Weekday	9,782	10,509	727	10,646	137	1.3%	NO
	Collector	Weekend	7,848	8,431	583	8,685	254	3.0%	NO
9. 11th Street, between Arizona Avenue and SMC PAC Campus driveway	Collector	Weekday	11,100	11,925	825	12,150	225	1.9%	NO
	Collector	Weekend	8,599	9,238	639	9,527	289	3.1%	NO
10. 11th Street, between SMC PAC Campus driveway and Santa Monica Boulevard	Collector	Weekday	11,790	12,667	877	13,176	509	4.0%	NO
	Collector	Weekend	8,772	9,424	652	9,812	388	4.1%	NO
11. 11th Street, between Santa Monica Boulevard and Broadway	Collector	Weekday	12,206	13,113	907	13,435	322	2.5%	NO
	Collector	Weekend	9,336	10,030	694	10,284	254	2.5%	NO
12. Arizona Avenue, between 11th Street and 12th Street	Feeder	Weekday	5,072	5,449	377	5,537	88	1.6%	NO
	Feeder	Weekend	4,454	4,785	331	4,813	28	0.6%	NO
13. Pearl Street, between Euclid Street and 14th Street	Feeder	Weekday	2,009	2,158	149	2,164	6	0.3%	NO
14. Cedar Street, between Euclid Street and 14th Street	Local	Weekday	329	353	24	353	0	0.0%	NO
15. 14th Street, between Delaware Avenue and Pico Boulevard	Collector	Weekday	10,126	10,879	753	10,885	6	0.1%	NO
16. 14th Street, between Pico Boulevard and Bay Street	Feeder	Weekday	7,667	8,237	570	8,281	44	0.5%	YES
17. 14th Street, between Pacific Street and Pearl Street	Feeder	Weekday	7,083	7,610	527	7,654	44	0.6%	YES
18. 14th Street, between Pearl Street and Cedar Street	Feeder	Weekday	6,329	6,800	471	6,844	44	0.6%	YES
19. 14th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	3,275	3,518	243	3,518	0	0.0%	NO
20. Pearl Street, between 14th Street and 16th Street	Feeder	Weekday	3,082	3,311	229	3,317	6	0.2%	NO
21. Maple Street, between 14th Street and 16th Street	Local	Weekday	531	570	39	570	0	0.0%	NO
22. 16th Street, between Pico Boulevard and Bay Street	Local	Weekday	5,750	6,177	427	6,177	0	0.0%	NO

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project Alternative 1			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
23. 16th Street, between Pacific Street and Pearl Street	Local	Weekday	5,574	5,988	414	5,988	0	0.0%	NO
24. 16th Street, between Pearl Street and Maple Street	Local	Weekday	3,989	4,286	297	4,286	0	0.0%	NO
25. 16th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	3,458	3,715	257	3,715	0	0.0%	NO
26. Michigan Avenue, between 16th Street and 17th Street	Local	Weekday	1,968	2,114	146	2,114	0	0.0%	NO
27. Delaware Avenue, between 16th Street and 17th Street	Local	Weekday	1,078	1,158	80	1,158	0	0.0%	NO
28. Pearl Street, between 16th Street and 17th Street	Feeder	Weekday	6,381	6,855	474	6,861	6	0.1%	YES
29. 17th Street, between Delaware Avenue and Pico Boulevard	Feeder	Weekday	6,009	6,456	447	6,462	6	0.1%	NO
30. 17th Street, between Pearl Street and Ocean Park Boulevard	Feeder	Weekday	2,773	2,979	206	2,979	0	0.0%	NO
31. 17th Street, between Ocean Park Boulevard and Ocean Park Place South	Feeder	Weekday	4,921	5,287	366	5,287	0	0.0%	NO
32. Delaware Avenue, between 17th Street and 18th Street	Local	Weekday	2,540	2,729	189	2,729	0	0.0%	NO
33. Pearl Street, between 17th Street and SMC Main Campus Driveway	Feeder	Weekday	6,950	7,467	517	7,473	6	0.1%	YES
34. 18th Street, between Delaware Avenue and Pico Boulevard	Local	Weekday	1,052	1,130	78	1,130	0	0.0%	NO
35. 18th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	246	264	18	264	0	0.0%	NO
36. Pearl Street, between SMC Main Campus Driveway and 20th Street	Feeder	Weekday	7,355	7,902	547	7,966	64	0.8%	YES
37. 19th Street, between Delaware Avenue and Pico Boulevard	Local	Weekday	919	987	68	987	0	0.0%	NO
38. Delaware Avenue, between 19th Street and 20th Street	Local	Weekday	2,874	3,088	214	3,088	0	0.0%	NO
39. 20th Street, between Virginia Avenue and Pico Boulevard	Collector	Weekday	15,685	16,851	1,166	16,902	51	0.3%	YES
40. 20th Street, between Pico Boulevard and Pearl Street	Collector	Weekday	9,634	10,350	716	10,402	52	0.5%	NO
41. 20th Street, between Pearl Street and Ocean Park Boulevard North	Collector	Weekday	6,119	6,574	455	6,596	22	0.3%	NO
42. Pearl Street, between 20th Street and 21st Street	Feeder	Weekday	5,543	5,955	412	5,997	42	0.7%	NO
43. 21st Street, between Pico Boulevard and Pearl Street	Local	Weekday	2,000	2,149	149	2,149	0	0.0%	NO
44. 21st Street, between Pearl Street and Ocean Park Boulevard North	Local	Weekday	2,245	2,412	167	2,412	0	0.0%	NO
45. 21st Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	4,038	4,338	300	4,338	0	0.0%	NO
46. 22nd Street, between Pico Boulevard and Pearl Street	Local	Weekday	723	777	54	777	0	0.0%	NO
47. 22nd Street, between Pearl Street and Ocean Park Boulevard North	Local	Weekday	657	706	49	706	0	0.0%	NO
48. Virginia Avenue, between 22nd Street and Cloverfield Boulevard	Local	Weekday	2,370	2,546	176	2,546	0	0.0%	NO
49. 23rd Street, between Pico Boulevard and Pearl Street	Collector	Weekday	7,404	7,954	550	7,954	0	0.0%	NO
50. 23rd Street, between Pearl Street and Ocean Park Boulevard	Collector	Weekday	8,722	9,370	648	9,370	0	0.0%	NO
51. 23rd Street, between Ocean Park Boulevard and Ocean Park Place South	Collector	Weekday	16,300	17,512	1,212	17,632	120	0.7%	YES
52. Pearl Street, between 23rd Street and Cloverfield Boulevard	Feeder	Weekday	5,593	6,009	416	6,051	42	0.7%	NO
53. Cloverfield Boulevard, between Pico Boulevard and Pearl Street	Collector	Weekday	5,738	6,165	427	6,303	138	2.2%	NO
54. Cloverfield Boulevard, between Pearl Street and Ocean Park Boulevard	Collector	Weekday	6,012	6,459	447	6,565	106	1.6%	NO
55. Pennsylvania Avenue, between 26th Street and Stewart Street	Local	Weekday	2,149	2,309	160	3,050	741	32.1%	YES
56. Harvard Street, between Broadway and Colorado Avenue	Local	Weekday	1,135	1,219	84	1,219	0	0.0%	NO
57. Colorado Avenue, between Harvard Street and Stewart Street	Collector	Weekday	16,629	17,865	1,236	18,110	245	1.4%	YES
58. Stewart Street, between Colorado Avenue and Pennsylvania Avenue	Collector	Weekday	9,354	10,049	695	10,294	245	2.4%	NO

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project Alternative 1			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
59, Stewart Street, between Pennsylvania Avenue and Nebraska Avenue	Collector	Weekday	11,607	12,470	863	12,966	496	4.0%	NO
60. Stewart Street, between Nebraska Avenue and Olympic Boulevard	Collector	Weekday	13,056	14,027	971	14,523	496	3.5%	YES
61. Stewart Street, between Olympic Boulevard and Exposition Boulevard	Collector	Weekday	9,746	10,471	725	10,575	104	1.0%	NO
62. Stewart Street, between Exposition Boulevard and Delaware Avenue	Collector	Weekday	8,854	9,512	658	9,616	104	1.1%	NO
63. Colorado Avenue, between Stewart Street and Yale Street	Collector	Weekday	16,754	18,000	1,246	18,282	282	1.6%	YES
64. Yale Street, between Broadway and Colorado Avenue	Local	Weekday	3,208	3,447	239	3,535	88	2.6%	YES
65. Nebraska Avenue, between Stewart Street and Stanford Street	Local	Weekday	3,003	3,226	223	3,226	0	0.0%	NO
66. Exposition Boulevard, between Stewart Street and Yorkshire Avenue	Local	Weekday	1,503	1,615	112	1,615	0	0.0%	NO

Note: City of Santa Monica street impact threshold criteria is as set forth in Table IV.J-10.

Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

The recommended comprehensive Transportation Demand Management (TDM) program proposed for the Project would apply so as to reduce the forecast Project Alternative I-related vehicular trip generation. Specifically, the goal of the TDM plan is to manage trip generation at the three SMC campuses such that the number of trips generated during the AM and PM peak hours do not exceed current levels (i.e., create a "traffic neutral" project). Even in a traffic neutral condition as measured on an aggregate basis, it is likely that trip generation at some campuses may exceed current levels at Project Alternative 1 build-out while trip generation at other Campuses would be less. For those campuses that experience an incremental increase in trip generation, it is likely that some traffic effects associated with the Project Alternative 1 would be deemed significant due to the highly sensitive thresholds of significance utilized by the City of Santa Monica, which have been adopted for use in the traffic analysis by the Lead Agency. Accordingly, impacts at some study intersections and street segments would remain significant due to Project Alternative 1, although the severity of the impacts would be greatly reduced due to implementation of the TDM plan.

VI. PROJECT ALTERNATIVES
D. REDUCED DENSITY ALTERNATIVE

The Reduced Density Project Alternative would include a reduced version of the proposed Facilities Master Plan (2010 Update) with an approximate 50% reduction to the proposed new development under the Proposed Project. Under this scenario, the same amount of demolition would occur, and the net new developed floor area would be reduced by half. Accordingly, the net result would be a Project Alternative with a total of 1,120,997 GSF and 717,210 ASF. Overall, as compared to the Proposed Project, this Alternative would represent a 20% reduction to the overall GSF and ASF across SMC system as a whole. On the Main Campus, the proposed amount of assignable square feet would be reduced by 64,731 as compared to the existing conditions. When compared to the overall SMC system, the Reduced Density Alternative would result in a net reduction of 22,352 ASF. This is largely attributable to the fact that the amount of demolition would be the same and the proposed new construction would be reduced by half as compared to what is proposed under the Proposed Project. A summary table comparing the amount of development under the Proposed Project and the Reduced Density Alternative is provided in Table VI.D-1 below.

Table VI.D-1
Summary of Existing and Proposed Development

	Proposed Master Plan		Reduced Density Alternative		Net Difference	
Proposed	**GSF**	**ASF**	**GSF**	**ASF**	**GSF**	**ASF**
Main Campus	887,461	571,309	770,835	495,541	(116,626)	(775,768)
AET Campus	116,439	78,080	31,804	23,586	(31,804)	(23,586)
Olympic Shuttle Lot	75,000	48,750	37,500	24,375	(37,500)	(24,375)
Performing Arts Campus	159,241	93,494	109,848	63,789	(49,393)	(29,705)
Main Campus [a]	100,075	62,961	100,075	62,961	0	0
Airport Arts Campus	28,463	21,123	28,463	21,123	0	0
Emeritus Campus	19,875	14,800	19,875	14,800	0	0
2714 Pico Blvd. (Admin.)	22,597	13,035	22,597	13,035	0	0
	1,409,151	**903,552**	**1,120,997**	**719,210**	**-235,323**	**-853,434**

Notes:
[a] *Includes 64,000 GSF (36,075 ASF) of existing floor area plus 34,371 GSF (28,590 ASF) associated with interim projects.*
Source: SMC and Christopher A. Joseph & Associates, 2010

ENVIRONMENTAL ANALYSIS

Aesthetics

Under the Reduced Density Alternative post-project view impacts would be less than significant, and reduced as compared to the Proposed Project, as less development would occur. In the absence of structural floor area, it is anticipated that the voids within the building areas would be improved with passive open space areas and landscaping. Visual impacts would be different, but slightly improved as compared to the Master Plan's less-than-significant impacts.

Air Quality

Construction

Under the Reduced Density Alternative, future construction activities would be limited to the construction of the Interim Projects, as defined above, resulting approximately half of the gross square feet of net new development. In comparison to the Master Plan, which would generate a net decrease of approximately 235,323 gross square feet of net new development. However, because construction emissions are quantified in comparison to the SCAQMD's thresholds on a pounds per day basis, the daily air emissions would not likely realize such a significant reduction in generating air pollutants. While it is anticipated that the Reduced Density Alternative Alternative would reduce the extent of emissions over the life of the project, the localized and daily mass emissions from construction would be similar to the proposed Master Plan. Impacts would therefore be less than significant under the Reduced Density Alternative and reduced as compared to the Master Plan's less-than-significant impact after mitigation.

Operation

Under the operation of the Reduced Density Alternative, no added vehicles, equipment, or other facilities would be introduced to the Master Plan that would have the potential to generate air quality emissions. In comparison, the Master Plan and the Reduced Density Alternative would be expected to generate the same level of air emissions, as the Master Plan is not anticipated to be a growth-inducing project. No increase in student enrollment would occur under the proposed Master Plan. Likewise, no decrease in enrollment (or vehicle trips) would be anticipated under the Reduced Density Alternative. The only change would be to the local trip distribution patterns, thus the regional air quality emissions would not be affected. Under the Reduced Density Alternative, a less than significant impact would occur with respect to operational air quality emissions, which would be reduced as compared to the Master Plan's less-than-significant impact.

Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials

Under the Reduced Density Alternative, the use of hazardous materials onsite would slightly decrease with the associated decrease in developed floor area. Under both the Reduced Density Alternative and the Master Plan, hazardous materials used would continue to consist of typical cleaning, maintenance, and landscaping solvents. A less-than-significant impact would occur with respect to routine transport, use, or disposal of hazardous materials, which would be similar to the Master Plan's less-than-significant impact.

Accidental Release of Hazardous Materials

Demolition/Construction

Under the Reduced Density Alternative, the renovation of the buildings would have the potential for exposure to asbestos-containing material (ACM) and lead-based paint (LBP), requiring mitigation to ensure adequate ACM and LBP removal. Likewise, under the Master Plan, the demolition of the Reduced Density Alternative would require prior removal of all ACM and LBP. Under the Reduced Density Alternative, a less-than-significant impact after mitigation would occur with respect to accidental release of hazardous materials during construction, which would be similar to the Master Plan's less-than-significant impact after mitigation.

Operation

Under both the Reduced Density Alternative and the Master Plan, additional students, faculty, and staff would be introduced to the new facilities. Under the Reduced Density Alternative, a less-than-significant impact would occur with respect to accidental release of hazardous materials during operation, which would be reduced as compared to the Master Plan's less-than-significant impact after mitigation.

Hydrology and Water Quality

Alteration of Drainage Pattern Resulting in Erosion or Flooding

The Reduced Density Alternative would result in a decrease in the amount of permeable surface area at the Main Campus because this Alternative would develop 50% of the proposed density. A less-than-significant impact after mitigation would occur with respect to on- or off-site erosion and flooding, which would be slightly increased as compared to the Master Plan's less-than-significant impact.

Exceed Storm Drain Capacity

The Reduced Density Alternative would result in a decrease in the amount of permeable surface area at the Main Campus. The Reduced Density Alternative would likely include new bio swales and watershed detention basins or other stormwater control measures as mitigation to prevent runoff from the Main Campus, as additional open space areas would be created. A less-than-significant impact after mitigation would occur with respect to existing storm drain capacity, which would be slightly increased as compared to the Master Plan's less-than-significant impact after mitigation.

Produce Polluted Runoff

Construction

Both the Reduced Density Alternative and the Master Plan would implement construction Best Management Practices (BMPs). As such, the Reduced Density Alternative would result in a less-than-significant impact after mitigation with respect to polluted runoff during construction, which would be reduced as compared to the Master Plan's less-than-significant-impact after mitigation.

Operation

Under the Reduced Density Alternative, the use of hazardous materials onsite would slightly increase with the increase. Most chemicals introduced to the site under both the Reduced Density Alternative and the Master Plan would be associated with the on-site parking spaces. Both the Reduced Density Alternative and the Master Plan would implement operational BMPs. Under the Alternative, a less-than-significant impact after mitigation would occur with respect to polluted runoff during operation, which would be slightly increased as compared to the Master Plan's less-than-significant-impact after mitigation.

Land Use and Planning

Consistency with Land Use Plans

The Reduced Density Alternative would introduce the same building density, building heights, and land uses as the Master Plan. Therefore, the Reduced Density Alternative, like the Master Plan, would be consistent with local zoning and would generally implement regional and local land use plans. Both the Reduced Density Alternative and the Master Plan would provide educational institutions, although the Main 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. Under the No Project Alternative, a less-than-significant impact would occur with respect to land use plans and zoning, which would be similar to the Master Plan's less-than-significant impact.

Project Compatibility with Surrounding Land Uses

The Reduced Density Alternative and the Master Plan would not change the current use of the Main Campus as an educational institution and would only slightly increase the total classroom area of the site to approximately 100,000 sf. Both the Reduced Density Alternative and the Master Plan would continue to be generally consistent with surrounding airport-related uses to the north and single-family residential neighborhoods to the south, east, and west of the Main Campus. Under the Reduced Density Alternative, a less-than-significant impact would occur with respect to surrounding land use consistency, which would be similar to the Master Plan's less-than-significant impact.

Noise

Construction

Under the Reduced Density Alternative, the only construction activities that would occur would be in association with the East Building, which would be renovated in its existing location for classroom uses.

Renovation activities would primarily occur in the interior of the East Building and paving would be expected to be very short-term and would not generate substantial temporary noise or vibration. In comparison, the Master Plan would involve moderate demolition, grading, and construction impacting neighboring residential sensitive receptors approximately 50 feet to the south of the construction site for the New Building, and sensitive receptors within the West Building approximately 38 feet to the west of the construction site for the New Building. While it is not certain that the Reduced Density Alternative would require mitigation for construction noise and vibration impacts, it is assumed that the Reduced Density Alternative, like the Master Plan, would implement construction noise and vibration reducing mitigation measures. Under the Reduced Density Alternative, a less-than-significant impact after mitigation would occur with respect to construction noise and vibration, which would be reduced as compared to the Master Plan's (temporary) significant and unavoidable impact with respect to construction noise.

Operation

Under the operation of the Reduced Density Alternative, the same number of classrooms would be used on the Main Campus as under the Master Plan and, as such, the Main Campus would generate the same number of vehicle trips as would occur under the Master Plan. Furthermore, under both the Reduced Density Alternative and the Master Plan the same number of additional students would be introduced to the Main Campus, which would be considered noise-sensitive receptors, and the same new noise generating equipment would be introduced. Both the Reduced Density Alternative and the proposed New Building would be required to be constructed with materials that keep noise levels as acceptable levels for classroom uses. Under the Reduced Density Alternative, a less-than-significant impact after mitigation would occur with respect to operational noise, which would be similar to the Master Plan's less-than-significant impact after mitigation.

Public Utilities – Sewer

Under the Reduced Density Alternative, few additional persons would be introduced to the SMC Campuses that would have the potential to result in increased wastewater generation. As such, the wastewater generation of the combined SMC Campuses is estimated to be approximately 91,537 gpd (See Table VI-D-2).

Under the Reduced Density Alternative, existing local wastewater treatment facilities at the HTP, and wastewater infrastructure on and surrounding the SMC Campuses, would continue to be used and no known deficiencies exist. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in wastewater generation of 19,491 gpd. Thus, no impact would occur with respect to wastewater generation, treatment, and associated infrastructure under the No Project Alternative, which would be reduced as compared to the Proposed 2009 Master Plan Update's less-than-significant impacts with regard to wastewater generation, treatment, and infrastructure.

Table VI.D-2
Proposed Net Increase In Wastewater Generation

Land Use	Size (GSF)	Wastewater Generation Rate [a]	Total (gpd)
Main Campus	11,296	80 gpd/1,000 gsf	904
AET Campus	63,608	80 gpd/1,000 gsf	5,089
Olympic Shuttle Lot	75,000	80 gpd/1,000 gsf	6,000
Performing Arts Campus	93,722	80 gpd/1,000 gsf	7,498
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***19,491***

[a] Per written correspondence with Susan Lowell, P.E., Water Resources Engineer, City of Santa Monica Department of Public Works, wastewater generation rates are based on Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes unless otherwise noted.
Source: Christopher A. Joseph & Associates, January 2010.

Public Utilities - Water

Under the Reduced Density Alternative, additional persons would be introduced to the SMC Campuses that would have the potential to increase water consumption. As such, the water demand of the combined SMC Campuses would be estimated at approximately 109,299 gpd (See Table VI-D-3)

Table VI-D-3
Proposed Net Increase In Water Demand

Land Use	Size (GSF)	Wastewater Demand Rate [a]	Total (gpd)
Main Campus	11,296	96 gpd/1,000 gsf	1,084
AET Campus	63,608	96 gpd/1,000 gsf	6,106
Olympic Shuttle Lot	75,000	96 gpd/1,000 gsf	7,200
Performing Arts Campus	93,722	96 gpd/1,000 gsf	8,997
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***23,387***

[a] Water rates are 120% of the wastewater generation rates from the Assignment of Amalgamated System Sewage Generation Factors for LA County Use Codes.
Source: Christopher A. Joseph & Associates, January 2010.

In addition, the Arcadia Water Treatment Plant and existing local water infrastructure would continue to be used to provide and deliver water as needed to serve the SMC Campuses, and no known deficiencies exist. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in water use of 23,387 gpd. Thus, no impact would occur with respect to water use and associated infrastructure under the No Project Alternative, which would be reduced as compared to the Proposed 2009 Master Plan Update's less-than-significant impacts with regard to water use and infrastructure.

Public Utilities – Energy

Under the Reduced Density Alternative, few additional persons or equipment would be introduced to the SMC Campuses that would have the potential to increase energy use. As such, the existing combined SMC Campus electricity demand is estimated to be approximately 13,461,813 kWH/year, and natural gas consumption is estimated to be approximately 2,331,050 cf/month (See Tables VI-D-4 and VI-D-5, respectively).

Table VI-D-4

Proposed Net Increase In Electricity Demand

Land Use	Size (GSF)	Energy Consumption Rate (kWh/sf/year) [a]	Total (kWh/year)
Main Campus	11,296	11.55	130,469
AET Campus	63,608	11.55	734,672
Olympic Shuttle Lot	75,000	11.55	866,250
Performing Arts Campus	93,722	11.55	1,082,489
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***2,813,880***

[a] Electricity consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, January 2010.

Table VI-D-5

Proposed Net Increase In Natural Gas Demand

Land Use	Size (GSF)	Natural Gas Consumption Rate (cf/sf/month) [a]	Total (cf/month)
Main Campus	11,296	2	22,592
AET Campus	63,608	2	127,216
Olympic Shuttle Lot	75,000	2	150,000
Performing Arts Campus	93,722	2	187,444
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***487,252***

[a] Natural gas consumption rate provided by South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
Source: Christopher A. Joseph & Associates, January 2010.

In addition, under the Reduced Density Alternative, electrical utility service would continue to be provided by SCE and SCG would continue to provide natural gas service as needed to the SMC Campuses, and no known deficiencies exist. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in electricity demand of 2,813,880 kWH/year, and a net increase in natural gas demand of 487,252 cf/month. Thus, no impact would occur with respect to electricity demand and natural gas demand under this Alternative, which would be reduced as compared to the Proposed 2009 Master Plan Update's less-than-significant impacts with regard to electricity and natural gas demand.

Public Utilities - Solid Waste

Under the Reduced Density Alternative, few additional persons or equipment would be introduced to the SMC Campuses that would have the potential to increase solid waste generation. As such, the generation of solid waste from the combined SMC Campuses is estimated at approximately 8,159 lbs/day (see Table VI-D-6).

Table IV.D-6
Proposed Net Increase In Solid Waste Generation

Land Use	Size (GSF)	Generation Rate (lbs/sf/day) [a]	Total (lbs/day)
Main Campus	11,296	0.007	79
AET Campus	63,608	0.007	445
Olympic Shuttle Lot	75,000	0.007	525
Performing Arts Campus	93,722	0.007	656
Main Campus	0	--	0
Airport Arts Campus	0	--	0
Emeritus Campus	0	--	0
2714 Pico Blvd. (Admin.)	0	--	0
		Total Net Increase	***1,705***

[a] Per written correspondence from Myesha Jones, City of Santa Monica Public Works Department, generation rate is based on school/institution rates from California Department of Resources Recycling and Recovery; http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/Institution.htm.
Source: Christopher A. Joseph & Associates, January 2010.

Under the Reduced Density Alternative, solid waste management services would continue to be provided by the City of Santa Monica Public Works Department, Solid Waste Management Division. In contrast, the Proposed 2009 Master Plan Update would add approximately 243,626 gross square feet (161,990 assignable square feet) within the four SMC Campuses (i.e., the Main Campus, AET Campus, Olympic Shuttle Lot, and Performing Arts Campus), resulting in an estimated net increase in solid waste generation of 1,705 lbs/day. Thus, no impact would occur with respect to solid waste management under this Alternative, which would be reduced as compared to the Proposed 2009 Master Plan Update's less-than-significant impacts with regard to solid waste generation.

Public Services (Police and Fire Protection)

Police

Under the Reduced Density Alternative, the same increase in student activity would occur at the Main Campus as under the Master Plan. Therefore, the Reduced Density Alternative, like the Master Plan, would slightly increase the demand for police protection services at the Main Campus. The Reduced Density Alternative would provide all parking within surface lots, as compared to the Master Plan which would provide subterranean parking. Therefore, the Master Plan would slightly increase the need for security typically associated with subterranean parking areas. Both the Reduced Density Alternative and the Master Plan would involve the preparation of a security plan, which would include crime prevention specific to educational uses, and the implementation of which would ensure that the demand for police services would be reduced. Under the Reduced Density Alternative, a less-than-significant impact would occur with respect to police protection, which would be slightly reduced as compared to the Master Plan's less-than-significant impact.

Fire

Under the Reduced Density Alternative, the same increase in classroom space would occur at the Main Campus as the Master Plan. Therefore, the Reduced Density Alternative, like the Master Plan, would slightly increase the demand for fire protection at the Main Campus. Both the Reduced Density Alternative and the Master Plan would implement fire prevention features recommended by the City of Los Angeles Fire Department (LAFD) such that the demand for fire services would be reduced. Under the Reduced Density Alternative, a less-than-significant impact would occur with respect to fire protection, which would be similar to the Master Plan's less-than-significant impact.

Transportation and Traffic

Project Alternative 2 consists of a 50 percent reduction in the proposed and newly renovated areas at the four SMC project campuses (i.e., Main Campus, AET Campus, Olympic Shuttle Lot Campus, Performing Arts Campus) proposed for the 2010 Master Plan Update. All demolition and removals at the SMC subject campuses for Project Alternative 2 are assumed to be identical to that proposed for the Project. Listed below is a summary of the net increase in gross square feet (OSF) of new and improved facilities (while also accounting for proposed building demolition and removals) for each of the subject SMC campuses (assigned square feet [ASF] is noted in parentheses) for Project Alternative 2:

- Main Campus: -101,830 OSF (64,729 ASF)

- AET Campus: 31,804 OSF (23,586 ASF)

• Olympic Shuttle Lot: 37,500 OSF (24,375 ASF)

•Performing Arts Campus: 44,329 OSF (25,326 ASF)

Traffic generation for Project Alternative 2 was estimated based on application of the site empirical trip rates identified in the Traffic Study for the 2010 Master Plan Update. A summary of the weekday trip generation forecast for Project Alternative 2 is presented Table VI.D-7. As shown, Project Alternative 2 is expected to generate 28 vehicle trips (23 inbound trips and 5 outbound trips) during the AM peak hour. During the PM peak hour, Project Alternative 2 is expected to generate 22 vehicle trips (10 inbound trips and 12 outbound trips). Over a 24-hour period, Project Alternative 2 is forecast to generate 276 additional daily trip ends during a typical weekday (approximately 138 inbound trips and 138 outbound trips).

Table VI.D-7

Weekday Project Alternative 2 Trip Generation[1]

Land Use	Net Increase Campus Size	Daily Trip Ends[2] Volumes	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Main Campus	(101,830) GSF	(2,374)	(201)	(38)	(239)	(82)	(96)	(178)
AET Campus	31,804 GSF	742	63	12	75	26	30	56
Olympic Shuttle Lot	37,500 GSF	874	74	14	88	30	36	66
Performing Arts Campus	44,329 GSF	1,034	87	17	104	36	42	78
Total SMC Campus Projects		**276**	**23**	**5**	**28**	**10**	**12**	**22**

Notes: GSF = Gross Square Feet

[1] Trip generation rates for the SMC project campuses were derived based on the existing weekday AM and PM peak period driveway counts conducted at the Main Campus, the AET Campus, the Olympic Shuttle Lot, and the Performing Arts Campus as well as inbound/outbound vehicles occupying the on-street parking spaces adjacent to the Main Campus. The existing weekday AM and PM peak period driveway counts and on-street in/out traffic counts were conducted by Accutek Traffic Data, Inc., on Tuesday, October 14, 2008 and Wednesday, October 15, 2008. Refer to the Traffic Study for a summary of the existing SMC project campuses driveway counts and on-street traffic counts for the Main Campus. The daily trips were based on machine driveway counts at each of the SMC project campuses and were adjusted to account for public on-street in/out volumes attributable to the SMC Main Campus.

The trip rates for the SMC project campuses are listed below:

- Daily Trip Rate: 23.31 trips/1 ,000 GSF of building area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 2.35 trips/1,000 GSF of building area: 84% inboundll6% outbound

- PM Peak Hour Trip Rate: 1.75 trips/1,000 GSF of building area: 46% inbound/54% outbound

[2] Trips are one-way traffic movements, entering or leaving.

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

The forecast of Project Alternative 2 weekend vehicular trips anticipated to be generated by the Performing Arts Campus are presented in Table VI.D-8. For Project Alternative 2, the Performing Arts Campus is expected to generate 66 net new vehicle trips (49 inbound trips and 17 outbound trips) during the weekend mid-day peak hour. Over a 24-hour period, the Performing Arts Campus is forecast to generate 660 net new daily trip ends during a typical weekend day (330 inbound trips and 330 outbound trips).

Table VI.D-8

Performing Arts Campus Weekend Project Alternative 2 Trip Generation[1]

Land Use	Net Increase Campus Size	Daily Trip Ends[2] Volumes	Saturday Mid-Day Peak Hour Volumes[2]		
			In	Out	Total
Performing Arts Campus	44,329 GSF	660	49	17	66
Total Performing Arts Campus Project		**660**	**49**	**17**	**66**

Notes: GSF = Gross Square Feet

[1] The trip generation rates were derived based on the existing weekend mid-day peak period driveway counts conducted at the Norton Simon Museum in Pasadena, California. The existing weekend mid-day peak period driveway counts were conducted by The Traffic Solution on Saturday, October 4, 2008 from 12:00 Noon to 2:00 PM.

Refer to the Traffic Study for a summary of the driveway traffic counts conducted for the Norton Simon Museum. The Saturday trip rates applied for the Performing Arts Campus are listed below:

- Saturday Daily Trip Rate: Not available; daily trips assumed to be ten times the Saturday

mid-day peak hour trips.

- Saturday Mid-day Peak Hour Trip Rate: 1.5 trip/1,000 GSF of building area;74% inbound/26% outbound.

[2] Trips are one-way traffic movements, entering or leaving.

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

The study intersections located in the City of Santa Monica were evaluated using the traffic analysis methodology and thresholds of significance utilized by the City of Santa Monica. Similarly, the study intersections located in the City of Los Angeles were evaluated using the traffic analysis methodology and thresholds of significance utilized by the City of Los Angeles. For those study intersections with joint jurisdictions (i.e., located in both Santa Monica and Los Angeles), the intersections were evaluated using the traffic study methodologies and thresholds of significance for both cities. The traffic impact analysis prepared for Project Alternative 2 evaluated the 117 study intersections located in the City of Santa Monica (including 111 study intersections situated within the City and six study intersections shared with the City of Los Angeles) using the Highway Capacity Manual (HCM) method of analysis and the City of Santa Monica significant traffic impact criteria for the weekday AM and PM peak hours. A total of 42 City of Santa Monica study intersections located in the vicinity of the Performing Arts Campus also were evaluated using the HCM method of analysis and City of Santa Monica significant traffic impact criteria for the weekend (i.e., Saturday) mid-day peak hour. The weekday and weekend traffic impact analysis summaries for the City of Santa Monica intersections are presented in Tables VI.D-9 and VI.D-10, respectively. The 17 study intersections located within the City of Los Angeles (and the six joint City of Santa Monica intersections) were evaluated using the Critical Movement Analysis (CMA) methodology and the City of Los Angeles Department of Transportation (LADOT) significant traffic impact criteria as summarized in Table VI.D-11.

Table VI.D-9
Summary of Volume to Capacity Ratios and Levels of Service
City of Santa Monica Intersections – Project Alternative 2
Weekday AM and PM Peak Hours

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
1	Ocean Avenue /	Arterial	AM	18	0.612	B	23	0.783	C	23	0.783	C	0	NO
	California Avenue		PM	41	0.987	D	75	1.203	E	75	1.203	E	0	NO
2	Ocean Avenue /	Arterial	AM	15	0.681	B	18	0.849	B	18	0.849	B	0	NO
	Wilshire Boulevard		PM	14	0.545	B	18	0.773	B	18	0.773	B	0	NO
3	Ocean Avenue-Neilson Way /	Arterial	AM	18	0.707	B	19	0.837	B	19	0.837	B	0	NO
	Pico Boulevard		PM	24	0.728	C	26	0.890	C	26	0.889	C	0	NO
4	Neilson Way /	Arterial	AM	5	0.469	A	5	0.551	A	5	0.551	A	0	NO
	Ocean Park Boulevard		PM	9	0.569	A	10	0.680	A	10	0.681	A	0	NO
5	Lincoln Boulevard /	Collector	AM	12	0.575	B	14	0.648	B	14	0.648	B	0	NO
	Montana Avenue		PM	13	0.595	B	16	0.689	B	16	0.689	B	0	NO
6	Lincoln Boulevard /	Arterial	AM	14	0.534	B	16	0.749	B	16	0.751	B	0	NO
	Wilshire Boulevard		PM	15	0.619	B	19	0.882	B	19	0.883	B	0	NO
7	Lincoln Boulevard /	Arterial	AM	14	0.607	B	18	0.761	B	18	0.761	B	0	NO
	Arizona Avenue		PM	21	0.710	C	32	0.902	C	32	0.902	C	0	NO
8	Lincoln Boulevard /	Arterial	AM	20	0.631	C	26	0.817	C	27	0.833	C	1	NO
	Santa Monica Boulevard		PM	25	0.787	C	55	1.027	D	59	1.044	E	4	YES
9	Lincoln Boulevard /	Arterial	AM	11	0.553	B	22	0.851	C	22	0.855	C	0	NO
	Broadway		PM	17	0.678	B	48	1.315	D	49	1.323	D	1	NO
10	Lincoln Boulevard /	Arterial	AM	23	0.829	C	57	1.055	E	60	1.069	E	3	YES
	Colorado Avenue		PM	23	0.790	C	72	1.150	E	74	1.157	E	2	YES
11	Lincoln Boulevard / Olympic Boulevard	Arterial	AM	27	0.860	C	34	0.961	C	35	0.966	C	1	NO
	(westbound)		PM	30	0.909	C	54	1.047	D	55	1.053	E	1	YES
12	Lincoln Boulevard /	Arterial	AM	25	0.881	C	37	0.999	D	36	0.994	D	-1	NO
	Olympic Boulevard (eastbound)		PM	19	0.739	B	26	0.911	C	26	0.915	C	0	NO
13	Lincoln Boulevard /	Arterial	AM	41	0.964	D	98	1.199	F	95	1.186	F	-0.013	NO
	Pico Boulevard		PM	32	0.892	C	74	1.135	E	73	1.135	E	-1	NO
14	Lincoln Boulevard /	Arterial	AM	4	0.632	A	5	0.777	A	5	0.774	A	0	NO
	Pearl Street		PM	3	0.519	A	4	0.677	A	4	0.676	A	0	NO
15	Lincoln Boulevard /	Arterial	AM	41	0.976	D	78	1.159	E	78	1.160	E	0	NO
	Ocean Park Boulevard		PM	46	1.007	D	104	1.242	F	104	1.242	F	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
16	9th Street / Arizona Avenue [b]	Feeder	AM PM	11 13	n/a n/a	B B	12 15	n/a n/a	B C	12 15	n/a n/a	B C	0 0	NO NO
17	9th Street / Santa Monica Boulevard [b]	Arterial	AM PM	16 20	n/a n/a	C C	22 40	n/a n/a	C E	23 42	n/a n/a	C E	1 2	NO YES
18	10th Street / California Avenue [c]	Arterial	AM PM	8 9	0.186 0.261	A A	8 9	0.205 0.293	A A	8 9	0.205 0.293	A A	0 0	NO NO
19	10th Street / Wilshire Boulevard [b, d]	Arterial	AM PM	39 107	n/a n/a	E F	307 ***	0.430 0.513	F F	310 ***	0.431 0.513	F F	0.001 0	NO NO
20	10th Street / Arizona Avenue [c]	Feeder	AM PM	8 9	0.223 0.371	A A	9 11	0.306 0.483	A B	9 11	0.306 0.483	A B	0 0	NO NO
21	10th Street / Santa Monica Boulevard [b]	Arterial	AM PM	21 19	n/a n/a	C C	37 37	n/a n/a	E E	39 39	n/a n/a	E E	2 2	YES YES
22	10th Street / Broadway [b]	Collector	AM PM	15 16	n/a n/a	C C	24 34	n/a n/a	C D	24 34	n/a n/a	C D	0 0	NO NO
23	10th Street / Colorado Avenue [b]	Arterial	AM PM	12 13	n/a n/a	B B	12 14	n/a n/a	B B	12 14	n/a n/a	B B	0 0	NO NO
24	11th Street / Montana Avenue	Collector	AM PM	13 15	0.602 0.664	B B	14 17	0.681 0.737	B B	14 17	0.679 0.735	B B	0 0	NO NO
25	11th Street / California Avenue [c]	Collector	AM PM	14 13	0.618 0.579	B B	16 15	0.693 0.656	C C	16 15	0.688 0.653	C C	0 0	NO NO
26	11th Street / Wilshire Boulevard	Arterial	AM PM	13 12	0.506 0.497	B B	13 12	0.642 0.651	B B	13 12	0.642 0.650	B B	0 0	NO NO
27	11th Street / Arizona Avenue	Collector	AM PM	12 14	0.432 0.494	B B	15 16	0.524 0.590	B B	15 16	0.529 0.590	B B	0 0	NO NO
28	11th Street / Santa Monica Boulevard	Arterial	AM PM	16 16	0.489 0.512	B B	17 17	0.656 0.694	B B	17 18	0.658 0.707	B B	0 1	NO NO
29	11th Street / Broadway	Collector	AM PM	17 18	0.666 0.662	B B	25 30	0.862 0.905	C C	25 30	0.870 0.906	C C	0 0	NO NO
30	11th Street / Colorado Avenue	Arterial	AM PM	16 20	0.577 0.788	B B	58 100	1.053 1.267	E F	60 101	1.065 1.272	E F	2 0.005	YES YES
31	11th Street / Olympic Boulevard (westbound)	Arterial	AM PM	14 16	0.769 0.674	B B	16 17	0.833 0.732	B B	16 17	0.841 0.735	B B	0 0	NO NO
32	11th Street / Olympic Boulevard (eastbound)	Arterial	AM PM	8 9	0.644 0.684	A A	9 10	0.697 0.742	A A	9 10	0.704 0.746	A A	0 0	NO NO
33	12th Street / Arizona Avenue [b]	Feeder	AM PM	11 12	n/a n/a	B B	12 14	n/a n/a	B B	12 14	n/a n/a	B B	0 0	NO NO

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
34	12^{th} Street /	Arterial	AM	21	n/a	C	69	0.379	F	78	0.382	F	0.003	NO
	Santa Monica Boulevard [b, d]		PM	25	n/a	C	182	0.429	F	200	0.434	F	0.005	YES
35	Euclid Street /	Arterial	AM	9	0.477	A	9	0.617	A	9	0.617	A	0	NO
	Wilshire Boulevard		PM	9	0.551	A	10	0.714	A	10	0.715	A	0	NO
36	Euclid Street /	Feeder	AM	11	n/a	B	13	n/a	B	13	n/a	B	0	NO
	Arizona Avenue [b]		PM	13	n/a	B	17	n/a	C	17	n/a	C	0	NO
37	Euclid Street /	Arterial	AM	20	n/a	C	51	0.360	F	55	0.363	F	0.003	NO
	Santa Monica Boulevard [b, d]		PM	25	n/a	C	157	0.446	F	170	0.451	F	0.005	YES
38	14^{th} Street /	Collector	AM	21	0.801	C	29	0.912	C	29	0.912	C	0	NO
	Montana Avenue		PM	15	0.662	B	17	0.743	B	17	0.742	B	0	NO
39	14^{th} Street /	Arterial	AM	13	0.549	B	14	0.699	B	14	0.699	B	0	NO
	Wilshire Boulevard		PM	13	0.580	B	15	0.755	B	15	0.755	B	0	NO
40	14^{th} Street /	Collector	AM	13	0.499	B	16	0.591	B	16	0.593	B	0	NO
	Arizona Avenue		PM	16	0.625	B	20	0.762	C	20	0.764	C	0	NO
41	14^{th} Street /	Arterial	AM	15	0.447	B	16	0.613	B	16	0.612	B	0	NO
	Santa Monica Boulevard		PM	15	0.509	B	16	0.718	B	16	0.719	B	0	NO
42	14^{th} Street /	Collector	AM	15	0.599	B	19	0.736	B	20	0.747	B	1	NO
	Broadway		PM	18	0.697	B	31	0.939	C	31	0.940	C	0	NO
43	14^{th} Street /	Arterial	AM	15	0.527	B	24	0.889	C	24	0.888	C	0	NO
	Colorado Avenue		PM	17	0.582	B	28	0.901	C	28	0.903	C	0	NO
44	14^{th} Street /	Arterial	AM	16	0.591	B	18	0.679	B	18	0.691	B	0	NO
	Olympic Boulevard		PM	15	0.490	B	16	0.554	B	16	0.554	B	0	NO
45	14^{th} Street /	Collector	AM	9	0.472	A	10	0.513	A	10	0.512	A	0	NO
	Michigan Avenue		PM	13	0.573	B	14	0.624	B	14	0.621	B	0	NO
46	14^{th} Street /	Arterial	AM	23	0.566	C	23	0.674	C	23	0.673	C	0	NO
	Pico Boulevard		PM	25	0.714	C	30	0.928	C	30	0.921	C	0	NO
47	14^{th} Street /	Feeder	AM	15	n/a	B	16	n/a	C	16	n/a	C	0	NO
	Bay Street [b]		PM	11	n/a	B	11	n/a	B	11	n/a	B	0	NO
48	14^{th} Street /	Feeder	AM	10	0.495	B	11	0.536	B	11	0.537	B	0	NO
	Grant Street [c]		PM	12	0.582	B	12	0.630	B	13	0.631	B	1	NO
49	14^{th} Street /	Feeder	AM	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
	Pacific Street [b]		PM	14	n/a	B	15	n/a	B	15	n/a	B	0	NO
50	14^{th} Street /	Feeder	AM	12	0.513	B	14	0.609	B	14	0.609	B	0	NO
	Pearl Street [c]		PM	13	0.667	B	18	0.791	C	18	0.791	C	0	NO
51	14^{th} Street /	Feeder	AM	10	0.432	A	10	0.467	B	10	0.469	B	0	NO
	Cedar Street [c]		PM	10	0.490	B	11	0.530	B	11	0.531	B	0	NO
52	14^{th} Street /	Feeder	AM	10	0.421	A	10	0.457	A	10	0.458	A	0	NO
	Pine Street [b]		PM	10	0.491	B	11	0.532	B	11	0.533	B	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
53	14th Street /	Feeder	AM	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
	Maple Street [b]		PM	13	n/a	B	14	n/a	B	14	n/a	B	0	NO
54	14th Street /	Arterial	AM	12	0.535	B	13	0.610	B	13	0.615	B	0	NO
	Ocean Park Boulevard		PM	23	0.806	C	30	0.895	C	30	0.897	C	0	NO
55	16th Street /	Arterial	AM	20	0.695	B	22	0.813	C	22	0.800	C	0	NO
	Pico Boulevard		PM	15	0.512	B	14	0.602	B	14	0.597	B	0	NO
56	16th Street /	Feeder	AM	13	0.555	B	16	0.652	C	16	0.651	C	0	NO
	Pearl Street [c]		PM	9	0.318	A	10	0.372	B	10	0.371	B	0	NO
57	16th Street /	Arterial	AM	63	n/a	F	145	0.589	F	149	0.590	F	0.001	NO
	Ocean Park Boulevard [b, d]		PM	106	n/a	F	245	0.583	F	248	0.585	F	0.002	NO
58	17th Street /	Arterial	AM	13	0.407	B	14	0.490	B	14	0.495	B	0	NO
	Olympic Boulevard		PM	13	0.465	B	14	0.560	B	14	0.562	B	0	NO
59	17th Street /	Feeder	AM	9	0.324	A	10	0.386	B	10	0.381	B	0	NO
	Delaware Avenue [c]		PM	10	0.494	B	12	0.604	B	12	0.601	B	0	NO
60	17th Street /	Arterial	AM	20	0.623	C	17	0.574	B	18	0.561	B	1	NO
	Pico Boulevard		PM	17	0.509	B	14	0.583	B	14	0.577	B	0	NO
61	17th Street /	Feeder	AM	11	0.499	B	13	0.582	B	13	0.582	B	0	NO
	Pearl Street [c]		PM	9	0.356	A	11	0.494	B	10	0.491	B	-1	NO
62	17th Street /	Arterial	AM	12	0.702	B	14	0.787	B	14	0.788	B	0	NO
	Ocean Park Boulevard		PM	9	0.664	A	10	0.749	B	10	0.751	B	0	NO
63	18th Street /	Arterial	AM	20	n/a	C	30	n/a	D	29	n/a	D	-1	NO
	Pico Boulevard [b, d]		PM	24	n/a	C	50	0.444	E	48	0.439	E	-2	NO
64	18th Court /	Arterial	AM	12	0.342	B	16	0.499	B	14	0.430	B	-2	NO
	Pico Boulevard		PM	14	0.444	B	25	0.586	C	23	0.548	C	-2	NO
65	18th Street (west intersection) /	Arterial	AM	26	n/a	D	39	n/a	E	39	n/a	E	0	NO
	Ocean Park Boulevard [b, d]		PM	39	n/a	E	65	0.631	F	65	0.632	F	0.001	NO
66	18th Street (east intersection) /	Arterial	AM	39	n/a	E	55	0.621	F	56	0.623	F	0.002	NO
	Ocean Park Boulevard [b, d]		PM	80	n/a	F	124	0.695	F	125	0.696	F	0.001	NO
67	19th Street /	Arterial	AM	19	n/a	C	35	n/a	D	31	n/a	D	-4	NO
	Pico Boulevard [b, d]		PM	22	n/a	C	51	0.433	F	48	0.430	E	-0.003	NO
68	20th Street /	Arterial	AM	17	0.772	B	60	1.453	E	60	1.411	E	0	NO
	Wilshire Boulevard		PM	18	0.805	B	53	1.596	D	55	1.602	D	2	NO
69	20th Street /	Arterial	AM	14	0.460	B	35	1.119	D	34	1.091	C	-1	NO
	Santa Monica Boulevard		PM	14	0.474	B	33	1.320	C	33	1.316	C	0	NO
70	20th Street /	Collector	AM	16	0.510	B	20	0.843	B	20	0.842	B	0	NO
	Broadway		PM	16	0.547	B	25	0.904	C	25	0.902	C	0	NO
71	20th Street /	Arterial	AM	13	0.353	B	15	0.497	B	15	0.497	B	0	NO
	Colorado Avenue		PM	14	0.504	B	19	0.823	B	19	0.821	B	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
72	20th Street /	Arterial	AM	30	0.900	C	61	1.084	E	61	1.081	E	0	NO
	Olympic Boulevard		PM	27	0.861	C	41	1.017	D	41	1.016	D	0	NO
73	20th Street / I-10 Freeway	Collector	AM	10	n/a	B	12	n/a	B	11	n/a	B	-1	NO
	westbound On-Ramp		PM	14	n/a	B	22	n/a	C	21	n/a	C	-1	NO
74	20th Street / I-10 Freeway	Collector	AM	17	0.649	B	23	0.854	C	23	0.854	C	0	NO
	eastbound Off-Ramp		PM	16	0.494	B	16	0.578	B	16	0.574	B	0	NO
75	20th Street /	Collector	AM	11	0.443	B	11	0.536	B	11	0.533	B	0	NO
	Delaware Avenue		PM	10	0.600	B	11	0.705	B	11	0.700	B	0	NO
76	20th Street /	Collector	AM	17	n/a	C	26	n/a	D	25	n/a	C	-1	NO
	Virginia Avenue [b]		PM	13	n/a	B	18	n/a	C	18	n/a	C	0	NO
77	20th Street /	Arterial	AM	22	0.776	C	33	0.948	C	30	0.925	C	-3	NO
	Pico Boulevard		PM	23	0.761	C	36	0.973	D	33	0.930	C	-3	NO
78	20th Street /	Collector	AM	17	0.615	C	51	0.991	F	36	0.908	E	-0.083	NO
	Pearl Street [c]		PM	30	0.955	D	108	1.381	F	100	1.338	F	-0.043	NO
79	20th Street /	Arterial	AM	10	0.813	A	26	0.997	C	23	0.983	C	-3	NO
	Ocean Park Boulevard		PM	15	0.842	B	37	1.032	D	35	1.023	D	-2	NO
80	21st Street /	Arterial	AM	48	n/a	E	234	0.582	F	187	0.557	F	-0.025	NO
	Pico Boulevard [b, d]		PM	54	n/a	F	280	0.630	F	237	0.617	F	-0.013	NO
81	21st Street /	Feeder	AM	10	0.351	A	11	0.394	B	10	0.385	B	-1	NO
	Pearl Street [c]		PM	10	0.315	A	10	0.391	B	10	0.369	B	0	NO
82	21st Street /	Arterial	AM	27	0.922	C	56	1.086	E	55	1.076	D	-1	NO
	Ocean Park Boulevard		PM	16	0.854	B	36	1.028	D	35	1.024	D	-1	NO
83	22nd Street /	Arterial	AM	18	n/a	C	25	n/a	D	24	n/a	C	-1	NO
	Pico Boulevard [b]		PM	20	n/a	C	33	n/a	D	31	n/a	D	-2	NO
84	22nd Street /	Feeder	AM	9	0.281	A	9	0.320	A	9	0.294	A	0	NO
	Pearl Street [c]		PM	9	0.257	A	9	0.329	A	9	0.311	A	0	NO
85	22nd Street /	Arterial	AM	22	n/a	C	31	n/a	D	30	n/a	D	-1	NO
	Ocean Park Boulevard [b]		PM	25	n/a	C	36	n/a	E	36	n/a	E	0	NO
86	23rd Street /	Arterial	AM	35	0.667	C	64	0.830	E	58	0.825	E	-6	NO
	Pico Boulevard		PM	34	0.732	C	27	0.999	C	26	0.986	C	-1	NO
87	23rd Street /	Collector	AM	15	0.719	C	35	0.994	E	32	0.965	D	-3	NO
	Pearl Street [c]		PM	17	0.622	C	57	1.030	F	50	0.996	E	-0.034	NO
88	23rd Street /	Arterial	AM	57	1.075	E	143	1.349	F	142	1.347	F	-0.002	NO
	Ocean Park Boulevard		PM	67	1.108	E	180	1.412	F	179	1.407	F	-0.005	NO
89	Cloverfield Boulevard / Santa	Arterial	AM	18	0.560	B	31	0.944	C	32	0.949	C	1	NO
	Monica Boulevard		PM	18	0.619	B	41	1.026	D	41	1.028	D	0	NO
90	Cloverfield Boulevard /	Arterial	AM	31	0.859	C	52	1.052	D	54	1.059	D	2	NO
	Olympic Boulevard		PM	30	0.830	C	53	1.054	D	54	1.060	D	1	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
91	Cloverfield Boulevard / I-10 Freeway westbound Off-Ramp	Arterial	AM PM	36 17	1.003 0.672	D B	154 24	1.381 0.907	F C	161 24	1.395 0.914	F C	0.014 0	YES NO
92	Cloverfield Boulevard / I-10 Freeway eastbound On-Ramp – Delaware Avenue	Arterial	AM PM	20 9	0.907 0.606	B A	47 16	1.094 0.887	D B	46 15	1.086 0.865	D B	-1 -1	NO NO
93	Cloverfield Boulevard / Virginia Avenue	Arterial	AM PM	7 7	0.584 0.649	A A	9 11	0.706 0.834	A B	9 11	0.699 0.819	A B	0 0	NO NO
94	Cloverfield Boulevard / Pico Boulevard	Arterial	AM PM	26 27	0.771 0.741	C C	35 36	0.937 0.917	C D	34 34	0.924 0.898	C C	-1 -2	NO NO
95	Cloverfield Boulevard / Pearl Street [b]	Collector	AM PM	11 16	0.432 0.718	B C	14 33	0.610 0.972	B D	14 30	0.612 0.951	B D	0 -3	NO NO
96	Cloverfield Boulevard / Ocean Park Boulevard	Arterial	AM PM	99 187	0.892 1.255	F F	131 227	0.964 1.328	F F	129 226	0.964 1.327	F F	0 -0.001	NO NO
97	26th Street / Wilshire Boulevard	Arterial	AM PM	33 44	0.938 0.989	C D	74 117	1.115 1.202	E F	74 117	1.114 1.202	E F	0 0	NO NO
98	26th Street / Santa Monica Boulevard	Arterial	AM PM	19 19	0.782 0.696	B B	39 61	1.011 1.664	D E	39 61	1.011 1.664	D E	0 0	NO NO
99	26th Street / Colorado Avenue	Arterial	AM PM	16 17	0.571 0.723	B B	20 29	0.791 0.975	B C	23 29	0.888 0.982	C C	3 0	NO NO
100	26th Street / Pennsylvania Avenue	Arterial	AM PM	8 16	0.405 0.483	A B	8 16	0.435 0.529	A B	8 16	0.435 0.565	A B	0 0	NO NO
101	26th Street / Olympic Boulevard	Arterial	AM PM	21 24	0.721 0.726	C C	24 29	0.823 0.857	C C	27 30	0.873 0.879	C C	3 1	NO NO
102	Steward Street / Colorado Avenue	Collector	AM PM	20 18	0.764 0.750	C B	30 29	0.947 0.964	C C	33 29	0.974 0.963	C C	3 0	NO NO
103	Stewart Street / Pennsylvania Avenue [b]	Collector	AM PM	10 13	n/a n/a	B B	11 14	n/a n/a	B B	11 15	n/a n/a	B B	0 1	NO NO
104	Stewart Street / Nebraska Avenue [b]	Collector	AM PM	15 19	n/a n/a	B C	24 28	n/a n/a	C D	21 27	n/a n/a	C D	-3 -1	NO NO
105	Stewart Street / Olympic Boulevard	Arterial	AM PM	23 25	0.621 0.778	C C	22 27	0.816 0.847	C C	22 28	0.708 0.869	C C	0 1	NO NO
106	Stewart Street / Exposition Boulevard [c]	Collector	AM PM	41 19	1.008 0.769	E C	81 25	1.251 0.887	F C	92 26	1.300 0.912	F D	0.049 1	YES YES
107	Stewart Street-28th Street / Pico Boulevard	Arterial	AM PM	11 16	0.620 0.757	B B	20 25	1.028 0.914	B C	20 25	1.043 0.915	C C	0 0	NO NO
108	Yale Street / Santa Monica Boulevard	Arterial	AM PM	12 13	0.540 0.577	B B	13 15	0.733 0.813	B B	13 15	0.732 0.813	B B	0 0	NO NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2Traffic Conditions			Change in V/C or Delay	Significant Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No[a]
109	Yale Street / Colorado Avenue [b, d]	Arterial	AM PM	24 44	n/a n/a	C E	99 320	0.667 0.807	F F	108 341	0.676 0.811	F F	0.009 0.004	YES NO
110	I-10 Freeway eastbound Off-Ramp-34th Street / Pico Boulevard	Arterial	AM PM	18 15	0.611 0.692	B B	20 19	0.762 0.862	C B	20 19	0.758 0.859	C B	0 0	NO NO
111	Centinela Avenue / Olympic Boulevard (west intersection) [e]	Arterial	AM PM	9 13	0.602 0.700	A B	11 18	0.760 0.891	B B	11 19	0.772 0.897	B B	0 1	NO NO
112	Centinela Avenue / Olympic Boulevard (east intersection) [e]	Arterial	AM PM	18 12	0.762 0.952	B B	56 196	1.406 2.643	E F	57 198	1.415 2.668	E F	1 0.025	YES YES
113	Centinela Avenue / Exposition Boulevard [b, d, e]	Arterial	AM PM	22 20	n/a n/a	C C	88 141	1.100 0.825	F F	98 150	1.126 0.830	F F	0.026 0.005	YES YES
114	Centinela Avenue / I-10 Freeway westbound Ramps [e]	Arterial	AM PM	37 34	0.943 0.926	D C	150 195	1.404 1.518	F F	156 200	1.419 1.529	F F	0.015 0.011	YES YES
115	Carmelina Avenue – Centinela Avenue / Pico Boulevard [e]	Arterial	AM PM	17 17	0.700 0.735	B B	32 50	1.058 1.205	C D	32 50	1.062 1.207	C D	0 0	NO NO
116	Centinela Avenue / I-10 Freeway eastbound On-Ramp [e]	Arterial	AM PM	12 9	0.636 0.579	B A	17 18	0.803 0.911	B B	17 18	0.803 0.912	B B	0 0	NO NO
132	26th Street / Montana Avenue	Collector	AM PM	17 36	0.672 1.055	B D	19 68	0.768 1.327	B E	19 68	0.769 1.328	B E	0 0	NO NO

Notes:
**Reported average control delay values in seconds per vehicle.*
****Oversaturated Conditions. Delay cannot be calculated*
[a] City of Santa Monica intersection impact threshold criteria is as shown in Table IV.J-4.
[b] Stop controlled intersection on the minor approaches.
[c] Stop controlled intersection on all approaches.
[d] This stop controlled intersection is forecast to operate at LOS F in the future and was analyzed as signalized to calculate the V/C increment required by the City of Santa Monica's impact threshold criteria for intersections operating at LOS F.
[e] Shared City of Santa Monica and City of Los Angeles study intersection.
Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Table VI.D-10
Summary of Volume to Capacity Ratios and Levels of Service
City of Santa Monica Intersections – Project Alternative 2
Weekend Mid-Day Peak Hour

No.	Key Intersection	Class	Time Period	1			2			3				
				Existing Traffic Conditions			Year 2017 Background Traffic Conditions			Year 2017 Plus Project Alternative 2 Traffic Conditions			Change in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No [a]
1	Ocean Avenue / California Avenue	Arterial	Midday	22	0.684	C	36	0.940	D	37	0.948	D	1	NO
2	Ocean Avenue / Wilshire Boulevard	Arterial	Midday	14	0.450	B	17	0.701	B	17	0.704	B	0	NO
5	Lincoln Boulevard / Montana Avenue	Collector	Midday	12	0.558	B	14	0.646	B	14	0.646	B	0	NO
6	Lincoln Boulevard / Wilshire Boulevard	Arterial	Midday	14	0.561	B	18	0.838	B	18	0.842	B	0	NO
7	Lincoln Boulevard / Arizona Avenue	Arterial	Midday	18	0.654	B	25	0.858	C	25	0.858	C	0	NO
8	Lincoln Boulevard / Santa Monica Boulevard	Arterial	Midday	26	0.767	C	135	1.006	F	137	1.007	F	0.001	NO
9	Lincoln Boulevard / Broadway	Arterial	Midday	19	0.807	B	69	1.492	E	69	1.494	E	0	NO
10	Lincoln Boulevard / Colorado Avenue	Arterial	Midday	24	0.838	C	52	1.070	D	53	1.072	D	1	NO
11	Lincoln Boulevard / Olympic Boulevard (westbound)	Arterial	Midday	25	0.826	C	41	1.000	D	41	1.001	D	0	NO
12	Lincoln Boulevard / Olympic Boulevard (EB)	Arterial	Midday	20	0.761	B	26	0.920	C	26	0.922	C	0	NO
16	9th Street / Arizona Avenue [b]	Feeder	Midday	12	n/a	B	14	n/a	B	14	n/a	B	0	NO
17	9th Street / Santa Monica Boulevard [b]	Arterial	Midday	21	n/a	C	44	n/a	E	45	n/a	E	1	YES
18	10th Street / California Avenue [c]	Arterial	Midday	8	0.199	A	9	0.284	A	9	0.285	A	0	NO
19	10th Street / Wilshire Boulevard [b, d]	Arterial	Midday	89	n/a	F	922	0.521	F	928	0.521	F	0	NO
20	10th Street / Arizona Avenue [c]	Feeder	Midday	9	0.301	A	10	0.411	A	10	0.411	A	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2 Traffic Conditions			Change in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No [a]
21	10th Street / Santa Monica Boulevard [b]	Arterial	Midday	22	n/a	C	42	n/a	E	43	n/a	E	1	YES
22	10th Street / Broadway [b]	Collector	Midday	14	n/a	B	24	n/a	C	24	n/a	C	0	NO
23	10th Street / Colorado Avenue [b]	Arterial	Midday	12	n/a	B	12	n/a	B	12	n/a	B	0	NO
24	11th Street / Montana Avenue	Collector	Midday	11	0.580	B	12	0.651	B	12	0.652	B	0	NO
25	11th Street / California Avenue [c]	Collector	Midday	11	0.388	B	12	0.451	B	12	0.452	B	0	NO
26	11th Street / Wilshire Boulevard	Arterial	Midday	10	0.493	B	11	0.632	B	11	0.634	B	0	NO
27	11th Street / Arizona Avenue	Collector	Midday	14	0.449	B	15	0.547	B	16	0.550	B	1	NO
28	11th Street / Santa Monica Boulevard	Arterial	Midday	14	0.470	B	15	0.615	B	15	0.622	B	0	NO
29	11th Street / Broadway	Collector	Midday	16	0.566	B	22	0.787	C	22	0.789	C	0	NO
30	11th Street / Colorado Avenue	Arterial	Midday	15	0.481	B	22	0.827	C	22	0.827	C	0	NO
31	11th Street / Olympic Boulevard (WB)	Arterial	Midday	12	0.436	B	12	0.482	B	12	0.485	B	0	NO
32	11th Street / Olympic Boulevard (EB)	Arterial	Midday	5	0.366	A	5	0.403	A	5	0.404	A	0	NO
33	12th Street / Arizona Avenue [b]	Feeder	Midday	12	n/a	B	13	n/a	B	13	n/a	B	0	NO
34	12th Street / Santa Monica Boulevard [b, d]	Arterial	Midday	22	n/a	C	58	0.393	F	60	0.398	F	0.005	YES
35	Euclid Street / Wilshire Boulevard	Arterial	Midday	10	0.562	B	11	0.713	B	11	0.715	B	0	NO
36	Euclid Street / Arizona Avenue [b]	Feeder	Midday	13	n/a	B	15	n/a	C	15	n/a	C	0	NO
37	Euclid Street / Santa Monica Boulevard [b, d]	Arterial	Midday	29	n/a	D	128	0.408	F	138	0.413	F	0.005	YES
38	14th Street / Montana Avenue	Collector	Midday	14	0.648	B	16	0.727	B	16	0.727	B	0	NO
39	14th Street / Wilshire Boulevard	Arterial	Midday	13	0.559	B	15	0.729	B	15	0.730	B	0	NO

No.	Key Intersection	Class	Time Period	1 Existing Traffic Conditions			2 Year 2017 Background Traffic Conditions			3 Year 2017 Plus Project Alternative 2 Traffic Conditions			Change in V/C or Delay	Signif. Impact
				Delay*	V/C	LOS	Delay*	V/C	LOS	Delay*	V/C	LOS	(3-2)	Yes/No [a]
40	14th Street / Arizona Avenue	Collector	Midday	13	0.443	B	15	0.543	B	15	0.543	B	0	NO
41	14th Street / Santa Monica Boulevard	Arterial	Midday	14	0.485	B	15	0.626	B	15	0.631	B	0	NO
43	14th Street / Colorado Avenue	Arterial	Midday	15	0.429	B	17	0.660	B	17	0.660	B	0	NO
69	20th Street / Santa Monica Boulevard	Arterial	Midday	14	0.527	B	22	0.999	C	22	1.000	C	0	NO
73	20th Street / I-10 Freeway westbound On-Ramp	Collector	Midday	10	n/a	A	11	n/a	B	11	n/a	B	0	NO
74	20th Street / I-10 Freeway eastbound Off-Ramp	Collector	Midday	10	0.286	A	13	0.401	B	13	0.401	B	0	NO
91	Cloverfield Boulevard / 1-10 Freeway westbound Off-Ramp	Arterial	Midday	17	0.609	B	36	0.996	D	37	0.999	D	1	NO
92	Cloverfield Boulevard / I-10 Freeway eastbound On-Ramp – Delaware Avenue	Arterial	Midday	15	0.779	B	32	1.011	C	33	1.012	C	1	NO

Notes:
**Reported average control delay values in seconds per vehicle.*
****Oversaturated Conditions. Delay cannot be calculated*
[a] City of Santa Monica intersection impact threshold criteria is as shown in Table IV.J-4.
[b] Stop controlled intersection on the minor approaches.
[c] Stop controlled intersection on all approaches.
[d] This stop controlled intersection is forecast to operate at LOS F in the future and was analyzed as signalized to calculate the V/C increment required by the City of Santa Monica's impact threshold criteria for intersections operating at LOS F.
Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Table VI.D-11
Summary of Volume to Capacity Ratios and Levels of Service –
City of Los Angeles – Project Alternative 2 - Weekday AM and PM Peak Hours

No.	Key Intersection	Class.	Time Period	1 Existing Traffic Conditions		2 Year 2017 Traffic Conditions		3 Year 2017 Project Alternative 2 Traffic Conditions		Change in V/C	Signif. Impact
				V/C	LOS	V/C	LOS	V/C	LOS	(3-2)	Yes/No [a]
111	Centinela Avenue / Olympic Boulevard (west intersection) [b, c]	Arterial	AM	0.625	B	0.774	C	0.787	C	0.013	NO
			PM	0.753	C	0.945	E	0.952	E	0.007	NO
112	Centinela Avenue / Olympic Boulevard (east intersection) [b, c]	Arterial	AM	0.646	B	0.977	E	0.986	E	0.009	NO
			PM	0.641	B	1.199	F	1.204	F	0.005	NO
113	Centinela Avenue / Exposition Boulevard [b, d]	Arterial	AM	1.223	F	1.426	F	1.444	F	0.018	YES
			PM	0.926	E	1.237	F	1.248	F	0.011	YES
114	Centinela Avenue / I-10 Freeway westbound Ramps [b, c]	Arterial	AM	0.985	E	1.470	F	1.488	F	0.018	YES
			PM	0.961	E	1.590	F	1.603	F	0.013	YES
115	Carmelina Avenue-Centinela Avenue / Pico Boulevard [b, c]	Arterial	AM	0.714	C	0.868	D	0.869	D	0.001	NO
			PM	0.751	C	1.015	F	1.017	F	0.002	NO
116	Centinela Avenue / I-10 Freeway EB On-Ramp [b, c]	Arterial	AM	0.594	A	0.738	C	0.738	C	0.000	NO
			PM	0.533	A	0.849	D	0.849	D	0.000	NO
117	Lincoln Boulevard / Rose Avenue [e, f]	Arterial	AM	0.816	D	0.988	E	0.987	E	-0.001	NO
			PM	0.843	D	1.045	F	1.045	F	0.000	NO
118	Lincoln Boulevard / Venice Boulevard [e, f]	Arterial	AM	0.761	C	0.949	E	0.950	E	0.001	NO
			PM	0.850	D	1.085	F	1.085	F	0.000	NO
119	Walgrove Avenue / Rose Avenue [e, f]	Arterial	AM	1.133	F	1.382	F	1.380	F	-0.002	NO
			PM	0.973	E	1.226	F	1.224	F	-0.002	NO
120	Walgrove Avenue / Venice Boulevard [e, f]	Arterial	AM	0.756	C	1.001	F	1.001	F	0.000	NO
			PM	0.844	D	0.020	F	1.118	F	-0.002	NO
121	Bundy Drive / Wilshire Boulevard [c, e]	Arterial	AM	0.868	D	1.065	F	1.063	F	-0.002	NO
			PM	1.153	F	1.499	F	1.498	F	-0.001	NO
122	Bundy Drive / Santa Monica Boulevard [c, e]	Arterial	AM	0.570	A	0.759	C	0.764	C	0.005	NO
			PM	0.698	B	1.054	F	1.056	F	0.002	NO
123	Bundy Drive / Idaho Avenue [c, e]	Arterial	AM	0.639	B	0.859	D	0.864	D	0.005	NO
			PM	0.778	C	1.071	F	1.073	F	0.002	NO
124	Bundy Drive / Nebraska Avenue [d, e]	Arterial	AM	0.602	B	0.780	C	0.782	C	0.002	NO
			PM	0.726	C	0.964	E	0.965	E	0.001	NO
125	Bundy Drive / Olympic Boulevard [c, e]	Arterial	AM	0.925	E	1.244	F	1.257	F	0.013	YES
			PM	0.944	E	1.322	F	1.324	F	0.000	NO
126	Bundy Drive / Pico Boulevard [c, e]	Arterial	AM	0.869	D	1.125	F	1.130	F	0.005	NO
			PM	1.075	F	1.461	F	1.465	F	0.004	NO
127	Bundy Drive / I-10 Freeway eastbound On-Ramp [c, e]	Arterial	AM	0.707	C	0.965	E	0.971	E	0.006	NO
			PM	0.750	C	1.115	F	1.119	F	0.004	NO
128	Bundy Drive /	Arterial	AM	0.933	E	1.014	F	1.010	F	-0.004	NO

	Ocean Park Boulevard [c, e]		PM	1.072	F	1.298	F	1.297	F	-0.001	NO
129	Bundy Drive / National Boulevard [c, e]	Arterial	AM PM	0.904 0.862	E D	1.035 1.003	F F	1.037 1.004	F F	0.002 0.001	NO NO
130	Bundy Drive / Airport Avenue [c, e]	Arterial	AM PM	0.713 0.853	C D	0.830 1.059	D F	0.831 1.060	D F	0.001 0.001	NO NO
131	Centinela Avenue / Venice Boulevard [c, f]	Arterial	AM PM	0.861 0.941	D E	1.034 1.146	F F	1.035 1.145	F F	0.001 -0.001	NO NO
133	Barrington Avenue / Olympic Boulevard [c, e]	Arterial	AM PM	0.853 0.847	D D	0.936 1.069	E F	0.938 1.071	E F	0.002 0.002	NO NO
134	Barrington Avenue / Pico Boulevard [c, e]	Arterial	AM PM	0.723 0.825	C D	0.832 0.937	D E	0.833 0.937	D E	0.001 0.000	NO NO

Notes:

[a] City of Los Angeles intersection impact threshold criteria is as shown in Table IV.J-5.

[b] Shared City of Santa Monica and City of Los Angeles study intersection.

[c] This intersection currently operates under the ATSAC system. This intersection is planned to operate under the ATSAC/ATCS system in the future.

[d] The stop controlled intersection was analyzed as a signalized intersection with a capacity of 1,200 to determine the V/C.

[e] City of Los Angeles study intersection.

[f] This intersection currently operates under the ATSAC/ATCS system.

Source: Linscott, Law, & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

Project Alternative 2 is expected to create significant impacts at 14 of the 117 City of Santa Monica study intersections during weekday conditions. This alternative is also expected to result in significant impacts at four City of Santa Monica study intersections in the vicinity of the Performing Arts Campus during the weekend conditions. In addition, Project Alternative 2 is expected to create significant impacts at three of the 23 City of Los Angeles study intersections during weekday conditions. It should be noted that two of the three study intersections (Nos. 113 and 114) forecast to be impacted based on the City of Los Angeles methodology also are forecast to be impacted based on City of Santa Monica methodology. On an overall basis, Project Alternative 2 is expected to create significant impacts at 15 study intersections, 21 fewer significant impacts than the Project.

Application of the City of Santa Monica methodology and threshold criteria indicates that the proposed Project Alternative 2 is expected to create significant impacts at eight study street segments as presented in Table VI.D-12, compared to the 13 significant street segment impacts that were previously identified by the Project. This alternative is also not expected to create significant impacts at any of the 12 study street segments during the weekend conditions. These analysis results are consistent with the previously identified significant impacts associated with the Project.

Table VI.D-12

Summary of Street Segment Analysis For Project Alternative 2 – Weekday and Weekend Conditions

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project Alternative 2			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
1. Arizona Avenue, between 9th Street and 10th Street	Feeder	Weekday	6,140	6,596	456	6,596	0	0.0%	NO
	Feeder	Weekend	4,706	5,056	350	5,062	6	0.1%	NO
2. 10th Street, between California Avenue and Wilshire Boulevard	Local	Weekday	2,139	2,298	159	2,298	0	0.0%	NO
	Local	Weekend	2,211	2,375	164	2,375	0	0.0%	NO
3. 10th Street, between Wilshire Boulevard and Arizona Avenue	Local	Weekday	1,548	1,663	115	1,668	5	0.3%	NO
	Local	Weekend	1,424	1,530	106	1,530	0	0.0%	NO
4. 10th Street, between Arizona Avenue and Santa Monica Boulevard	Local	Weekday	1,459	1,567	108	1,572	5	0.3%	NO
	Local	Weekend	994	1,068	74	1,071	3	0.3%	NO
5. 10th Street, between Santa Monica Boulevard and Broadway	Local	Weekday	1,561	1,677	116	1,677	0	0.0%	NO
	Local	Weekend	869	934	65	948	14	1.5%	NO
6. Arizona Avenue, between 10th Street and 11th Street	Feeder	Weekday	5,928	6,369	441	6,369	0	0.0%	NO
	Feeder	Weekend	4,235	4,550	315	4,553	3	0.1%	NO
7. 11th Street, between California Avenue and Wilshire Boulevard	Collector	Weekday	8,423	9,049	626	9,016	(33)	-0.4%	NO
	Collector	Weekend	7,022	7,544	522	7,564	20	0.3%	NO
8. 11th Street, between Wilshire Boulevard and Arizona Avenue	Collector	Weekday	9,782	10,509	727	10,523	14	0.1%	NO
	Collector	Weekend	7,848	8,431	583	8,550	119	1.4%	NO
9. 11th Street, between Arizona Avenue and SMC PAC Campus driveway	Collector	Weekday	11,100	11,925	825	11,980	55	0.5%	NO
	Collector	Weekend	8,599	9,238	639	9,374	136	1.5%	NO
10. 11th Street, between SMC PAC Campus driveway and Santa Monica Boulevard	Collector	Weekday	11,790	12,667	877	12,857	190	1.5%	NO
	Collector	Weekend	8,772	9,424	652	9,605	181	1.9%	NO
11. 11th Street, between Santa Monica Boulevard and Broadway	Collector	Weekday	12,206	13,113	907	13,214	101	0.8%	NO
	Collector	Weekend	9,336	10,030	694	10,149	119	1.2%	NO
12. Arizona Avenue, between 11th Street and 12th Street	Feeder	Weekday	5,072	5,449	377	5,491	42	0.8%	NO
	Feeder	Weekend	4,454	4,785	331	4,799	14	0.3%	NO
13. Pearl Street, between Euclid Street and 14th Street	Feeder	Weekday	2,009	2,158	149	2,108	(50)	-2.3%	NO
14. Cedar Street, between Euclid Street and 14th Street	Local	Weekday	329	353	24	353	0	0.0%	NO
15. 14th Street, between Delaware Avenue and Pico Boulevard	Collector	Weekday	10,126	10,879	753	10,829	(50)	0.5%	NO
16. 14th Street, between Pico Boulevard and Bay Street	Feeder	Weekday	7,667	8,237	570	8,257	20	0.2%	YES
17. 14th Street, between Pacific Street and Pearl Street	Feeder	Weekday	7,083	7,610	527	7,630	20	0.3%	YES
18. 14th Street, between Pearl Street and Cedar Street	Feeder	Weekday	6,329	6,800	471	6,820	20	0.3%	YES
19. 14th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	3,275	3,518	243	3,518	0	0.0%	NO
20. Pearl Street, between 14th Street and 16th Street	Feeder	Weekday	3,082	3,311	229	3,261	(50)	-1.5%	NO
21. Maple Street, between 14th Street and 16th Street	Local	Weekday	531	570	39	570	0	0.0%	NO
22. 16th Street, between Pico Boulevard and Bay Street	Local	Weekday	5,750	6,177	427	6,177	0	0.0%	NO

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project Alternative 2			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
23. 16th Street, between Pacific Street and Pearl Street	Local	Weekday	5,574	5,988	414	5,988	0	0.0%	NO
24. 16th Street, between Pearl Street and Maple Street	Local	Weekday	3,989	4,286	297	4,286	0	0.0%	NO
25. 16th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	3,458	3,715	257	3,715	0	0.0%	NO
26. Michigan Avenue, between 16th Street and 17th Street	Local	Weekday	1,968	2,114	146	2,114	0	0.0 %	NO
27. Delaware Avenue, between 16th Street and 17th Street	Local	Weekday	1,078	1,158	80	1,158	0	0.0%	NO
28. Pearl Street, between 16th Street and 17th Street	Feeder	Weekday	6,381	6,855	474	6,805	(50)	-0.7%	NO
29. 17th Street, between Delaware Avenue and Pico Boulevard	Feeder	Weekday	6,009	6,456	447	6,406	(50)	-0.8%	NO
30. 17th Street, between Pearl Street and Ocean Park Boulevard	Feeder	Weekday	2,773	2,979	206	2,979	0	0.0%	NO
31. 17th Street, between Ocean Park Boulevard and Ocean Park Place South	Feeder	Weekday	4,921	5,287	366	5,287	0	0.0%	NO
32. Delaware Avenue, between 17th Street and 18th Street	Local	Weekday	2,540	2,729	189	2,729	0	0.0%	NO
33. Pearl Street, between 17th Street and SMC Main Campus Driveway	Feeder	Weekday	6,950	7,467	517	7,417	(50)	-0.7%	NO
34. 18th Street, between Delaware Avenue and Pico Boulevard	Local	Weekday	1,052	1,130	78	1,130	0	0.0%	NO
35. 18th Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	246	264	18	264	0	0.0%	NO
36. Pearl Street, between SMC Main Campus Driveway and 20th Street	Feeder	Weekday	7,355	7,902	547	7,314	(588)	-7.4%	NO
37. 19th Street, between Delaware Avenue and Pico Boulevard	Local	Weekday	919	987	68	987	0	0.0%	NO
38. Delaware Avenue, between 19th Street and 20th Street	Local	Weekday	2,874	3,088	214	3,088	0	0.0%	NO
39. 20th Street, between Virginia Avenue and Pico Boulevard	Collector	Weekday	15,685	16,851	1,166	16,390	(461)	-2.7%	NO
40. 20th Street, between Pico Boulevard and Pearl Street	Collector	Weekday	9,634	10,350	716	9,858	(492)	-4.8%	NO
41. 20th Street, between Pearl Street and Ocean Park Boulevard North	Collector	Weekday	6,119	6,574	455	6,378	(196)	-3.0%	NO
42. Pearl Street, between 20th Street and 21st Street	Feeder	Weekday	5,543	5,955	412	5,563	(392)	-6.6%	NO
43. 21st Street, between Pico Boulevard and Pearl Street	Local	Weekday	2,000	2,149	149	2,149	0	0.0%	NO
44. 21st Street, between Pearl Street and Ocean Park Boulevard North	Local	Weekday	2,245	2,412	167	2,412	0	0.0%	NO
45. 21st Street, between Ocean Park Boulevard and Ocean Park Place South	Local	Weekday	4,038	4,338	300	4,338	0	0.0%	NO
46. 22nd Street, between Pico Boulevard and Pearl Street	Local	Weekday	723	777	54	777	0	0.0%	NO
47. 22nd Street, between Pearl Street and Ocean Park Boulevard North	Local	Weekday	657	706	49	706	0	0.0%	NO
48. Virginia Avenue, between 22nd Street and Cloverfield Boulevard	Local	Weekday	2,370	2,546	176	2,546	0	0.0%	NO
49. 23rd Street, between Pico Boulevard and Pearl Street	Collector	Weekday	7,404	7,954	550	7,954	0	0.0%	NO
50. 23rd Street, between Pearl Street and Ocean Park Boulevard	Collector	Weekday	8,722	9,370	648	9,370	0	0.0%	NO
51. 23rd Street, between Ocean Park Boulevard and Ocean Park Place South	Collector	Weekday	16,300	17,512	1,212	17,450	(62)	-0.4%	NO
52. Pearl Street, between 23rd Street and Cloverfield Boulevard	Feeder	Weekday	5,593	6,009	416	5,617	(392)	-6.5%	NO
53. Cloverfield Boulevard, between Pico Boulevard and Pearl Street	Collector	Weekday	5,738	6,165	427	5,960	(205)	-3.3%	NO
54. Cloverfield Boulevard, between Pearl Street and Ocean Park Boulevard	Collector	Weekday	6,012	6,459	447	6,548	89	1.4%	NO
55. Pennsylvania Avenue, between 26th Street and Stewart Street	Local	Weekday	2,149	2,309	160	2,680	371	16.1%	YES
56. Harvard Street, between Broadway and Colorado Avenue	Local	Weekday	1,135	1,219	84	1,219	0	0.0%	NO
57. Colorado Avenue, between Harvard Street and Stewart Street	Collector	Weekday	16,629	17,865	1,236	18,027	162	0.9%	YES
58. Stewart Street, between Colorado Avenue and Pennsylvania Avenue	Collector	Weekday	9,354	10,049	695	10,246	197	2.0%	NO

Street Segment Location	Class	Day	1 Year 2008 Existing ADT	2 Year 2017 Pre-Project		3 Year 2017 With Project Alternative 2			
				ADT	ADT Increase	ADT	Project Volumes	% ADT Increase	Impact
59, Stewart Street, between Pennsylvania Avenue and Nebraska Avenue	Collector	Weekday	11,607	12,470	863	12,793	323	2.6%	NO
60. Stewart Street, between Nebraska Avenue and Olympic Boulevard	Collector	Weekday	13,056	14,027	971	14,350	323	2.3%	YES
61. Stewart Street, between Olympic Boulevard and Exposition Boulevard	Collector	Weekday	9,746	10,471	725	11,117	646	6.2%	NO
62. Stewart Street, between Exposition Boulevard and Delaware Avenue	Collector	Weekday	8,854	9,512	658	9,782	270	2.8%	NO
63. Colorado Avenue, between Stewart Street and Yale Street	Collector	Weekday	16,754	18,000	1,246	18,175	175	1.0%	YES
64. Yale Street, between Broadway and Colorado Avenue	Local	Weekday	3,208	3,447	239	3,527	80	2.3%	YES
65. Nebraska Avenue, between Stewart Street and Stanford Street	Local	Weekday	3,003	3,226	223	3,226	0	0.0%	NO
66. Exposition Boulevard, between Stewart Street and Yorkshire Avenue	Local	Weekday	1,503	1,615	112	1,676	61	3.8%	NO

Note: City of Santa Monica street impact threshold criteria is as set forth in Table IV.J-10.

Source: Linscott, Law & Greenspan Engineers, Traffic and Parking Study, Santa Monica College Career & Educational Facilities Master Plan 2010 Update, March 22, 2010.

The recommended comprehensive Transportation Demand Management (TDM) program proposed for the Project would apply so as to reduce the forecast Project Alternative 2-related vehicular trip generation. Specifically, the goal of the TDM plan is to Manage trip generation at the four SMC campuses such that the number of trips generated during the AM and PM peak hours do not exceed current levels (i.e., create a "traffic neutral" project). Even in a traffic neutral condition as measured on an aggregate basis, it is likely that trip generation at some campuses may exceed current levels at Project Alternative 2 build-out while trip generation at other campuses would be less. For those campuses that experience an incremental increase in trip generation, it is likely that some traffic effects associated with the Project Alternative 2 would be deemed significant due to the highly sensitive thresholds of significance utilized by the City of Santa Monica, which have been adopted for use in the traffic analysis by the Lead Agency. Accordingly, impacts at some study intersections and street segments would remain significant due to Project Alternative 2, although the severity of the impacts would be greatly reduced due to implementation of the TDM plan.

VI. PROJECT ALTERNATIVES
E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of a proposed project and the project alternatives, Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be capable of reducing the significant impacts generated by the project to the greatest extent. However, Section 15126.6(e)(2) of the State CEQA Guidelines states if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the alternatives analysis provided above, the No Project Alternative would clearly generate the fewest environmental impacts and thus would be considered the Environmentally Superior Alternative. However, as stated above if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The Project is expected to create significant impacts at 29 of the 117 City of Santa Monica study intersections during weekday conditions. (See Table IV.J-6 in Section IV.J, Traffic and Transportation.) Project Alternative 1, Olympic Shuttle Lot Land Swap, would reduce weekday traffic impacts at four of the 29 significantly impacted study intersections, resulting in a net total of 25 significantly impacted intersections. (See Table VI.C-8.) Project Alternative 2, Reduced Density Alternative, would reduce weekday traffic impacts at 15 of the 29 significantly impacted study intersections, and would eliminate only the a.m. peak hour impact at 2 additional intersections and the p.m. peak hour impact at one additional intersection. (See Table VI.D-9.) In total, the Reduced Density Alternative would result in 14 significantly impacted traffic intersections on weekday peak hours.

With respect to street segments, the Proposed Project is expected to create significant impacts at 13 of the 66 study street segments during the weekday conditions. (See Table IV.J-14 in Section IV.J, Traffic and Transportation.) Project Alternative 1, Olympic Shuttle Lot Land Swap, would not be effective in reducing any of significant street segment traffic impacts and would thus result in the same impacts as compared to the Proposed Project. (See Table VI.C-10.) Project Alternative 2, Reduced Density Alternative, would reduce street segment traffic impacts at five of the 13 significantly impacted street segments. (See Table VI.D-12.) Therefore, the Reduced Density Alternative is environmentally superior as compared to the Proposed Project and the Alternative 1, Olympic Shuttle Lot Land Swap Alternative.

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VIII. REFERENCES AND ACRONYMS

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LIST OF ACRONYMS

AA	SMC Airport Arts Campus
AADT	Annual Average Daily Traffic
AB	Assembly Bill
AC	Santa Monica Fire Department Access Compliance
ACM	Asbestos Containing Material
ADT	Average Daily Traffic
AET	Academy of Entertainment and Technology
ARB	California Air Resources Board
ASF	assignable square feet

AQMP	Air Quality Management Plan
BBB	Santa Monica Big Blue Bus
BMP	Best Management Practice
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAT	Climate Action Team
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDMG	(See CGS)
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, & Liability Act
cf	cubic feet
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CMA	Critical Movement Analysis
CMP	Congestion Management Program

CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide equivalencies
COHb	Carboxyhemoglobin
Cortese	CalEPA's Cortese List Data Resources (lists of hazardous waste substance sites)
CTR	California Toxics Rule
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel scale
D/C	Demand/Capacity ratio
DHS	California Department of Health Services
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
du	dwelling unit
EA	Energy and Atmosphere
EAP	Energy Action Plan
EB	Eastbound
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EQ	Indoor Environmental Quality
ESL	English as a Second Language
ETC	Employee Transportation Coordinator
FAR	Floor Area Ratio

FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLS	Fire and Life Safety review
ft	feet
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GSF	gross square feet of floor area
GWP	global warming potential
HCM	Highway Capacity Manual
HFC	hydrofluorocarbon
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation, and Air Conditioning
IBC	International Building Code
ICU	Intersection Capacity Utilization method of traffic analysis
ID	Innovation and Design Process
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
IT	Internet/Technology
ITE	Institute of Transportation Engineers
KCRW	Santa Monica College's radio station
kWh	Kilowatt Hours
L_{dn}	day-night average noise level

L_{eq}	equivalent energy noise level
LADOT	City of Los Angeles Department of Transportation
LBP	Lead-based Paint
lbs	pounds
LEED $_{TM}$	Leadership in Energy and Environmental Design
LEED-NC	Leadership in Energy and Environmental Design – New Construction & Major Renovations
LMSD	Light Manufacturing and Studio District zoning classification
LOS	Level of Service
LSTs	Localized Significance Thresholds
LTS	Less Than Significant
LTS(M)	Less Than Significant After Mitigation
LUCE	City of Santa Monica Land Use and Circulation Element
LUFT	Leaking Underground Fuel Tank
LUST	Leaking Underground Storage Tank
M	Magnitude
MEP	Maximum Extent Practical
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	million gallons per day
mph	miles per hour
MR	Materials and Resources
MS4	Municipal Separate Storm Sewer System
MW	megawatt
mya	million years ago

NAAQS	National Ambient Air Quality Standards
NESHAP	National Emission Standards for Hazardous Air Pollutants
NI	No Impact
NIFZ	Newport-Inglewood Fault Zone
N_2O	Nitrous oxide
NO_x	Nitrogen Oxides
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PAC	Performing Arts Campus
Pb	Lead
PCE	tetrachloroethene
PFC	perfluorocarbon
PL	Public Lands Overlay District
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
ppd	pounds per day
ppm	parts per million

PRC	Public Resources Code
PUC	Public Utilities Commission
R2	Low Density Multiple Residential zoning classification
R3/C4	Medium Density Multiple Family Housing / Highway Commercial zoning classification
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Federal Resource Conservation and Recovery Act
ROG	Reactive Organic Gas
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAR	Second Assessment Report
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation, and Cleanups sites
SMC	Santa Monica College

SMCCD	Santa Monica Community College District
SMCPD	Santa Monica College Police Department
SMFD	Santa Monica Fire Department
SMMC	City of Santa Monica Municipal Code
SMP	Soil Management Plan
SMPD	Santa Monica Police Department
SMURRF	Santa Monica Urban Runoff Recycling Facility
SO_2	Sulfur dioxide
SO_4	Sulfates
SO_x	Sulfur Oxides
SONGS	San Onofre Nuclear Generating Station
SOON	Surplus Off-Road Opt-in for NO_x program
SRA	Source Receptor Area
SS	Sustainable Site
SU	Significant and Unavoidable
SUSMP	Standard Urban Stormwater Mitigation Plan
SWM	City of Santa Monica Public Works Department, Solid Waste Management Division
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	trichloroethene
TDM	Transportation Demand Management
TIA	Traffic Impact Assessment
TMA	Transportation Demand Management Association

TMDL	Total Maximum Daily Load
TRU	transportation refrigeration unit
TWP	Transit Welcome Package
ULSD	Ultra Low Sulfur Diesel
URBEMIS	Computer model for estimating pollutant emissions
U.S. EPA	United States Environmental Protection Agency
USEPA	United States Environmental Protection Agency
USGBC	United States Green Building Council
USGS	United States Geologic Survey
UST	Underground Storage Tank
V/C	Volume-to-Capacity
VdB	Vibration Decibels
WB	Westbound
WE	Water Efficiency
$\mu g/m^3$	Micrograms per cubic meter