

**Board of Trustees Meeting July 6, 2005
Bundy Campus Long-Range Master Plan
Staff Report**

This report reviews the Bundy Campus Master Plan process and the information gained thus far, including educational planning issues, site planning options, and circulation issues. Based on College and public input, this report recommends that an EIR be prepared for the staff recommended site plan. This report also recommends a long-range monitoring program on the part of both the College and the City in order to further provide for public comment and review.

Background

Site Purchase and Renovations. In December 2001, Santa Monica College purchased 10.3 acres of property located at 3171 S. Bundy Drive from BAE Systems, a major defense contractor, which had used the site for approximately two decades as a manufacturing and research and development facility. BAE operated with a peak employment of 1,200. The site provided approximately 200,000 square feet of building space and 550 parking spaces.

In the time since BAE vacated the site, an internal roadway has been constructed to link the lower and upper portions of the site and a landscaped 10-foot soundwall has been constructed along the southeast and southwest edges of the campus. All necessary governmental approvals to use this roadway have been secured. Demolition of the low-rise manufacturing buildings has also been completed. The two buildings remaining on site include a four-story building of approximately 64,000 square feet and a two-story building of approximately 30,000 square feet.

Early in 2004 the College prepared an Initial Study/Mitigated Negative Declaration for the reuse of the four-story building as an educational facility with 18 classrooms. Site improvements have been undertaken, and the new campus is expected to open July 5, 2005 for Summer classes. The renovated site provides 609 parking spaces.

Educational programs to be housed in the four-story building include Health Sciences (Registered Nurse programs), Education (Early Childhood Development, professional development, and family literacy), Continuing Education, Community Education, and General Education.

SMC Shuttle Relocation. A park-and-ride shuttle from the Santa Monica Airport for SMC staff and students began operating in 1988 in order to improve parking and traffic conditions in residential neighborhoods around SMC's main campus. Beginning in 1994, the shuttle also served to replace campus parking lost to the Northridge earthquake, and in 1998 the shuttle helped to mitigate possible parking displacement caused by an expansion of neighborhood preferential parking. About 1,700 students use the shuttle daily at the beginning of a semester.

Starting in about 1997, the City of Santa Monica proposed a park for an 8-acre site at the Santa Monica Airport that included the land leased to the College for the park-and-ride shuttle. An Environmental Impact Report (EIR) draft was prepared in July 2002 and a recirculated draft EIR was prepared in May 2003 by the City.

The EIR was adopted by the City Council in 2003. In adopting the EIR, the Council acknowledged that there would be significant traffic and circulation impacts near the main campus if the parking provided by the shuttle site were not replaced. The Council instead urged the adoption of a second scenario, the relocation of the shuttle site across the street to the Bundy Campus site with access from Centinela and Airport Avenue.

Site Access and Circulation. For most of its history, the BAE site has operated with primary access from Airport Avenue at two locations, and secondary access from Stewart Avenue. A driveway on Bundy Drive accessed visitor parking and did not connect to the lower lots. The two access points from Airport Avenue were across a parking lot at the east end of Airport Avenue that BAE leased from the City and through a roadway just east of the 3200 Airport Avenue building (the former Airport Administration building) that also serviced parking for the 3300 and 3200 Airport Avenue buildings.

On November 8, 2004, Santa Monica College released a Bundy Campus Site Access and Circulation Plan prepared by Kaku Associates to address long-range planning issues for the site. The plan assumed that the Stewart Avenue entrance would be for emergency vehicle use only, acknowledged the use of the driveway on Bundy Drive about 500 feet south of Airport Avenue, assumed the continued use of the roadway east of the 3200 Airport Avenue building, and assumed a new entryway at the south leg of Donald Douglas Loop South. This report is posted on the SMC website and has been widely distributed.

The report studied the parking and circulation demands of the currently planned uses of the four-story building, future uses of the entire four-story building, and future uses of the currently unused 30,000 two-story building. It also studied the simultaneous use of the site as a replacement shuttle site.

Importantly, the study provided information that the shuttle lot currently provides 428 remote parking spaces leased from the City and in addition, there are approximately 80 SMC-related vehicles currently parking in lots along Airport Avenue that are not formally designated for SMC use. This total of 508 shuttle parking spaces was the existing condition studied by Kaku Associates.

The Kaku study included an analysis of two alternative parking structures, one with 800 spaces, the other with 1,000 spaces.

On November 22, 2004, the Airport Commission reviewed the Kaku study and recommended the prohibition of public access, including both vehicular and pedestrian,

to the Bundy Campus directly from Airport property and requested additional information from the College regarding its future use of the site.

On January 10, 2005, the SMC Board of Trustees approved proceeding with the future educational planning for the Bundy Campus, to include both a master plan and an environmental study to guide College planning and to address concerns raised by the City of Santa Monica and the City of Los Angeles. A description of the planning process and a summary of results to date are provided below.

On May 23, 2005, the Airport Commission indicated a willingness to further explore the issue of vehicular access and perhaps form a committee to study the matter.

On June 14, 2005, the Santa Monica City Council voted to allow SMC to have a one-time only temporary pedestrian access to the Bundy campus from the Airport SMC Shuttle Lot for students attending the summer session.

On June 27, 2005, the Airport Commission acknowledged the significant changes the College has made to accommodate Airport concerns, but voted to sustain its recommendation to deny pedestrian and vehicular access to the Bundy Campus from Airport Avenue pending more information.

Long-Range Master Plan for the Bundy Campus

Planning Context of the Bundy Campus. Santa Monica College's main campus was originally developed over a period of about 30 years, from the first purchase of land in 1940 to the opening of the Technology Building in 1969. The College is currently at the midpoint of a similar cycle to renew and improve College facilities.

The original cycle of development was funded almost entirely from four bond measures approved by local voters. This current effort is two-thirds funded from local bond measures—approved by voters in 1992, 2002, and 2004—and one-third funded from other federal, state, local, and private sources.

A Master Facilities Plan, adopted in 1998, identified renewal projects on the main campus. Four of these have been completed, two are under construction, and three others are in planning. The Master Facilities Plan also identified sites on the main campus for two new campus buildings. Additionally, the Master Facilities Plan recommended balancing instructional capacities at each of the College's main and satellite campuses. Satellite campuses can provide unique identities for College programs, such as Emeritus, Entertainment and Technology, Applied Music, and now Education and Health Education professional development. Additionally, balancing capacities alleviates impacts on the main campus.

College Workload Management. For the last fifteen years, the College has been following an enrollment management policy designed to reduce vehicle trips to the main

campus. The policy provides for largely self-contained satellite campuses, a student parking shuttle site, online instruction, and improved weekly and annual class scheduling.

Today, these enrollment management programs account for about 30% of College workload. Transportation management programs centered on public transit account for another 20% of College workload.

College workload has historically increased due to local employer needs, student needs, and preferential funding practices by the State. Workload has historically decreased due to lack of State funding.

New funding practices adopted by the State last year and other new practices anticipated for this year will have direct consequences on College workload management. One set of reforms will provide the College more revenue for the same workload, decreasing the financial incentive of using workload increases to overcome State funding inequalities. Another reform will require the College to make more efficient use of existing facilities and to provide instruction during afternoons and on weekends.

As a consequence of these reforms and the increased capabilities available at other community colleges, Santa Monica College is now planning for a decrease in future workload growth, from a workload growth for the last 11 years that averaged 2.5% annually to a future workload growth that is expected to average 1.5% annually.

Master Planning Process. The College has completed the visioning component of a master plan process for the full use of the Bundy Campus, including two community meetings and two campus constituency meetings. Following direction from the Board at its July 6 meeting, the College will conduct future community meetings and will also conduct an environmental review necessary before the Board can approve a Master Plan for the Bundy Campus.

Educational Planning. Much of the educational planning for the site is embodied in the already approved uses for the four-story building. The campus steering committee meeting of April 29, 2005, comprised of faculty leadership, affected departments, and College staff, unanimously approved the current relocation of (1) Child Development, Education, and Teacher Academy; (2) Nursing and Health Sciences; (3) Continuing Education; and (4) Non-Credit programs; and the future relocation of Communications (Cinema, TV Broadcasting, and Journalism). The group also identified Fashion/Merchandising as a good candidate. Their report is attached to this staff report (Appendix A).

Based on an analysis of these space needs, and a similar analysis of the future classroom needs to support general education (see above), College staff concludes that the two buildings on site are sufficient to meet the long-range facility planning needs of the College, over and beyond the facilities currently underway at other locations.

Site Planning. Based on educational planning and community input, WWCOT, a local Santa Monica planning and architectural firm retained by SMC for planning purposes, is proposing a site plan that retains the four-story building and calls for the relocation of the two-story building with a building of similar size located to the immediate east of the four-story building, thereby creating a pedestrian friendly campus center. A small parking basement is added below the new building, increasing the total parking inventory to 668 spaces.

The Bundy Campus Master Plan will be for a self-contained campus.

The site plan for the site as it currently exists and the proposed site plan are attached to this staff report (Appendix B-1 and B-2).

Circulation Study. A site access analysis of the site as it currently exists and the proposed site plan has been prepared by Kaku Associates and is attached to this staff report (Appendix C-1). This analysis draws on new information provided by the College and previous analysis of the site documented in the November 2004 study. Figure 7, Estimated Trip Distribution, from the previous study, is attached as Appendix C-2.

Here are the circulation study conclusions:

Parking Supply: Available parking supply provides adequate parking for on-site activities at all times.

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

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

In total, in Fall 2010, at build-out, the new campus is projected to generate 142 new weekday a.m. peak hour trips and 5 new weekday p.m. peak hour trips. About 80% of these trips may be expected to travel north or south on Bundy Drive. Some of these trips will replace trips that otherwise would be to the main campus. The EIR for this project will analyze the net impact of these trips.

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

Public Outreach. Beyond the two community visioning meetings, College staff has also met with representatives of the Mar Vista Neighborhood Council and with

representatives of the Friends of Sunset Park. College staff has provided a draft document to Friends of Sunset Park that proposes an SMC program to reduce College-related traffic and congestion in Sunset Park and is awaiting comment. A copy of the draft document is attached to this staff report (Appendix D).

A summary of concerns and issues raised at the community visioning meetings has been posted to the SMC web site and the SMC response to these concerns is attached to this staff report (Appendix E). This appendix also includes SMC responses to concerns raised by the Airport Manager.

Interim Site Use. Staff is implementing a phased transition of the site that provides for an initial limited on-site classroom use and shuttle parking. Staff intends to move the shuttle to another location in the near future. This transition is analyzed in Appendix C-1.

This interim use addresses the major Airport and neighborhood concerns expressed to date:

- It provides for adequate on-site parking at all times and addresses Mar Vista neighborhood and Airport concerns about spill-over parking.
- Left turn restrictions from the site on Donald Douglas Loop South to Airport Avenue during peak hours addresses Sunset Park neighborhood cut-through traffic concerns. During peak hours, Santa Monica residents will return home by means of Bundy Drive.

Discussion and Recommendations

With faculty, staff, and community input, College administration has concluded that the long-term educational needs of the College appropriate for the Bundy Campus satellite location can be accommodated with a combined building area of no more than 100,000 square feet. In practice, this includes the use of the newly renovated 4-story building and the renovation or replacement of the vacant 2-story building.

Given the overall building footprint, planning staff has considered essentially two options for the site. One is to operate the site with parking sufficient to support the programs offered on-site. The other is to provide additional parking at the site by means of a parking structure to provide parking for programs on-site and for the College as a whole (for shuttle parking, in other words).

College planners presented the first idea as Option A and Option B to the College steering committee and at community visioning workshops. College planners presented the second idea as Option C and conducted a traffic analysis for both an 800-space structure and a 1,000 space structure.

Both ideas can be accommodated by the site. Traffic analysis for the 1,000-space parking structure (the most intensive use studied for the site) shows that the combined operation of classroom usage and shuttle parking would add 73 new weekday a.m. peak hour trips

on surface streets from and towards Santa Monica and 41 new weekday p.m. peak hour trips on surface streets from and towards Santa Monica.

Traffic analysis for the preferred option has been described above (on page 5). The preferred option meets the College needs at the present time and has the least impacts.

Staff recommends a site plan that retains the 4-story building and relocates the 2-story building to the immediate east of the 4-story building with a building of similar size, creating a pedestrian friendly center. The site plan adds a small parking basement under the 2-story buildings, increasing parking from the existing 609 spaces to 668 spaces.

Staff also recommends an on-going monitoring program in order to address Airport concerns related to the transition from the initial use of the site to its final status as self-sufficient. Such a program could be by means of an ad hoc committee with the Airport Commission or by means of a long-range oversight monitoring by a joint Board of Trustees and City Council annual meeting.

Following direction received from the Board of Trustees regarding site options and proposed mitigations, College staff will provide this information for public comment and review by means of additional community workshops and will proceed with the environmental impact analysis of the long-range plan for the Bundy Campus.

Therefore, it is recommended that:

- 1) The Board of Trustees authorize staff to proceed with the Bundy Campus Master Plan process as outlined above; and
- 2) The Board of Trustees authorize staff to negotiate with the necessary parties an ongoing monitoring program.

Attachments:

- Appendix A – Program Notes from Campus Steering Committee Meeting of April 29, 2005
- Appendix B-1 – Initial Bundy Campus Site Plan
- Appendix B-2 – Final Bundy Campus Site Plan
- Appendix C-1 – June 2005 Memorandum re: Site Access Analysis of Santa Monica College Santa Monica Airport Campus
- Appendix C-2 – Figure 7, Estimated Trip Distribution, from November 2004 Santa Monica College Bundy Campus Site Access and Circulation Plan
- Appendix D – Draft Document from Santa Monica College to Friends of Sunset Park
- Appendix E – Summary of SMC Responses to Raised Concerns and Issues